CITY OF ONTARIO

Regular City Council/Housing Authority Meeting
MAY 16, 2023

City Hall
303 East B Street, Ontario, CA 91764

MAYOR PAUL S. LEON • MAYOR PRO TEM DEBRA DORST-PORADA
COUNCIL MEMBERS ALAN D. WAPNER, JIM W. BOWMAN AND RUBEN VALENCIA

CITY CLERK SHEILA MAUTZ • TREASURER JAMES R. MILHISER
CITY MANAGER SCOTT OCHOA • CITY ATTORNEY RUBEN DURAN

WELCOME TO A MEETING OF THE ONTARIO CITY COUNCIL

All documents for public review are on file with the Records Management/City Clerk's Department located at 303 East B Street, Ontario, CA 91764.

Anyone wishing to speak in person during public comment or on a particular item will be required to fill out a blue slip. Blue slips must be turned in prior to public comment beginning or before an agenda item is taken up. The Clerk will not accept blue slips after that time. To comment by email, submit your comments no later than 4:00 p.m. on the day of the meeting by emailing your name, agenda item you are commenting on and your comments to publiccomments@ontarioca.gov. All comments received by the deadline will be forwarded to the City Council for consideration before action is taken on the matter and will be entered into the record.

Comments will be limited to 3 minutes. Speakers will be alerted when they have 1 minute remaining and 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 Council's jurisdiction. Remarks on other agenda items will be limited to those items.

Remarks from those seated or standing in the back of the chamber will not permitted. All those wishing to speak including Council and Staff need to be recognized by the Chair before speaking.

ACCOMODATIONS

If you need special assistance or accommodations to participate in this meeting, please contact the City Clerk's office at 909-395-2009. Notification of 48 hours prior to the meeting will help the City make reasonable arrangements. Equipment for the hearing impaired is available in the Records Management Office.

ORDER OF BUSINESS

The regular City Council and Housing Authority meeting begins with Closed Session and Closed Session Comment at 5:30 p.m., Public Comment at 6:30 p.m. immediately followed by the Regular Meeting and Public Hearings. No agenda item will be introduced for consideration after 10:00 p.m. except by majority vote of the City Council.

CALL TO ORDER *(OPEN SESSION)*

ROLL CALL

Dorst-Porada, Wapner, Bowman, Valencia, Mayor/Chairman Leon

CLOSED SESSION PUBLIC COMMENT

The Closed Session Public Comment portion of the Council/Housing Authority meeting is limited to a maximum of 3 minutes for each speaker and comments will be limited to matters appearing on the Closed Session. Additional opportunities for further Public Comment will be given during and at the end of the meeting.

CLOSED SESSION

GC 54956.8, CONFERENCE WITH REAL PROPERTY NEGOTIATORS
Property: APN: 1011-221-19; 1522 West Mission Boulevard; City/Authority negotiator: Scott Ochoa or his designee; Negotiating parties: The Ramanbhai G. Patel and Manjulaben R. Patel Revocable Living Trust; Under negotiation: Price and terms of payment

GC 54956.8, CONFERENCE WITH REAL PROPERTY NEGOTIATORS
Property: APN: 0110-321-43; 2151 East Convention Center Way; City/Authority negotiator: Scott Ochoa or his designee; Negotiating parties: ONT Gateway LLC; Under negotiation: Price and terms of payment

GC 54956.8, CONFERENCE WITH REAL PROPERTY NEGOTIATORS
Property: APNs: 0218-101-03, 0218-101-04, 0218-101-05, 0218-101-06; Southeast Corner Riverside Drive and Vineyard Avenue; City/Authority negotiator: Scott Ochoa or his designee; Negotiating parties: JCLIN INVESTMENT LP; Under negotiation: Price and terms of payment

GC 54956.8, CONFERENCE WITH REAL PROPERTY NEGOTIATORS
Property: APNs: 0218-111-08, 0218-111-11, 0218-111-12, 0218-111-49, 0218-111-50; Southeast Corner Riverside Drive and Ontario Avenue; City/Authority negotiator: Scott Ochoa or his designee; Negotiating parties: 15 Dairy River LLC; Under negotiation: Price and terms of payment

GC 54956.8, CONFERENCE WITH REAL PROPERTY NEGOTIATORS
Property: APN: 0218-111-06; Southeast Corner Riverside Drive and Ontario Avenue; City/Authority negotiator: Scott Ochoa or his designee; Negotiating parties: Sanchez Family Trust; Under negotiation: Price and terms of payment

GC 54956.8, CONFERENCE WITH REAL PROPERTY NEGOTIATORS
Property: APN: 0218-111-05; Southeast Corner Riverside Drive and Ontario Avenue; City/Authority negotiator: Scott Ochoa or his designee; Negotiating parties: Raymundo Flores; Under negotiation: Price and terms of payment

GC 54956.8, CONFERENCE WITH REAL PROPERTY NEGOTIATORS
Property: APNs: 0218-111-04, 0218-111-45; Southeast Corner Riverside Drive and Ontario Avenue; City/Authority negotiator: Scott Ochoa or his designee; Negotiating parties: Ontario WF Farm LLC; Under negotiation: Price and terms of payment

GC 54956.9(d)(4), CONFERENCE WITH LEGAL COUNSEL - ANTICIPATED LITIGATION
One (1) Case

GC 54957.6, CONFERENCE WITH LABOR NEGOTIATIONS: City Negotiator: City Manager or his designees; Bargaining Units: Ontario Police Officers Association, Ontario Police Management Group, Ontario Professional Firefighters Association Local 1430, Ontario Fire Management Group, Department Heads, Executives, AFSCME Local 3061, Teamsters Local 1932, Association of Management Employees, Confidential Group, and Part-time Employees.

ATTACHMENT: 20230516 Closed Session

PLEDGE OF ALLEGIANCE

Mayor pro Tem Dorst-Porada

INVOCATION

Pastor Delfa Tangonan Nava, Jesus is Lord Church Ontario

REPORT ON CLOSED SESSION

City Attorney

SPECIAL CEREMONIES

TWENTY-THIRD ANNUAL MODEL COLONY AWARDS

That the City Council present the 2023 “Model Colony” Awards for Historic Preservation.

RECOGNITION OF "HISTORIC PRESERVATION MONTH" IN THE CITY OF ONTARIO

That the City Council Proclaim the Month of May 2023 as “Historic Preservation Month” in the City of Ontario.

PROCLAMATION OF MAY 20, 2023 AS KIDS TO PARKS DAY

That the City Council proclaim May 20, 2023 as Kids to Parks Day in the City of Ontario.

PUBLIC COMMENTS 6:30 P.M.

The Public Comment portion of the Council/Housing Authority meeting is limited to 30 minutes with each speaker given a maximum of 3 minutes. An opportunity for further Public Comment may be given at the end of the meeting. Under provisions of the Brown Act, Council is prohibited from taking action on oral requests.

To comment by email, submit your comments by email no later than 4:00 p.m. on the day of the meeting by emailing your name, agenda item you are commenting on and your comment to publiccomments@ontarioca.gov. All Comments received by the deadline will be forwarded to the City Council for consideration before action is taken on the matter and entered into the record. As previously noted -- if you wish to address the Council, fill out one of the blue slips at the rear of the chambers and give it to the City Clerk.

AGENDA REVIEW/ANNOUNCEMENTS

The City Manager will go over all updated materials and correspondence received after the Agenda was distributed to ensure Council Members have received them. He will also make any necessary recommendations regarding Agenda modifications or announcements regarding Agenda items to be considered.

CONSENT CALENDAR

All matters listed under CONSENT CALENDAR will be enacted by one motion in the form listed below – there will be no separate discussion on these items prior to the time Council votes on them, unless a member of the Council requests a specific item be removed from the Consent Calendar for a separate vote.

Each member of the public wishing to address the City Council on items listed on the Consent Calendar will be given a total of 3 minutes.

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1. APPROVAL OF MINUTES

Minutes for the regular meetings of the City Council and Housing Authority of April 18, 2023 and approving same as on file in the Records Management Department.

ATTACHMENT: 20230418 Minutes (Not official until approved)

2. BILLS & PAYROLL

Bills April 14, 2023 through April 27, 2023, and Payroll April 9, 2023 through April 22, 2023 when audited by the Finance Committee.

3. A RESOLUTION ORDERING THE SUMMARY VACATION OF TWO EASEMENTS FOR SANITARY SEWER AND PUBLIC UTILITY PURPOSES LOCATED AT THE SOUTHEAST CORNER OF SOUTH BON VIEW AVENUE AND EAST ONTARIO BOULEVARD

That the City Council adopt a Resolution ordering the summary vacation of two easements for sanitary sewer and public utility purposes located at the southeast corner of South Bon View Avenue and East Ontario Boulevard.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, ORDERING THE SUMMARY VACATION OF TWO EASEMENTS FOR SANITARY SEWER AND PUBLIC UTILITY PURPOSES LOCATED AT THE SOUTHEAST CORNER OF SOUTH BON VIEW AVENUE AND EAST ONTARIO BOULEVARD.

ATTACHMENT: Vacation 305 & 306^01 EXH 1
ATTACHMENT: Vacation 305 & 306^02^RESO^RM
ATTACHMENT: Vacation 305 & 306^03 RESO EXH A - D

4. AN AMENDMENT TO THE PROFESSIONAL SERVICES AGREEMENT FOR REMOTE ACCELA SUPPORT WITH TRUEPOINT SOLUTIONS, LLC

That the City Council authorize the City Manager to execute an Amendment to the current Agreement (on-file with the Records Management Department) with TruePoint Solutions, LLC., Loomis, California, for on-going service and support of the Accela Civic Platform for a total not to exceed amount of $650,000 and extend the term for two years.

5. AN AMENDMENT TO THE GOODS AND SERVICES AGREEMENT FOR THE PROCUREMENT OF ASPHALT MATERIALS

That the City Council authorize the City Manager or his designee to execute Amendment No. 1 to the Goods and Services Agreement (on file with the Records Management) with All American Asphalt of Corona, California, to procure asphalt materials in an amount not-to-exceed $965,970.

6. AMENDMENTS TO THE EQUIPMENT PURCHASE AGREEMENTS WITH MCLAUGHLIN WASTE EQUIPMENT, INC. FOR COMMERCIAL BIN CONTAINERS AND ROLL-OFF CONTAINERS AND PARTS

That the City Council take the following actions:

A. Authorize the City Manager or his designee to execute Amendment No. 4 to the existing Equipment Purchase Agreement (on file in the Records Management Department) with McLaughlin Waste Equipment, Inc. of Galt, California, for the procurement of commercial bin containers, exercising the option of a one-year extension of the agreement and extending the term of the agreement to June 30, 2024 in an amount not-to-exceed $1,000,000; and
B. Authorize the City Manager or his designee to execute Amendment No. 2 to the existing Equipment Purchase Agreement (on file in the Records Management Department) with McLaughlin Waste Equipment, Inc. of Galt, California, for the procurement of roll-off containers and parts, exercising the option of a one-year extension of the agreement and extending the term of the agreement to June 30, 2024 in an amount not-to-exceed $400,000.

7. ACCEPTANCE OF A WRITTEN PETITION TO CREATE A COMMUNITY FACILITIES DISTRICT; AND A RESOLUTION OF INTENTION TO ESTABLISH CITY OF ONTARIO COMMUNITY FACILITIES DISTRICT NO. 61 (MERRILL COMMERCE CENTER SERVICES) AND TO AUTHORIZE THE LEVY OF SPECIAL TAXES

That the City Council consider and:

A. Accept a written petition (on file with the Records Management Department) from Prologis LP, Research ("Landowner"), to create a Community Facilities District ("CFD") and to waive certain procedural matters, under the Mello-Roos Community Facilities Act of 1982; and
B. Adopt a Resolution of Intention to establish City of Ontario Community Facilities District No. 61 (Merrill Commerce Center Services), authorize the associated levy of special taxes therein; and set a public hearing for the formation of the CFD as part of the regularly scheduled City Council meeting on Tuesday, June 20, 2023.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, OF INTENTION TO ESTABLISH A COMMUNITY FACILITIES DISTRICT PROPOSED TO BE NAMED CITY OF ONTARIO COMMUNITY FACILITIES DISTRICT NO. 61 (MERRILL COMMERCE CENTER SERVICES) AND TO AUTHORIZE THE LEVY OF A SPECIAL TAX.

ATTACHMENT: CFD 61 Merrill Commerce Center^01^Resolution Intention^RM
ATTACHMENT: CFD 61 Merrill Commerce Center^01A Map, EXH A
ATTACHMENT: CFD 61 Merrill Commerce Center^01B RMA, EXH C

8. AN AMENDMENT TO THE PROFESSIONAL SERVICES AGREEMENT WITH HINDERLITER DE LLAMAS & ASSOCIATES (HDL) FOR SALES TAX CONSULTING AND REVENUE RECOVERY

SERVICES AND AN AMENDMENT TO THE PROFESSIONAL SERVICES AGREEMENT WITH HDL COREN & CONE FOR PROPERTY TAX SERVICES

That the City Council authorize the City Manager or his designee to execute the following amendments:

A. An Amendment with Hinderliter de Llamas & Associates adding indirect cost recovery to the scope of work, increasing compensation for a new not-to-exceed amount of $1,700,000 with an expiration of June 30, 2025, and an option to add two (2) additional one-year terms to the agreement; and
B. An Amendment for the HdL Coren & Cone agreement to increase compensation for a new not-to-exceed amount of $172,605 with an expiration of June 30, 2025, and an option to add two (2) additional one-year terms to the agreement.

9. A GRANT APPLICATION FROM THE ADMINISTRATION FOR COMMUNITY LIVING FOR THE ACTIVE SENIOR ON THE GO PROGRAM

That the City Council authorize the City Manager, or his designee, to execute all documents necessary to apply for and accept a 12-month grant in the amount of $439,094 from the Administration for Community Living (ACL), a division of the U.S. Department of Health and Human Services, for the Recreation & Community Services Department's Active Seniors on the Go program.

10. FISCAL YEAR 2022-23 THIRD QUARTER BUDGET UPDATE REPORT

A. That the City Council approve the budget adjustments and recommendations as presented in the Fiscal Year 2022-23 Third Quarter Budget Update Report (Exhibit A), and adopt a Resolution pertaining to the City Clerk and Treasurer salary;
B. That the City Council approve a revised Salary Schedule (Exhibit B) and for Unrepresented Part-time employees and authorize the City Manager to approve staffing programs and the assigned salary grade placement for each Part-Time classification with the recommendation of the Human Resources / Risk Management agency.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, SETTING THE COMPENSATION OF THE CITY CLERK AND CITY TREASURER AND RESCINDING PREVIOUS RESOLUTION NO. 2014-016.

ATTACHMENT: FY 2022-23 Third Quarter Budget Update Report_EXHIBIT A.pdf
ATTACHMENT: Clerk-Treasurer Salary^RESO^RM
ATTACHMENT: Part Time Grade Table_EXHIBIT B

PUBLIC HEARINGS

Pursuant to Government Code Section 65009, if you challenge the City's zoning, planning or any other decision 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 City Council at, or prior to the public hearing. Affidavits of posting compliance, for all items below, are on file with the Records Management Department.

11. A PUBLIC HEARING TO CONSIDER ADOPTION OF A RESOLUTION TO UPDATE THE CITY'S DEVELOPMENT IMPACT FEES (DIF) MASTER FACILITIES PLAN

That the City Council consider and adopt a Resolution to update the City's Development Impact Fees (DIF) Master Facilities Plan.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, ADOPTING THE DEVELOPMENT IMPACT FEES (DIF) MASTER FACILITIES PLAN UPDATE.

ATTACHMENT: Development Impact Fee DIF Master Facilities Plan 01^FINAL RESO^RM
ATTACHMENT: DIF Master Facilities Plan Report^02 EXHIBIT "A"

12. A PUBLIC HEARING TO CONSIDER FILE NO. PUD22-005, A PLANNED UNIT DEVELOPMENT FOR A 2.38-ACRE PARCEL OF LAND LOCATED AT THE NORTHEAST CORNER OF EUCLID AVENUE AND D STREET, BORDERED BY E STREET ON THE NORTH AND LEMON AVENUE ON THE EAST

That the City Council introduce and waive further reading of an Ordinance approving File No. PUD22-005, the D Block Planned Unit Development, establishing development standards and design guidelines to facilitate a commercial and residential mixed-use development located at the northeast corner of Euclid Avenue and D Street.

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, APPROVING FILE NO. PUD22-005, A PLANNED UNIT DEVELOPMENT TO ESTABLISH DEVELOPMENT AND PERFORMANCE STANDARDS AND DESIGN GUIDELINES FOR 2.38-ACRES OF LAND LOCATED AT THE NORTHEAST CORNER OF EUCLID AVENUE AND D STREET, BORDERED BY E STREET ON THE NORTH AND LEMON AVENUE ON THE EAST WITHIN THE LUA-1 (EUCLID AVENUE ENTERTAINMENT) OF THE MU-1 (DOWNTOWN MIXED USE) ZONING DISTRICT, AND MAKING FINDINGS IN SUPPORT THEREOF - APNS: 1048-363-05, 1048-363-04, 1048-363-03 AND 1048-363-02.

ATTACHMENT: 20230516 File No. PUD22-005^01^PC Backup.pdf
ATTACHMENT: File No. PUD22-005 ORD D Block PUD^02^RM
ATTACHMENT: File No. PUD22-005 PUD ORD^03 ATTACH A

13. A PUBLIC HEARING TO CONSIDER THE ADOPTION OF AN ORDINANCE APPROVING A DEVELOPMENT AGREEMENT (FILE NO. PDA21-005) BETWEEN THE CITY OF ONTARIO AND GROVE LAND VENTURE LLC, TO ESTABLISH THE TERMS AND CONDITIONS ASSOCIATED WITH TENTATIVE PARCEL MAP 20161 (FILE NO. PMTT20-011), A 159.95 ACRE PROPERTY BORDERED BY EUCALYPTUS AVENUE TO THE NORTH, BON VIEW AVENUE TO THE WEST, MERRILL AVENUE TO THE SOUTH, AND GROVE AVENUE TO THE EAST, WITHIN THE INDUSTRIAL AND BUSINESS PARK LAND USE DISTRICTS OF THE SOUTH ONTARIO LOGISTICS CENTER SPECIFIC PLAN (FILE NO. PSP19-001) AND MAKING FINDINGS IN SUPPORT THEREOF - APNS: 1054-071-01, 1054-071-02, 1054-081-03, 1054-091-01, 1054-091-02, 1054-101-01, 1054-101-02, 1054-231-01, 1054-231-02, 1054-241-01, 1054-241-02, 1054-

311-01, 1054-311-02, 1054-321-01 AND 1054-321-02)

That the City Council introduce and waive further reading of an Ordinance approving a Development Agreement (File No. PDA21-005) between the City of Ontario and Grove Land Venture LLC, to establish the terms and conditions associated with Tentative Parcel Map 20161 (File No. PMTT20-011), a 159.95-acre property bordered by Eucalyptus Avenue to the north, Bon View Avenue to the west, Merrill Avenue to the south, and Grove Avenue to the east, within the Industrial and Business Park land use districts of the South Ontario Logistics Center Specific Plan.

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, APPROVING FILE NO. PDA21-005, A DEVELOPMENT AGREEMENT BETWEEN THE CITY OF ONTARIO AND GROVE LAND VENTURE LLC, TO ESTABLISH THE TERMS AND CONDITIONS ASSOCIATED WITH TENTATIVE PARCEL MAP 20161 (FILE NO. PMTT20-011), A 159.95 ACRE PROPERTY BORDERED BY EUCALYPTUS AVENUE TO THE NORTH, BON VIEW AVENUE TO THE WEST, MERRILL AVENUE TO THE SOUTH, AND GROVE AVENUE TO THE EAST, WITHIN THE INDUSTRIAL AND BUSINESS PARK LAND USE DISTRICTS OF THE SOUTH ONTARIO LOGISTICS CENTER SPECIFIC PLAN (FILE NO. PSP19-001) AND MAKING FINDINGS IN SUPPORT THEREOF - APNS: 1054-071-01, 1054-071-02, 1054-081-03, 1054-091-01, 1054-091-02, 1054-101-01, 1054-101-02, 1054-231-01, 1054-231-02, 1054-241-01, 1054-241-02, 1054-311-01, 1054-311-02, 1054-321-01 AND 1054-321-02.

ATTACHMENT: File No. PDA21-005 Grove Land Venture LLC^01 EXH A&B
ATTACHMENT: 20230516 PDA21-005^PC Backup.pdf
ATTACHMENT: File No. PDA21-005 Grove Land Venture LLC^02^ORD^RM
ATTACHMENT: File No. PDA21-005 Grove Land Venture LLC^03 DEV AGR

14. A PUBLIC HEARING TO CONSIDER AN AMENDMENT TO THE SOUTH ONTARIO LOGISTICS CENTER SPECIFIC PLAN (FILE NO. PSPA22-008), TO REMOVE A 71.6-ACRE PORTION OF THE SPECIFIC PLAN, IN CONJUNCTION WITH A ZONE CHANGE (FILE NO. PZC23-001) LOCATED SOUTH OF EUCALYPTUS AVENUE, NORTH OF MERRILL AVENUE, WEST OF BON VIEW AVENUE, AND EAST OF CAMPUS AVENUE

That the City Council consider the following:

A. Adopt a Resolution approving File No. PSPA22-008, an Amendment to the South Ontario Logistics Center Specific Plan, including map and textual changes, to remove 71.6 acres from the Specific Plan; and
B. Introduce and waive further reading of an Ordinance adopting File No. PZC23-001, a Zone Change to establish the SP/AG (Specific Plan/Agriculture Overlay) zoning district on the Project site.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, APPROVING FILE NO. PSPA22-008, AMENDING THE SOUTH ONTARIO LOGISTICS CENTER SPECIFIC PLAN, INCLUDING MAP AND TEXTUAL CHANGES TO REMOVE A 71.6-ACRE PORTION OF LAND GENERALLY LOCATED SOUTH OF EUCALYPTUS

AVENUE, NORTH OF MERRILL AVENUE, WEST OF BON VIEW AVENUE, AND EAST OF CAMPUS AVENUE FROM THE SPECIFIC PLAN, AND MAKING FINDINGS IN SUPPORT THEREOF - APNS: 1054-051-01, 1054-051-02, 1054-061-01, 1054-061-02, 1054-251-01, 1054-251-02, 1054-301-01 AND 1054-301-02.

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, APPROVING FILE NO. PZC23-001, A REQUEST TO ESTABLISH THE SP(AG) (SPECIFIC PLAN/AGRICULTURE OVERLAY) ZONING DISTRICT ON THE 71.6-ACRE PROJECT SITE GENERALLY LOCATED SOUTH OF EUCALYPTUS AVENUE, NORTH OF MERRILL AVENUE, WEST OF BON VIEW AVENUE, AND EAST OF CAMPUS AVENUE, AND MAKING FINDINGS IN SUPPORT THEREOF - APNS: 1054-051-01, 1054-051-02, 1054-061-01, 1054-061-02, 1054-251-01, 1054-251-02, 1054-301-01 AND 1054-301-02.

ATTACHMENT: 20230516 File Nos. PSPA22-008_PZC23-001^PC Backup.pdf
ATTACHMENT: File Nos. PSPA22-008 and PZC23-001 SOLC SPA^01 RESO SPA^RM
ATTACHMENT: File Nos. PSPA22-008 and PZC23-001 SOLC SPA^02 Reso Attach A - SPA Redlines
ATTACHMENT: File Nos. PSPA22-008 and PZC23-001 SOLC SPA^03 Reso Attach B - PLN COA
ATTACHMENT: File Nos. PSPA22-008 and PZC23-001 SOLC SPA^04^Ord and Attach A - Zone Change EXH^RM
ATTACHMENT: File Nos. PSPA22-008 and PZC23-001 SOLC SPA^05 Ord Attach B - PLN COA

STAFF MATTERS

City Manager Ochoa

COUNCIL MATTERS

- **Boards & Commissions Appointments**

Mayor Leon
Mayor pro Tem Dorst-Porada
Council Member Wapner
Council Member Bowman
Council Member Valencia

ADJOURNMENT

CITY OF ONTARIO
CLOSED SESSION REPORT
City Council // Housing Authority // Other // *(GC 54957.1)*
May 16, 2023

ROLL CALL: Dorst-Porada _, Wapner _, Bowman _, Valencia _, Mayor / Chairman Leon _.

STAFF: City Manager / Executive Director __, City Attorney __

In attendance: Dorst-Porada _, Wapner _, Bowman _, Valencia _, Mayor / Chairman Leon _.

- GC 54956.8, CONFERENCE WITH REAL PROPERTY NEGOTIATORS
  Property: APN: 1011-221-19; 1522 West Mission Boulevard; City/Authority negotiator: Scott Ochoa or his designee; Negotiating parties: The Ramanbhai G. Patel and Manjulaben R. Patel Revocable Living Trust; Under negotiation: Price and terms of payment

No Reportable Action	Continue	Approved
/ /	/ /	/ /

Disposition: _____

In attendance: Dorst-Porada _, Wapner _, Bowman _, Valencia _, Mayor / Chairman Leon _.

- GC 54956.8, CONFERENCE WITH REAL PROPERTY NEGOTIATORS
  Property: APN: 0110-321-43; 2151 East Convention Center Way; City/Authority negotiator: Scott Ochoa or his designee; Negotiating parties: ONT Gateway LLC; Under negotiation: Price and terms of payment

No Reportable Action	Continue	Approved
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Disposition: _____

CITY OF ONTARIO
CLOSED SESSION REPORT
City Council // Housing Authority // Other // *(GC 54957.1)*
May 16, 2023
(continued)

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No Reportable Action	Continue	Approved
/ /	/ /	/ /

Disposition: _____

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No Reportable Action	Continue	Approved
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Disposition: _____

CITY OF ONTARIO
CLOSED SESSION REPORT
City Council // Housing Authority // Other // *(GC 54957.1)*
May 16, 2023
(continued)

In attendance: Dorst-Porada _, Wapner _, Bowman _, Valencia _, Mayor / Chairman Leon _.

- GC 54956.8, CONFERENCE WITH REAL PROPERTY NEGOTIATORS
  Property: APN: 0218-111-06; Southeast Corner Riverside Drive and Ontario Avenue; City/Authority negotiator: Scott Ochoa or his designee; Negotiating parties: Sanchez Family Trust; Under negotiation: Price and terms of payment

No Reportable Action	Continue	Approved
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Disposition: _____

In attendance: Dorst-Porada _, Wapner _, Bowman _, Valencia _, Mayor / Chairman Leon _.

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  Property: APN: 0218-111-05; Southeast Corner Riverside Drive and Ontario Avenue; City/Authority negotiator: Scott Ochoa or his designee; Negotiating parties: Raymundo Flores; Under negotiation: Price and terms of payment

No Reportable Action	Continue	Approved
/ /	/ /	/ /

Disposition: _____

CITY OF ONTARIO
CLOSED SESSION REPORT
City Council // Housing Authority // Other // *(GC 54957.1)*
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  Property: APNs: 0218-111-04, 0218-111-45; Southeast Corner Riverside Drive and Ontario Avenue; City/Authority negotiator: Scott Ochoa or his designee; Negotiating parties: Ontario WF Farm LLC; Under negotiation: Price and terms of payment

No Reportable Action	Continue	Approved
/ /	/ /	/ /

Disposition: _____

In attendance: Dorst-Porada _, Wapner _, Bowman _, Valencia _, Mayor / Chairman Leon _.

- GC 54956.9(d)(4), CONFERENCE WITH LEGAL COUNSEL - ANTICIPATED LITIGATION One (1) Case

No Reportable Action	Continue	Approved
/ /	/ /	/ /

Disposition: _____

CITY OF ONTARIO
CLOSED SESSION REPORT
City Council // Housing Authority // Other // *(GC 54957.1)*
May 16, 2023
(continued)

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- GC 54957.6, CONFERENCE WITH LABOR NEGOTIATIONS: City Negotiator: City Manager or his designees; Bargaining Units: Ontario Police Officers Association, Ontario Police Management Group, Ontario Professional Firefighters Association Local 1430, Ontario Fire Management Group, Department Heads, Executives, AFSCME Local 3061, Teamsters Local 1932, Association of Management Employees, Confidential Group, and Part-time Employees.

No Reportable Action	Continue	Approved
/ /	/ /	/ /

Disposition: _____

Reported by:

_____
City Attorney / City Manager / Executive Director

CITY OF ONTARIO *Agenda Report* **May 16, 2023**	**SECTION:** **SPECIAL CEREMONIES**
Department: Planning Prepared By: Elly Antuna Staff Member Presenting: Scott Murphy, Executive Director Community Development Approved By:	Submitted To: Council/OHA Approved: _____ Continued To: _____ Denied: _____ Item No:

SUBJECT: TWENTY-THIRD ANNUAL MODEL COLONY AWARDS

RECOMMENDATION: That the City Council present the 2023 "Model Colony" Awards for Historic Preservation.

THE FOLLOWING COUNCIL GOALS ARE BEING ACHIEVED:
Focus Resources in Ontario's Commercial and Residential Neighborhoods
Encourage, Provide or Support Enhanced Recreational, Educational, Cultural and Healthy City Programs, Policies and Activities

FISCAL IMPACT: There is not a direct fiscal impact associated with this action.

BACKGROUND & ANALYSIS: The Planning Commission, acting as the Historic Preservation Commission, developed the "Model Colony" Awards program to recognize outstanding achievement in the preservation of Ontario's historic resources.

The "Model Colony" Awards are presented by the City Council each spring to coincide with National Historic Preservation Month. On May 16, 2023, the City Council proclaimed the month of May 2023 as "Historic Preservation Month" in the City of Ontario. Five awards will be presented in the categories of preservation. On April 25, 2023, the Planning/Historic Preservation Commission considered each category and chose the following recipients:

Restoration Award: For achievement in the restoration of a historic resource.

Recipient: **Peter H. Vandenberg House, Bryan and Monica Sinsabaugh**

Award of Merit: For achievement in the ongoing preservation of a historic resource.

Recipient: **Otis L. Harper House, Jennifer Adams and Mathew Wedel**

Rehabilitation Award: For achievement in the rehabilitation of a historic resource.

Recipient: **Citrus Motors Building, Damien and Mia Melle**

Founder's Heritage Award and Rehabilitation Award: For achievement in the ongoing stewardship and rehabilitation of a historic resource.

Recipient: **Colonel John P. Robertson House, John and Diane Aylyng**

George Chaffey Memorial Award: For distinguished leadership in the preservation of Ontario's cultural heritage.

Recipient: **Ontario Heritage, Petrina Delman, President**

CITY OF ONTARIO *Agenda Report* **May 16, 2023**	**SECTION:** **SPECIAL CEREMONIES**
Department: Planning Prepared By: Elly Antuna Staff Member Presenting: Scott Murphy, Executive Director Community Development Approved By: 	Submitted To: Council/OHA Approved: _____ Continued To: _____ Denied: _____ Item No:

SUBJECT: RECOGNITION OF "HISTORIC PRESERVATION MONTH" IN THE CITY OF ONTARIO

RECOMMENDATION: That the City Council Proclaim the Month of May 2023 as "Historic Preservation Month" in the City of Ontario.

THE FOLLOWING COUNCIL GOALS ARE BEING ACHIEVED:
Focus Resources in Ontario's Commercial and Residential Neighborhoods
Encourage, Provide or Support Enhanced Recreational, Educational, Cultural and Healthy City Programs, Policies and Activities

FISCAL IMPACT: There is not a direct fiscal impact associated with this action.

BACKGROUND & ANALYSIS: Since 1971, the National Trust for Historic Preservation has conducted nationwide campaigns to celebrate historical places and showcase preservation activities. In 2005, the National Trust began designating the month of May as Historic Preservation Month. The goals of Historic Preservation Month are to promote historical places for the purpose of instilling national and community pride, promoting heritage tourism, and showcasing the social and economic benefits of historic preservation. This year, the City is celebrating historic preservation month by continuing the "Model Colony" Awards program and presentation.

The theme for the Model Colony Awards this year will be, "Placekeeping/Placemaking," which highlights how utilizing existing historic community resources grows their role and strength in the community. Placekeeping is about engaging the community to recognize those places that preserve Ontario's stories and culture. Ontario's history remains one of its greatest assets, and through the community's ongoing stewardship of the inherited built environment, these places continue to make and keep Ontario special. In keeping with this year's theme, Model Colony Award winners will display their award recognition with a yard sign on their properties to showcase these historic places. Additionally, a collection of videos and photographs provided by the community has been prepared to showcase places that are important to the community. This social media campaign encouraged the community to submit photos or videos of places that preserve Ontario's story and culture. This collection of photographs and videos gives insight into what the community believes is important and is another way to preserve Ontario's heritage.

CITY OF ONTARIO *Agenda Report* **May 16, 2023**	**SECTION:** **SPECIAL CEREMONIES**
Department: Recreation Prepared By: Danielle Guevara Staff Member Presenting: Nicholas S. Gonzalez, Recreation & Community Services Director Approved By:	Submitted To: Council/OHA Approved: _____ Continued To: _____ Denied: _____ Item No:

SUBJECT: PROCLAMATION OF MAY 20, 2023 AS KIDS TO PARKS DAY

RECOMMENDATION: That the City Council proclaim May 20, 2023 as Kids to Parks Day in the City of Ontario.

THE FOLLOWING COUNCIL GOALS ARE BEING ACHIEVED:
Encourage, Provide or Support Enhanced Recreational, Educational, Cultural and Healthy City Programs, Policies and Activities

FISCAL IMPACT: There is no direct fiscal impact associated with the approval of this report.

BACKGROUND & ANALYSIS:

Kids to Parks Day is a national day of outdoor play celebrated annually on the third Saturday of May in partnership with the National Park Trust. The National Park Trust is a 501(c)3 non-profit organization with a mission to "preserve parks today and create park stewards for tomorrow." This year marks the 13th anniversary of Kids to Parks Day. The day empowers kids and encourages families to get outdoors and visit local parks, public lands, and waters. The goal is to broaden children's appreciation for nature and the outdoors.

In Ontario, the Recreation & Community Services Department will celebrate Kids to Parks Day by providing specialized programming at five park locations. These programs provide a great opportunity for Ontario residents to get outside and create fun family experiences. Residents are encouraged to visit multiple park locations throughout the City to learn about the City's park system and enjoy park amenities and services.

The following parks will have specialized programming in celebration of Kids to Parks Day on Saturday, May 20, 2023:

- Celebration Park North: Located at 4980 S. Celebration Avenue, activities will be held from 9 AM – 11 AM
- Vineyard Park: Located at 1400 E. Sixth Street, activities will be held from 10 AM – 12 PM

- Anthony Munoz Hall of Fame Park: Located at 1240 W. Fourth Street, activities will be held from 11 AM – 1 PM
- Ontario Town Square: Located at 224 N. Euclid Avenue, activities will be held from 12 PM – 2 PM
- De Anza Park: Located at 1405 S. Fern Avenue, activities will be held from 1 PM – 3 PM

Participants are encouraged to visit each park location to receive a specialized Ontario mascot Croc pin. Residents can find more information about this event and all other programs, classes, and activities by following the Recreation & Community Services Department on social media or by visiting www.OntarioCA.gov/Recreation.

ONTARIO CITY COUNCIL/
ONTARIO HOUSING AUTHORITY
MINUTES
APRIL 18, 2023
(Not Official Until Approved)

JOINT MEETINGS

The regular meetings of the Ontario City Council and the Housing Authority were held on Tuesday, April 18, 2023 at Ontario City Hall, 303 E. B Street Ontario, California.

CALL TO ORDER

Mayor Leon called the joint meetings to order at 5:34 p.m.

ROLL CALL

PRESENT:	Mayor/Chairman:	Paul S. Leon
	Mayor pro Tem/Vice Chair:	Debra Dorst-Porada
	Council/Authority Members:	Alan D. Wapner, Jim W. Bowman and Ruben Valencia
ABSENT:	Council/Authority Members:	None.

Also present were City Manager / Executive Director Scott Ochoa, City Attorney/Legal Counsel Ruben Duran, and City Clerk / Secretary Sheila Mautz.

CLOSED SESSION

Mayor Leon inquired whether persons were present who wished to speak to the Closed Session items. Assistant City Clerk Isbell announced one written communication from Mr. Email regarding the existing litigation, Ruben Valencia v. City of Ontario. Hearing no one present to speak, City Attorney Duran announced the matters for discussion as listed on the agenda. City Council recessed to Closed Session at 5:33 p.m., with Council Member Valencia recused from the first matter. Council Member Valencia joined Closed Session at 6:25 p.m.

- GC 54656.9(d)(1), CONFERENCE WITH LEGAL COUNSEL, EXISTING LITIGATION
  Ruben Valencia v. City of Ontario, Case No. CIVSB2302751

- GC 54957.6, CONFERENCE WITH LABOR NEGOTIATIONS: City Negotiator: City Manager or his designees; Bargaining Units: Ontario Police Officers Association, Ontario Police Management Group, Ontario Professional Firefighters Association Local 1430, Ontario Fire Management Group, Department Heads, Executives, AFSCME Local 3061, Teamsters Local 1932, Association of Management Employees, Confidential Group, and Part-time Employees.

- GC 54956.8, CONFERENCE WITH REAL PROPERTY NEGOTIATORS
  Property: APN: 1011-382-09; 801-805 South Mountain Avenue; City/Authority Negotiator: Scott Ochoa or his designee; Negotiating parties: Peter Stuart Dejager and Michelle Julie Dejager; Under negotiation: Price and terms of payment

- GC 54956.8, CONFERENCE WITH REAL PROPERTY NEGOTIATORS
  Property: APN: 1011-382-65; 1045 West Mission Boulevard; City/Authority Negotiator: Scott Ochoa or his designee; Negotiating parties: Kalpesh P. Solanki; Under negotiation: Price and terms of payment.

- GC 54956.8, CONFERENCE WITH REAL PROPERTY NEGOTIATORS
  Property: APN: 1048-562-06; 212-218 North Palm Avenue; City/Authority Negotiator: Scott Ochoa or his designee; Negotiating parties: Kenneth Hale; Under negotiation: Price and terms of payment

- GC 54956.8, CONFERENCE WITH REAL PROPERTY NEGOTIATORS
  Property: APN: 1048-562-07; 210 North Palm Avenue and 222 West B Street; City/Authority Negotiator: Scott Ochoa or his designee; Negotiating parties: Pan de Vida Spanish Ministry of Ontario; Under negotiation: Price and terms of payment.

OPEN MEETING CALLED TO ORDER

Mayor Leon reconvened the meetings at 6:37 p.m. for the regular session.

PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was led by Council Member Valencia.

INVOCATION

The invocation was led by Pastor Victor Enoch, Victory Outreach Ontario Bilingual Church.

REPORT ON CLOSED SESSION

City Attorney Duran announced the existing litigation Ruben Valencia v. City of Ontario was the only matter discussed in Closed Session, with Council Member Valencia recused from the discussion and there was no reportable action.

SPECIAL CEREMONIES

CHILD ABUSE PREVENTION MONTH PROCLAMATION

Mayor Leon presented The Children's Network with a proclamation proclaiming the month of April as Child Abuse Prevention Month. Accepting on their behalf was Officer Wendy Alvarez who thanked Mayor Leon and the City Council.

COMMUNITY IMPROVEMENT PROPERTY RECOGNITION PROGRAM AWARDS

The City Council presented the Community Improvement Property Recognition Awards as follows:

Outstanding Property Award (Owner-Occupied): Shawn and Erica Rumenapp
Outstanding Property Award (Rental Property): H&R Holdings, LLC.
Property Beautification Award (Owner Occupied): Clinton and Stephanie Bailey
Property Beautification Award (Rental Property): Maryanne Larios Osborne & Nicholas Reed

Mayor Leon recessed the meetings at 6:51 p.m. and reconvened at 6:54 p.m.

PUBLIC COMMENTS

Assistant City Clerk Isbell announced there were two written public comments:

Chris Robles, alleged criminal activity at Cardenas Market parking lot.

Jesus Medrano, in opposition of warehouses.

Mayor Leon called upon the first speaker:

Enrique, thanked the Mayor and Council for supporting the Hispanic Chamber of Commerce and announced upcoming events.

Richard Gentry, expressed concerns regarding recreational vehicles storage prices.

Maria Galvan, expressed concerns with the Inland Valley Humane Society.

Victoria Pacheco, representing the Shine Smart Program shared information with Council regarding the program and encouraged residents to sign up for solar installation.

Randy Bekendam, stated warehouses are supported by the consumer.

Nadya Behna, representative of Assemblymember Rodriguez's office announced upcoming events in South Ontario and a scholarship program.

Jimena Estrada, expressed concerns regarding homelessness.

Andrew Gerardo, representing the D'Andre Lampkin Foundation announced upcoming events.

AGENDA REVIEW/ANNOUNCEMENTS

City Manager Ochoa announced updated exhibits to the Resolution being considered under Agenda Item No. 4. The update reflected payments received from property owners up to 9:00 a.m. on Monday, April 17, 2023. The updated materials also reflected a revised and reduced amount for assessments totaling $74,505.84 related to 56 parcels. Since the public agenda was posted, $55,029.35 was collected for 17 parcels.

CONSENT CALENDAR

MOTION: Moved by Council Member Bowman seconded by Mayor pro Tem Dorst-Porada and carried by a unanimous vote 5-0, to approve the Consent Calendar as presented.

1. APPROVAL OF MINUTES

Minutes for the regular meetings of the City Council and Housing Authority of March 21, 2023, and approving same as on file in the Records Management Department.

2. BILLS & PAYROLL

Bills March 17, 2023 through March 30, 2023 in the amount of $17,015,705.84, and Payroll March 12, 2023 through March 25, 2023 in the amount of $4,542,451.50, when audited by the Finance Committee.

3. AN AMENDMENT TO PROFESSIONAL SERVICES AGREEMENT FOR HAZARDOUS MATERIALS COLLECTION AND DISPOSAL

The City Council approved Amendment No. 3 to increase the contracted dollar amount with Environmental Logistics, Inc. of Bloomington, California by $406,700, which would increase the total not-to-exceed to $733,598.

4. A RESOLUTION FOR PLACEMENT OF SPECIAL ASSESSMENTS ON THE SAN BERNARDINO COUNTY TAX ROLLS

The City Council adopted a Resolution for recovery of fees and costs incurred in abating property and dangerous building violations, as well as administrative citations and civil penalties associated with property maintenance violations and placing assessments on the San Bernardino County Tax Rolls.

RESOLUTION NO. 2023-023 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, ADOPTING A REPORT REQUESTING THE PLACEMENT OF SPECIAL ASSESSMENTS ON PROPERTY TAX BILLS FOR CIVIL PENALTIES OR RECOVERY OF COSTS INCURRED FOR ABATEMENT OF VIOLATIONS OF CITY CODES AND ORDINANCES.

5. AWARD BID FOR A MAINTENANCE SERVICES AGREEMENT FOR STAND-BY GENERATOR MAINTENANCE SERVICES AND REPAIRS

The City Council awarded Bid No. 1602 and authorized the City Manager or his designee to execute a three-year Maintenance Services Agreement with Global Power Group, Inc. of Lakeside, California, in the amount of $375,600 plus a

contingency of $150,000, for a total not-to-exceed amount of $525,600; and authorized the City Manager to extend the agreement for up to two (2) one-year options.

6. AMENDMENTS TO THE MAINTENANCE SERVICE AGREEMENTS FOR LANDSCAPE MAINTENANCE SERVICES FOR SPECIFIC CITY-OWNED PROPERTY, PARKWAYS AND LANDSCAPE MEDIANS THROUGHOUT THE CITY

The City Council took the following actions:

A. Authorized the City Manager or his designee to execute Amendment No. 7, adding one site to the Housing and Gas Tax Funded Sites, to the Maintenance Services Agreement (on file with Records Management) with Brightview Landscape Services, Inc. of Upland, California, for Contract No. PM1617-7.
B. Authorized the City Manager or his designee to execute Amendment No. 5, adding four new sites in the Former Redevelopment Properties, to the Maintenance Services Agreement (on file with Records Management) with Brightview Landscape Services, Inc. of Upland, California for Contract No. PM1617-10.
C. Authorized the City Manager or his designee to execute Amendment No. 6, adding two new sites and the turf removal project at Fire Stations 3, 4, 5, 6, 7, and 8, to the Maintenance Services Agreement and (on file with Records Management) with Brightview Landscape Services, Inc. of Upland, California, for Contract No. PM1617-9 for the landscape maintenance services of certain parkways, fire stations, and landscape medians throughout the City.

7. AN AMENDMENT TO THE MAINTENANCE SERVICES AGREEMENT FOR LANDSCAPE MAINTENANCE SERVICES FOR QUIET HOMES AND ONTARIO RANCH WEED ABATEMENT

The City Council took the following actions:

A. Authorized the City Manager or his designee to execute Amendment No. 2, adding eight newly acquired sites at Quiet Home and exercising the optional two (2) one-year extensions, to the existing Maintenance Services Agreement with DW Landscape, Inc. of Upland, California, for Contract No. PM1718-7.
B. Authorized the City Manager or his designee to execute Amendment No. 1, adding one newly acquired area for Ontario Ranch Weed Abatement and exercising the optional two (2) one-year extensions, to the existing Maintenance Services Agreement with DW Landscape, Inc. of Upland, California, for Contract No. PM1920-7.

8. AN AMENDMENT TO THE MAINTENANCE SERVICES AGREEMENT FOR LANDSCAPE MAINTENANCE SERVICES FOR PARKWAYS IN THE ONTARIO RANCH AREA

The City Council authorized the City Manager or his designee to execute Amendment No. 5, adding five newly acquired parkway planter areas at Park Place located in the Ontario Ranch area and exercising the optional two (2) one-year extensions to the existing Maintenance Services Agreement with Merchants Landscape Services, Inc. of Rancho Cucamonga, California, Contract No. PM1920-6.

9. AN AMENDMENT TO THE MAINTENANCE SERVICES AGREEMENT FOR LANDSCAPE MAINTENANCE SERVICES FOR CELEBRATION NORTH AND SOUTH PARKS

The City Council authorized the City Manager or his designee to execute Amendment No. 1, exercising the optional two (2) one-year extensions, to the existing Maintenance Services Agreement with Priority Landscape Services of Brea, California, for landscape maintenance services at Celebration Park North and South for Contract No. PM1718-6.

10. AUTHORIZE THE PURCHASE OF GASOLINE AND DIESEL FUEL

The City Council approved and authorized the City Manager or his designee to enter into a five-year cooperative purchase and delivery of gasoline and diesel fuel with Nuckles Oil Company, DBA Merit Oil Company, of Bloomington, California, consistent with the terms and conditions of the County of San Bernardino Awarded Contract dated June 15, 2022.

11. AN AMENDMENT TO THE CONSTRUCTION AGREEMENT WITH SAFE USA, INC. FOR CRACK SEALING SERVICES

The City Council approved and authorized the City Manager or his designee to execute Amendment No. 1, exercising the optional two (2) one-year extensions, to the Construction Agreement with Safe USA, Inc. located in Ontario, California, for Contract No. SM 1920-5.

12. AN AMENDMENT TO THE MAINTENANCE SERVICES AGREEMENT FOR CITYWIDE STREET SWEEPING SERVICES

The City Council authorized the City Manager or his designee to execute Amendment No. 5, adding new streets in Ontario Ranch, to the Maintenance Services Agreement with Sweeping Corp of America, of Gardena, California, for Contract No. SM1617-2.

13. AN AMENDMENT TO THE MAINTENANCE SERVICES AGREEMENT FOR CITYWIDE TREE MAINTENANCE SERVICES

The City Council authorized the City Manager or his designee to execute Amendment No. 13, exercising the final one (1) year term extension and adding additional citywide tree maintenance services to the Maintenance Services Agreement with West Coast Arborists of Anaheim, California, for Contract No. PM-WCA1415.

14. AN AMENDMENT TO THE MAINTENANCE SERVICES AGREEMENT FOR LANDSCAPE MAINTENANCE SERVICES FOR PARKWAYS AND MEDIANS IN THE ONTARIO RANCH AREA

The City Council authorized the City Manager or his designee to execute Amendment No. 3, adding five additional sites in the Community Facilities District (CFD) located in the Ontario Ranch area, to the Maintenance Services Agreement (on file with the Records Management) with Greentech Landscape, Inc. of Whittier, California, for Contract No. PM2021-2.

15. AUTHORIZE VENDORS FOR FLEET VEHICLE EQUIPPING

The City Council approved 10-8 Retrofit of Ontario, California, as an authorized vendor for current and future purchases and installation of electronics and equipment associated with the routine replacement of City fleet vehicles.

16. A DEVELOPMENT IMPACT FEE CREDIT AND REIMBURSEMENT AGREEMENT (FILE NO. PDIF22-003) BETWEEN THE CITY OF ONTARIO AND DUKE REALTY STATE STREET LP, FOR FACILITY CONSTRUCTION ASSOCIATED WITH DEVELOPMENT PLAN (FILE NO. PDEV22-010), LOCATED AT 316 SOUTH BON VIEW AVENUE, WITHIN THE IG (GENERAL INDUSTRIAL) ZONING DISTRICT

The City Council approved the Development Impact Fee Credit and Reimbursement Agreement (File No. PDIF22-003) between the City of Ontario and Duke Realty State Street LP, for the facility construction associated with Development Plan (File No. PDEV22-010), located at 316 South Bon View Avenue, within the IG (General Industrial) zoning district, and authorized the City Manager to execute the Agreement.

17. AWARD OF A CONSTRUCTION CONTRACT FOR THE DE ANZA COMMUNITY CENTER ROOF RESTORATION PROJECT

The City Council took the following actions:

A. Authorized the City Manager or his designee to complete and execute Construction Contract No. D&C22-013 with Rite-Way Roofing Corporation located in Fontana, California, for the De Anza Community Center Roof Restoration Project in an amount of $420,858;

B. Authorized a 10% contingency of $42,086 for a not-to-exceed contract value of $462,944 to address any unforeseen issues that may arise during construction; and
C. Authorized the City Manager or his designee to execute all documents required for the completion of the project including, but not limited to, contracts, agreements, assessments, easements, reduction of retention accounts, and filing a notice of completion at the conclusion of all construction related activities.

PUBLIC HEARINGS

18. A PUBLIC HEARING TO CONSIDER AMENDING THE ZONING DESIGNATIONS ON 107 PROPERTIES LOCATED THROUGHOUT THE CITY

The City Council:

A. Adopted a Resolution approving the use of an Addendum to The Ontario Plan 2050 (TOP 2050) Supplemental Environmental Impact Report (State Clearinghouse No. 2021070364);
B. Introduced and waived of further reading of an Ordinance approving a Zone Change (File No. PZC22-001) amending the zoning designations on 107 properties located citywide to make the O□cial Zoning Map consistent with TOP 2050 Land Use Plan (Exhibit LU-01); and
C. Reconsidered the zone change for Area A1 (APNS: 1008-551-01, 1008-551-13, 1008-551-11, and 1008-561-06) from LDR-5 (Low Density Residential) zoning district to MDR-18 (Medium Density Residential) zoning district and Area C2 (APNS: 1010-491-02, 1010-491-16, 1048-604-13, 1048-604-14, and 1048-604-15) from MDR-25 (Medium-High Density Residential) zoning district to HDR-45 (High Density Residential) zoning district.

RESOLUTION NO. 2023-024 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, APPROVING AN ADDENDUM TO THE ONTARIO PLAN 2050 CERTIFIED SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT (STATE CLEARINGHOUSE NO. 2021070364), FOR WHICH AN INITIAL STUDY WAS PREPARED, ALL IN ACCORDANCE WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, AS AMENDED, FOR FILE NO. PZC22-001.

ORDINANCE NO. 3245 (FIRST READING) AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, APPROVING FILE NO. PZC22-001, A CITY INITIATED REQUEST TO CHANGE THE ZONING DESIGNATIONS ON 107 PROPERTIES LOCATED THROUGHOUT THE CITY TO MAKE THE OFFICIAL ZONING MAP CONSISTENT WITH THE ONTARIO PLAN 2050 POLICY PLAN (GENERAL PLAN) LAND USE PLAN (EXHIBIT LU-01), AND MAKING FINDINGS IN SUPPORT THEREOF — APNS: 1008-522-04, 1008-522-01, 1008-522-02, 1008-522-03, 1008-513-16, 1008-551-01, 1008-551-13, 1008-551-12, 1008-551-11, 1008-561-06, 1008-551-07, 1008-441-01, 1048-525-12, 1049-094-07, 1049-094-10, 1049-094-08, 1049-094-09, 1048-525-14, 1048-525-13, 1048-525-15, 1048-523-15, 1048-523-16, 1048-523-18, 1048-522-08, 1048-522-09,

1048-522-10, 1048-522-11, 1048-524-14, 1048-524-15, 1048-524-16, 1048-524-17, 1048-525-16, 1048-525-17, 1048-525-18, 1048-525-19, 1048-525-20, 1048-523-17, 1049-094-04, 1049-094-14, 1049-094-02, 1049-094-01, 1049-093-10, 1049-093-09, 1049-093-07, 1049-093-06, 1049-093-04, 1049-093-03, 1049-093-02, 1049-093-01, 1049-091-04, 1049-091-03, 1049-091-02, 1049-091-01, 1049-094-13, 1049-094-05, 1049-094-11, 1049-094-06, 1049-093-08, 1049-093-05, 1010-502-08, 1010-502-09, 1048-604-13, 1048-604-14, 1048-604-15, 1010-491-16, 1010-491-02, 1010-491-03, 0210-551-02, 0210-551-03, 1050-272-20, 1050-272-01, 1050-272-21, 1050-284-01, 1051-221-07, 1051-222-13, 1051-222-12, 1051-222-01, 1051-221-08, 1051-222-11, 1051-221-09, 1051-222-10, 1051-221-10, 1051-222-09, 1051-221-11, 1051-222-08, 1051-221-12, 1051-221-13, 1051-221-14, 1051-221-16, 1051-221-15, 1051-221-20, 1051-271-66, 1051-271-67, 1051-271-06, 1048-556-05, 1048-556-04, 1048-556-03, 1048-556-02, 1048-556-01, 1048-556-14, 0110-071-01, 0110-061-01, 0110-071-06, 0110-071-02, 0110-072-11, 0110-072-10, AND 0110-071-07.

Notice of public hearing was duly given and affidavits of compliance are on file in the Records Management Department. There were three written communications with suggested recommendations from Ronnie Gonzalez, Nancy Sansonetti, and Myra Rios.

Mayor Leon opened the public hearing and inquired if anyone was interested in speaking to the item.

Myra Rios, spoke in opposition to the item.

Matt Ryan, spoke in opposition to the item.

Executive Director of Community Development Scott Murphy gave a presentation on the matter.

Mayor recessed the meetings recessed at 7:34 p.m. and Mayor pro Tem Dorst-Porada reconvened at 7:39 p.m.

City Attorney Duran announced that Mayor Leon realized he lives close to some of the locations being considered. Although the law does not require that the Mayor recuse himself he has decided to do so out of an abundance of caution.

Mayor pro Tem Dorst-Porada continued the hearing. With no more comment cards and no one else wishing to speak, Mayor pro Tem Dorst-Porada closed the public hearing and opened the item for Council discussion.

The City Council discussed the Item and came to the consensus that A1 would remain low density and C2 would remain medium density.

MOTION: Moved by Mayor pro Tem Dorst-Porada, seconded by Council Member Bowman and carried by unanimous 4-0 vote, with Mayor Leon recused, to adopt Resolution No. 2023-024 and introduce Ordinance No. 3245 and send A1 and C2 back to the Planning commission.

19. A PUBLIC HEARING TO CONSIDER AN ORDINANCE APPROVING A DEVELOPMENT CODE AMENDMENT REVISING AND CLARIFYING CERTAIN PROVISIONS OF THE CITY OF ONTARIO DEVELOPMENT CODE

The City Council introduced and waived further reading of the Ordinance approving File No. PDCA23-001, a Development Code Amendment revising and clarifying certain provisions of Chapters 1.0 (Development Code Enactment and General Provisions), 2.0 (Administration and Procedures), 5.0 (Zoning and Land Use), 6.0 (Development and Subdivision Regulations), 8.0 (Sign Regulations), and 9.0 (Definitions and Glossary) of the City of Ontario Development Code.

ORDINANCE NO. 3246 (FIRST READING) AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, APPROVING FILE NO. PDCA23-001, A DEVELOPMENT CODE AMENDMENT REVISING AND CLARIFYING CERTAIN PROVISIONS OF CHAPTERS 2.0 (ADMINISTRATION AND PROCEDURES), 5.0 (ZONING AND LAND USE), 6.0 (DEVELOPMENT AND SUBDIVISION REGULATIONS), 8.0 (SIGN REGULATIONS), AND 9.0 (DEFINITIONS AND GLOSSARY) OF THE CITY OF ONTARIO DEVELOPMENT CODE, AND MAKING FINDINGS IN SUPPORT THEREOF.

Notice of public hearing was duly given and affidavits of compliance are on file in the Records Management Department. There were no written communications.

Mayor Leon opened the public hearing and inquired if anyone was interested in speaking to the item. Hearing no one, Mayor Leon closed the public hearing and opened the item for Council discussion.

MOTION: Moved by Council Member Bowman, seconded by Council Member Wapner and carried by unanimous 5-0 vote, to introduce Ordinance No. 3246.

20. A PUBLIC HEARING TO CONSIDER A RESOLUTION REGARDING THE FORMATION OF THE CITY OF ONTARIO COMMUNITY FACILITIES DISTRICT NO. 64 (SUNSET RANCH); ADOPTION OF A RESOLUTION TO INCUR BONDED INDEBTEDNESS; AND INTRODUCTION OF AN ORDINANCE LEVYING SPECIAL TAXES

The City Council:

A. Adopted a Resolution of Formation of Community Facilities District No. 64 (Sunset Ranch), authorizing the levy of special taxes within the community facilities district, and establishing an appropriations limit for the community facilities district;
B. Adopted a Resolution deeming it necessary to incur bonded indebtedness within Community Facilities District No. 64 (Sunset Ranch);
C. Adopted a Resolution calling a special election for City of Ontario Community Facilities District No. 64 (Sunset Ranch);

D. Adopted a Resolution declaring the results of the special election and directing the recording of a Notice of Special Tax Lien;
E. Introduced and waived further reading of an ordinance levying special taxes within City of Ontario Community Facilities District No. 64 (Sunset Ranch); and
F. Adopted a Resolution authorizing the execution and delivery of an acquisition and funding agreement with KB Home Coastal Inc., a California corporation.

Notice of public hearing was duly given and affidavits of compliance are on file in the Records Management Department. There were no written communications.

Mayor Leon opened the public hearing and inquired if anyone was interested in speaking to the item. Hearing no one, Mayor Leon closed the public hearing and opened the item for Council discussion.

RESOLUTION NO. 2023-025 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, OF FORMATION OF THE CITY OF ONTARIO COMMUNITY FACILITIES DISTRICT NO. 64 (SUNSET RANCH), AUTHORIZING THE LEVY OF A SPECIAL TAX.

RESOLUTION NO. 2023-026 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, DEEMING IT NECESSARY TO INCUR BONDED INDEBTEDNESS WITHIN CITY OF ONTARIO COMMUNITY FACILITIES DISTRICT NO. 64 (SUNSET RANCH).

RESOLUTION NO. 2023-027 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, CALLING SPECIAL ELECTION FOR CITY OF ONTARIO COMMUNITY FACILITIES DISTRICT NO. 64 (SUNSET RANCH).

MOTION: Moved by Council Member Bowman, seconded by Mayor pro Tem Dorst-Porada and carried by unanimous 5-0 vote, to adopt Resolution Nos. 2023-025, 2023-026, and 2023-027.

RESOLUTION NO. 2023-028 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, DECLARING RESULTS OF SPECIAL ELECTION AND DIRECTING RECORDING OF NOTICE OF SPECIAL TAX LIEN FOR CITY OF ONTARIO COMMUNITY FACILITIES DISTRICT NO. 64 (SUNSET RANCH).

City Clerk Mautz opened the ballot and announced one ballot in support.

MOTION: Moved by Council Member Bowman, seconded by Mayor pro Tem Dorst-Porada and carried by unanimous 5-0 vote, to adopt Resolution Nos 2023-028.

ORDINANCE NO. 3247 (FIRST READING) AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, LEVYING SPECIAL TAXES WITHIN COMMUNITY FACILITY DISTRICT NO. 64 (SUNSET RANCH).

MOTION: Moved by Mayor pro Tem Dorst-Porada, seconded by Council Member Bowman and carried by unanimous 5-0 vote, to introduce Ordinance No. 3247.

RESOLUTION NO. 2023-029 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, AUTHORIZING THE EXECUTION AND DELIVERY OF AN ACQUISITION AND FUNDING AGREEMENT WITH KB HOME COASTAL INC.

MOTION: Moved by Mayor pro Tem Dorst-Porada, seconded by Council Member Bowman and carried by unanimous 5-0 vote, to adopt Resolution No. 2023-029.

STAFF MATTERS

City Manager Ochoa made no comments.

COUNCIL MATTERS

BOARDS AND COMMISSIONS

Board and Commission Appointments

Mayor Leon noted applications were still being reviewed and anticipated making appointments at a future meeting.

Council Member Bowman had no comments.

Council Member Valencia had no comments.

Council Member Wapner announced he would be absent for the month of May.

Mayor pro Tem Dorst-Porada encouraged residents to donate to local charities.

ADJOURNMENT

Mayor Leon adjourned the meetings of the Joint Agencies at 8:09 p.m. and announced the next regular meeting on May 2, 2023.

Respectfully submitted,

_____
SHEILA MAUTZ, CITY CLERK/SECRETARY

APPROVED:

_____
PAUL S. LEON, MAYOR/CHAIRMAN

CITY OF ONTARIO *Agenda Report* **May 16, 2023**	**SECTION:** **CONSENT CALENDAR**
Department: Engineering Prepared By: Angela Truong Staff Member Presenting: Scott Murphy, Executive Director Community Development Reviewed By: Raymond Lee, Khoi Do Approved By:	Submitted To: Council/OHA Approved: _____ Continued To: _____ Denied: _____ Item No: 3

SUBJECT: **A RESOLUTION ORDERING THE SUMMARY VACATION OF TWO EASEMENTS FOR SANITARY SEWER AND PUBLIC UTILITY PURPOSES LOCATED AT THE SOUTHEAST CORNER OF SOUTH BON VIEW AVENUE AND EAST ONTARIO BOULEVARD**

RECOMMENDATION: That the City Council adopt a Resolution ordering the summary vacation of two easements for sanitary sewer and public utility purposes located at the southeast corner of South Bon View Avenue and East Ontario Boulevard.

THE FOLLOWING COUNCIL GOALS ARE BEING ACHIEVED:
Invest in the Growth and Evolution of the City's Economy
Focus Resources in Ontario's Commercial and Residential Neighborhoods
Invest in the City's Infrastructure (Water, Streets, Sewers, Parks, Storm Drains and Public Facilities)

FISCAL IMPACT: There is not a direct fiscal impact associated with this action. The City did not pay to acquire the subject easements. The Developer has paid the applicable processing fees to defray any City cost to process this request.

BACKGROUND & ANALYSIS: The applicant, EPD Solutions, has requested that the City vacate two existing easements, as shown on Exhibit 1, for sanitary sewer and public utility purposes to facilitate the development of the area. The easements are not needed for any present or future public sewer or public utility purposes. There are currently no existing public utilities within the easements and the easements are determined to be excess.

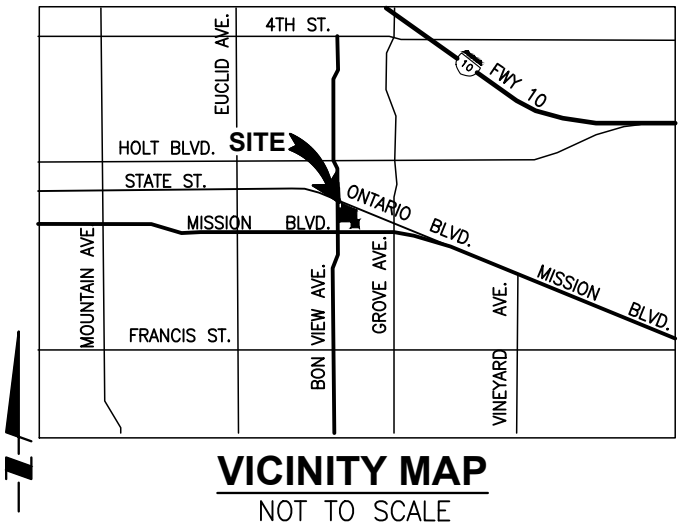
Section 8333(c) of the California Streets and Highways Code authorizes the City to summarily vacate (by Resolution with no public hearing) a public service easement that has been superseded by relocation or determined to be excess, and there are no public facilities located within the easement.

This summary vacation meets the California Government Code, Streets and Highways Code, Ontario Municipal Code, and has been reviewed and approved by the City Engineer.

LEGEND

CITY OF ONTARIO EASEMENT FOR SANITARY SEWER AND PUBLIC UTILITY PURPOSES AS DESCRIBED IN A DOCUMENT RECORDED MARCH 17, 1949 IN BOOK 2374, PAGE 394 OF OFFICIAL RECORDS TO BE VACATED.

CITY OF ONTARIO EASEMENT FOR SANITARY SEWER AND PUBLIC UTILITY PURPOSES AS DESCRIBED IN A DOCUMENT RECORDED JANUARY 27, 1959 IN BOOK 4715, PAGE 52 OF OFFICIAL RECORDS TO BE VACATED.



VICINITY MAP

NOT TO SCALE



EXHIBIT 1
PUBLIC EASEMENT VACATION

40 20 0 200 400

SCALE: 1"=200'

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Stantec
735 Carnegie Drive Suite 280
San Bernardino CA 92408-3588
909-335-6116 stantec.com

J.N. 2042 639000 | DATE: 4/18/23

WPT - BON VIEW AVE.
ONTARIO, CALIFORNIA

EXHIBIT 1
PUBLIC EASEMENT VACATION

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, ORDERING THE SUMMARY VACATION OF TWO EASEMENTS FOR SANITARY SEWER AND PUBLIC UTILITY PURPOSES LOCATED AT THE SOUTHEAST CORNER OF SOUTH BON VIEW AVENUE AND EAST ONTARIO BOULEVARD.

WHEREAS, the City Council of the City of Ontario, California, pursuant to Division 9, Part 3, Chapter 4, of the Streets and Highways Code, may summarily vacate an easement under certain conditions specified therein; and

WHEREAS, an easement for sanitary sewer and public utility purposes located approximately 33 feet south of East Ontario Boulevard and approximately 690 feet east of South Bon View Avenue, shown on a portion of Certificate of Compliance No. CC15-006, in the City of Ontario, County of San Diego, is not needed for any present or future public utility or other municipal purposes and is determined to be excess; and

WHEREAS, an easement for sanitary sewer and public utility purposes located approximately 300 feet north of California Street and approximately 415 feet east of South Bon View Avenue, as shown on a portion of Certificate of Compliance No. CC15-006, in the City of Ontario, County of San Diego, is not needed for any present or future public utility or other municipal purposes and is determined to be excess; and

WHEREAS, Section 8333(c) of the California Streets and Highways Code authorizes the City to summarily vacate (by Resolution with no public hearing) a public service easement that has been superseded by relocation or determined to be excess and there are no other public utilities located within the easement;

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Ontario as follows:

SECTION 1. That the above recitals are true and correct.

SECTION 2. That title to the above-described said properties, more specifically described in Exhibit “A” and Exhibit “C” and depicted on Exhibit “B” and Exhibit “D” attached hereto, shall be vacated.

SECTION 3. That the City Clerk of the City of Ontario, California, shall cause a copy of this Resolution to be recorded in the office of the County Recorder of San Bernardino County, California.

The City Clerk of the City of Ontario shall certify as to the adoption of this Resolution.

PASSED, APPROVED, AND ADOPTED this 16th day of May 2023.

_____
PAUL S. LEON, MAYOR

ATTEST:

_____
SHEILA MAUTZ, CITY CLERK

APPROVED AS TO FORM:

_____
BEST BEST & KRIEGER LLP
CITY ATTORNEY

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

I, SHEILA MAUTZ, City Clerk of the City of Ontario, DO HEREBY CERTIFY that foregoing Resolution No. 2023- was duly passed and adopted by the City Council of the City of Ontario at their regular meeting held May 16, 2023 by the following roll call vote, to wit:

AYES: COUNCIL MEMBERS:

NOES: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

_____
SHEILA MAUTZ, CITY CLERK

(SEAL)

The foregoing is the original of Resolution No. 2023- duly passed and adopted by the Ontario City Council at their regular meeting held May 16, 2023.

_____
SHEILA MAUTZ, CITY CLERK

(SEAL)

APPROVED
03/23/2023 10:36:45 AM

EXHIBIT "A"

VACATION OF SANITARY SEWER & PUBLIC UTILITY EASEMENT

THAT PORTION OF CERTIFICATE OF COMPLIANCE NO. CC15-006, IN THE CITY OF ONTARIO, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, RE-RECORDED JULY 22, 2015 AS DOC# 2015-0310739 OF OFFICIAL RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

ALL OF THE CITY OF ONTARIO EASEMENT FOR SANITARY SEWER AND PUBLIC UTILITY PURPOSES AS DESCRIBED IN A DOCUMENT RECORDED MARCH 17, 1949 IN BOOK 2374, PAGE 394 OF OFFICIAL RECORDS, IN SAID OFFICE OF THE COUNTY RECORDER.

ALSO AS SHOWN ON EXHIBIT "B" ATTACHED HERETO AND BY THIS REFERENCE MADE A PART HEREOF.

SUBJECT TO COVENANTS, CONDITIONS, RESTRICTIONS, RESERVATIONS, EASEMENTS, AND RIGHTS-OF-WAY OF RECORD, IF ANY.



PREPARED BY: STANTEC CONSULTING
UNDER THE DIRECTION OF:

MINH A. LE, P.L.S. 8543

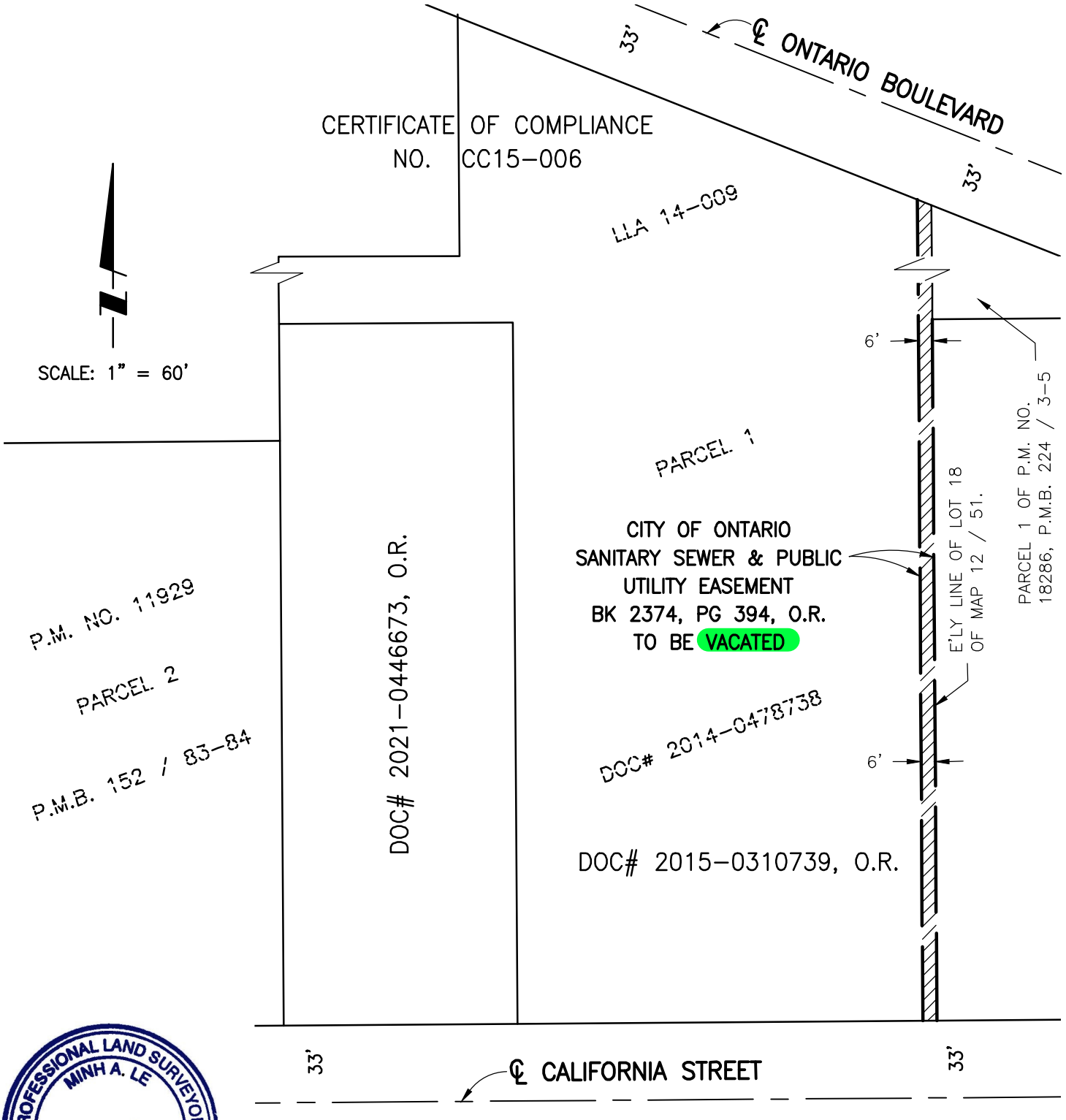
MARCH 9, 2023
J.N. 2042 639000

APPROVED
03/23/2023 10:36:45 AM

EXHIBIT "B"

SHEET 1 OF 1

A PORTION OF CERTIFICATE OF COMPLIANCE NO. CC15-006,
RE-RECORDED AS DOC# 2015-0310739, O.R.
IN THE CITY OF ONTARIO, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA
VACATION OF SANITARY SEWER & PUBLIC UTILITY EASEMENT



PROFESSIONAL LAND SURVEYOR
MINH A. LE
NO. 8543
STATE OF CALIFORNIA

MINH A. LE, P.L.S. 8543

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San Bernardino CA 92408-3588
909-335-6116 stantec.com

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J.N. 2042 639000 | DATE: 3/9/23

APPROVED
03/23/2023 10:36:45 AM

EXHIBIT "C"

VACATION OF SANITARY SEWER & PUBLIC UTILITY EASEMENT

THAT PORTION OF CERTIFICATE OF COMPLIANCE NO. CC15-006, IN THE CITY OF ONTARIO, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, RE-RECORDED JULY 22, 2015 AS DOC# 2015-0310739 OF OFFICIAL RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

ALL OF THE CITY OF ONTARIO EASEMENT FOR SANITARY SEWER AND PUBLIC UTILITIES PURPOSES AS DESCRIBED IN A DOCUMENT RECORDED JANUARY 27, 1959 IN BOOK 4715, PAGE 52 OF OFFICIAL RECORDS, IN SAID OFFICE OF THE COUNTY RECORDER.

ALSO AS SHOWN ON EXHIBIT "D" ATTACHED HERETO AND BY THIS REFERENCE MADE A PART HEREOF.

SUBJECT TO COVENANTS, CONDITIONS, RESTRICTIONS, RESERVATIONS, EASEMENTS, AND RIGHTS-OF-WAY OF RECORD, IF ANY.



PREPARED BY: STANTEC CONSULTING
UNDER THE DIRECTION OF:

MINH A. LE, P.L.S. 8543

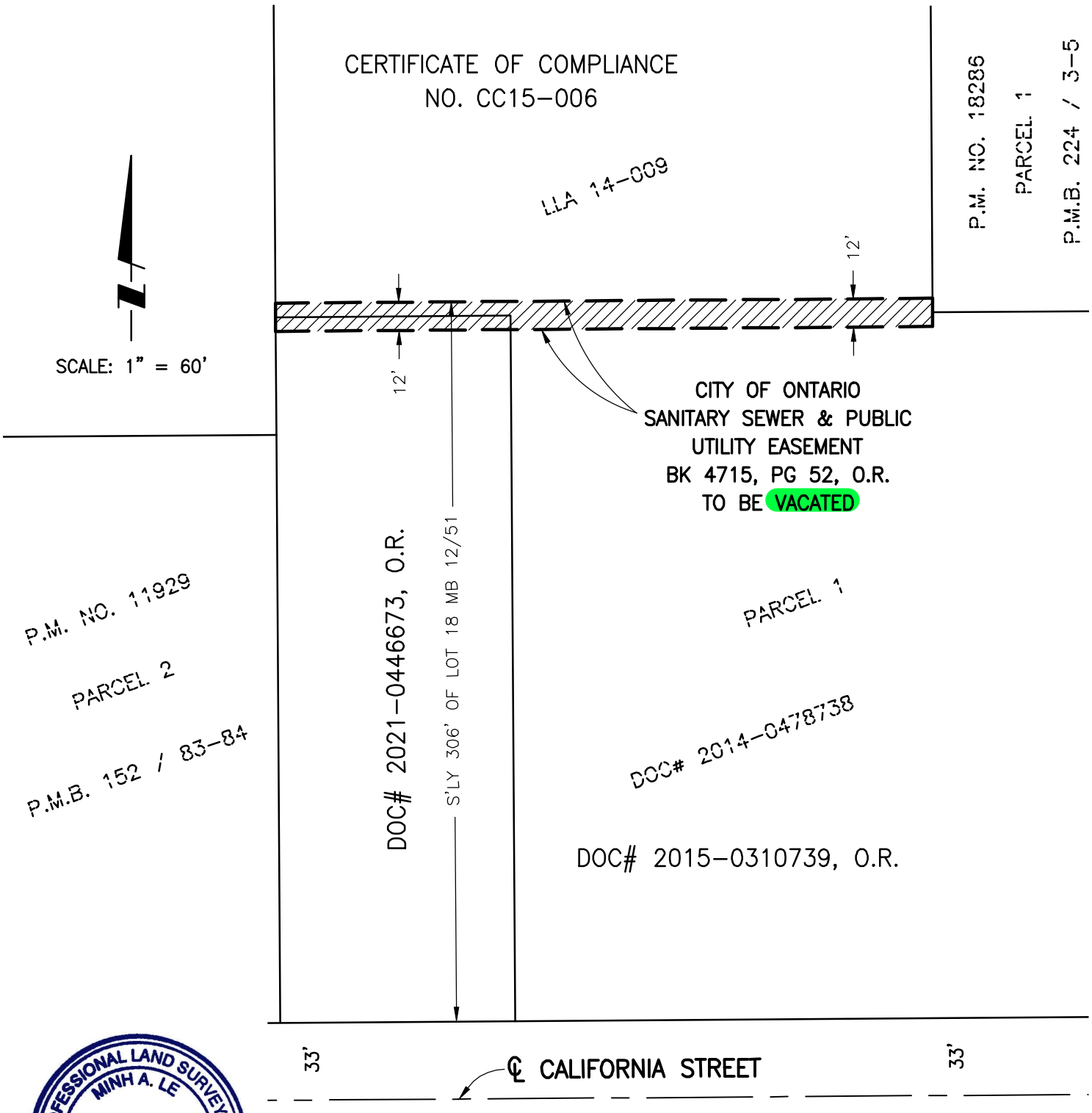
MARCH 9, 2023
J.N. 2042 639000

APPROVED
03/23/2023 10:36:45 AM

EXHIBIT "D"

SHEET 1 OF 1

A PORTION OF CERTIFICATE OF COMPLIANCE NO. CC15-006,
RE-RECORDED AS DOC# 2015-0310739, O.R.
IN THE CITY OF ONTARIO, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA
VACATION OF SANITARY SEWER & PUBLIC UTILITY EASEMENT



PROFESSIONAL LAND SURVEYOR
MINH A. LE
NO. 8543
STATE OF CALIFORNIA

MINH A. LE, P.L.S. 8543

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909-335-6116 stantec.com

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J.N. 2042 639000 | DATE: 3/9/23

CITY OF ONTARIO *Agenda Report* **May 16, 2023**	**SECTION:** **CONSENT CALENDAR**
Department: Information Technology Prepared By: Samantha Robles Staff Member Presenting: Colin Fernandes, Executive Director Information Technology Approved By:	Submitted To: Council/OHA Approved: _____ Continued To: _____ Denied: _____ Item No: 4

SUBJECT: AN AMENDMENT TO THE PROFESSIONAL SERVICES AGREEMENT FOR REMOTE ACCELA SUPPORT WITH TRUEPOINT SOLUTIONS, LLC

RECOMMENDATION: That the City Council authorize the City Manager to execute an Amendment to the current Agreement (on-file with the Records Management Department) with TruePoint Solutions, LLC., Loomis, California, for on-going service and support of the Accela Civic Platform for a total not to exceed amount of $650,000 and extend the term for two years.

THE FOLLOWING COUNCIL GOALS ARE BEING ACHIEVED:
Operate in a Businesslike Manner

FISCAL IMPACT: The Fiscal Year 2022-23 Adopted Budget includes appropriations from the Information Technology Fund for Information Technology Agency consulting services. The proposed Amendment to the Professional Services Agreement increases the authorized contract amount by $250,000 for a not to exceed contract amount of $650,000 and extends the Agreement an additional two years from July 1, 2023, through June 30, 2025, for a total term of six-years. The fixed billing rates specified in the current Agreement will determine the amount charged for services and reflect the actual services provided. If approved, appropriations will be added to the future years' budgets consistent with the annual adoption process.

BACKGROUND & ANALYSIS: In 2009, the City first contracted with TruePoint Solutions, LLC, to support the Permits Plus to Accela implementation. TruePoint Solutions, LLC provides specialized expertise and support of the Community Development Agency's land management system, Accela, on an as-needed basis. Support from the TruePoint Solutions, LLC allows the City to automate processes, improve self-service options for Residents and Developers, and ensure that Staff correctly implement changes to the City land management ordinances in the land management system. Staff requests City Council approval to extend the Agreement to June 30, 2025, and to increase funding in Fiscal Years 2023-24 and 2024-25 for a not to exceed contract amount of $650,000.

CITY OF ONTARIO *Agenda Report* **May 16, 2023**	**SECTION:** **CONSENT CALENDAR**
Department: Parks & Maintenance Prepared By: Alfredo Banuelos Staff Member Presenting: Tito Haes, Executive Director Public Works Reviewed By: Bonnie Tam, Andrea Ampig Approved By:	Submitted To: Council/OHA Approved: _____ Continued To: _____ Denied: _____ Item No: 5

SUBJECT: AN AMENDMENT TO THE GOODS AND SERVICES AGREEMENT FOR THE PROCUREMENT OF ASPHALT MATERIALS

RECOMMENDATION: That the City Council authorize the City Manager or his designee to execute Amendment No. 1 to the Goods and Services Agreement (on file with the Records Management) with All American Asphalt of Corona, California, to procure asphalt materials in an amount not-to-exceed $965,970.

THE FOLLOWING COUNCIL GOALS ARE BEING ACHIEVED:
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

FISCAL IMPACT: The recommended Amendment No. 1 for $160,000 increases the authorized contract amount from $805,970, to a total not-to-exceed contract amount of $965,970. The Fiscal Year 2022-23 Adopted Budget includes appropriations in the Gas Tax Fund for the purchase of asphalt materials.

BACKGROUND & ANALYSIS: The City routinely purchases asphalt and other materials from suppliers on an as-needed basis for on-going maintenance and repairs including potholes and street overlays. The suppliers will be compensated for materials based on the fee structures and material billing rate set forth in the respective one-year purchasing agreements.

The City has an existing contract with All American Asphalt, and procuring these additional materials and services through All American Asphalt will result in an insubstantial increase in the scope of such contract of approximately 20%.

The recommended Amendment No. 1 will increase the current authorized contract amount by $160,000 for a new total not-to-exceed contract amount of $965,970 for pothole and street overlay maintenance needs.

CITY OF ONTARIO *Agenda Report* **May 16, 2023**	**SECTION:** **CONSENT CALENDAR**
Department: Integrated Waste Prepared By: Blaine M Ishii Staff Member Presenting: Tito Haes, Executive Director Public Works Reviewed By: Bonnie Tam, Andrea Ampig Approved By:	Submitted To: Council/OHA Approved: _____ Continued To: _____ Denied: _____ Item No: 6

SUBJECT: AMENDMENTS TO THE EQUIPMENT PURCHASE AGREEMENTS WITH MCLAUGHLIN WASTE EQUIPMENT, INC. FOR COMMERCIAL BIN CONTAINERS AND ROLL-OFF CONTAINERS AND PARTS

RECOMMENDATION: That the City Council take the following actions:

A. Authorize the City Manager or his designee to execute Amendment No. 4 to the existing Equipment Purchase Agreement (on file in the Records Management Department) with McLaughlin Waste Equipment, Inc. of Galt, California, for the procurement of commercial bin containers, exercising the option of a one-year extension of the agreement and extending the term of the agreement to June 30, 2024 in an amount not-to-exceed $1,000,000; and
B. Authorize the City Manager or his designee to execute Amendment No. 2 to the existing Equipment Purchase Agreement (on file in the Records Management Department) with McLaughlin Waste Equipment, Inc. of Galt, California, for the procurement of roll-off containers and parts, exercising the option of a one-year extension of the agreement and extending the term of the agreement to June 30, 2024 in an amount not-to-exceed $400,000.

THE FOLLOWING COUNCIL GOALS ARE BEING ACHIEVED:
Operate in a Businesslike Manner

FISCAL IMPACT: The recommended amendments increase the total authorized amount for commercial bin containers by $1,000,000 for a new not-to-exceed amount of $3,900,000 and increases the total authorized amount for roll-off containers and parts by $400,000 for a new not-to-exceed amount of $1,880,000. The Fiscal Year 2023-24 Proposed Budget includes appropriations for these amendments in the Integrated Waste Fund.

BACKGROUND & ANALYSIS:

Commercial Bin Containers

The Integrated Waste Department currently has commercial bin containers of various sizes for

refuse, recycling, organics/green waste recycling and food waste service, including 1.5 cubic yards (cy), 3.0 cy, 4.0 cy, and 6.0 cy. The Department routinely replaces bin containers to maintain an adequate inventory to meet customer needs. Additionally, with CalRecycle mandates for AB 341, AB 1826 and SB 1383 initiatives, there is an increased number of requests for commercial bin equipment.

On June 16, 2019, the City awarded Bid #1122 and entered into a one-year agreement for $300,000 with four optional one-year extensions with McLaughlin Waste Equipment, Inc. (McLaughlin) for the purchase of new and replacement commercial bin containers. The agreement was amended in May 2020 to exercise the first extension and increase the total contract amount by $300,000. Amendment No. 2 was executed in June 2021 to exercise the second extension and increase the total contract amount by $300,000. Amendment No. 3 was executed in May 2022 to exercise the third extension and increase the total contract amount by $2,000,000. Staff is now recommending exercising the fourth extension and an increase to the contract amount by $1,000,000 for a total contract amount not-to-exceed $3,900,000.

Roll-Off Containers and Parts

The Integrated Waste Department currently has roll-off bin containers of various sizes for refuse, recycling and wood/green waste recycling. The Integrated Waste Department routinely repairs containers to maintain an adequate inventory to meet customer needs. Some containers are too costly to repair and require replacement. Additional containers are also needed to accommodate the increase in roll-off accounts due to growth in the Ontario Ranch area.

On June 21, 2021, the City awarded Bid #1418 and entered into a one-year agreement for $180,000 with four optional one-year extensions to McLaughlin for the purchase of new roll-off containers and parts. The Agreement was amended in April 2022 to exercise the first extension and increase the total contract amount by $1,300,000. Staff is now recommending exercising the second extension and to increase the total contract amount by $400,000 for a total contract amount not-to-exceed $1,880,000. Additionally, this contract includes language to allow proposed decreases to prices based on decreases to the price of goods under the American Metal Market (AMM) and provides for pricing review to be updated quarterly (July 1, October 1, January 1, and April 1) and for any orders placed to be charged at the decreased quarterly pricing at the time.

CITY OF ONTARIO *Agenda Report* **May 16, 2023**	**SECTION:** **CONSENT CALENDAR**
Department: Financial Services Prepared By: Cruz Torres Staff Member Presenting: Armen Harkalyan, Executive Director of Finance Reviewed By: Cecilia House, . . Approved By:	Submitted To: Council/OHA Approved: _____ Continued To: _____ Denied: _____ Item No: 7

SUBJECT: **ACCEPTANCE OF A WRITTEN PETITION TO CREATE A COMMUNITY FACILITIES DISTRICT; AND A RESOLUTION OF INTENTION TO ESTABLISH CITY OF ONTARIO COMMUNITY FACILITIES DISTRICT NO. 61 (MERRILL COMMERCE CENTER SERVICES) AND TO AUTHORIZE THE LEVY OF SPECIAL TAXES**

RECOMMENDATION: That the City Council consider and:

A. Accept a written petition (on file with the Records Management Department) from Prologis LP, Research ("Landowner"), to create a Community Facilities District ("CFD") and to waive certain procedural matters, under the Mello-Roos Community Facilities Act of 1982; and
B. Adopt a Resolution of Intention to establish City of Ontario Community Facilities District No. 61 (Merrill Commerce Center Services), authorize the associated levy of special taxes therein; and set a public hearing for the formation of the CFD as part of the regularly scheduled City Council meeting on Tuesday, June 20, 2023.

THE FOLLOWING COUNCIL GOALS ARE BEING ACHIEVED:
Operate in a Businesslike Manner
Focus Resources in Ontario's Commercial and Residential Neighborhoods
Ensure the Development of a Well Planned, Balanced, and Self-Sustaining Community in Ontario Ranch

FISCAL IMPACT: The use of Mello-Roos financing in the Merrill Commerce Center Services development are projected to generate approximately $986,000 to fund Administrative Fees and Municipal Services. The use of Mello-Roos financing is critical in achieving the City Councils goal to "Ensure the Development of a Well Planned, Balanced, and Self-Sustaining Community in Ontario Ranch." The use of Mello-Roos financing for the Merrill Commerce Center Services development will not generate funds for facilities; therefore, bonds will not be issued as part of this formation. The General Fund will be reimbursed approximately $940,000 for Municipal Services after the administrative expenses are deducted. City Council approval will be required in future years to process annual special tax levies.

BACKGROUND & ANALYSIS: The Mello-Roos Community Facilities Act of 1982 provides local government, with the consent from a majority of the property owners, the authority to establish Community Facilities Districts (CFD) for the purpose of levying special taxes to finance various kinds of Municipal Services. Municipal services that may be funded by a CFD include: police protection Services, fire protection and suppression services, ambulance and paramedic services, maintenance and lighting of parks, parkways, streets, roads, open space, flood and storm drain protection services, and maintenance and operation of any real property or tangible property with an estimated useful life of five or more years that is owned by the governmental entity.

Prologis LP, Research, has provided a written petition to the City requesting the formation of a CFD, along with a deposit pursuant to a Deposit Agreement dated for August 1, 2021, to fund Municipal Services. The Merrill Commerce Center Services will be a business park/industrial project that addresses the development of approximately 385.61 gross acres located south of Eucalyptus Avenue, north of Merrill Avenue, west of Carpenter Avenue, and east of Grove Avenue. As proposed, the project is anticipated to include 7,341,068 square feet of business park/industrial space at build-out.

Under the Mello-Roos Act, the initial steps in the formation of a CFD to fund Municipal Services require a Resolution declaring the City's intention to establish a Community Facilities District and levy special taxes. Included, as part of the Resolution of Intention, is the proposed Rate and Method of Apportionment of Special Tax for the City of Ontario Community Facilities District No. 61 (Merrill Commerce Center Services). The terms of the Rate and Method of Apportionment of Special Tax are consistent with the City Council's adopted Mello-Roos local goals and policies. Additionally, City staff has presented and discussed the proposed Rate and Method of Apportionment of Special Tax with the landowner of the project.

As noted above, the issuance of bonds to finance public improvements is not being contemplated for this project; therefore, a Resolution to issue bonds is not associated with this item. As proposed, the attached Resolution declaring the City's intention to establish the district and to levy special taxes will set a public hearing to consider the formation of the CFD for the regularly scheduled City Council meeting on Tuesday, June 20, 2023.

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, OF INTENTION TO ESTABLISH A COMMUNITY FACILITIES DISTRICT PROPOSED TO BE NAMED CITY OF ONTARIO COMMUNITY FACILITIES DISTRICT NO. 61 (MERRILL COMMERCE CENTER SERVICES) AND TO AUTHORIZE THE LEVY OF A SPECIAL TAX.

WHEREAS, Section 53318 of the Mello-Roos Community Facilities Act of 1982 (the "Act") provides that proceedings for the establishment of a community facilities district shall be instituted by a legislative body of a local agency when a petition requesting the institution of the proceedings signed by the owners of not less than 10% of the area of land proposed to be included in the community facilities district and not proposed to be exempt from the special tax proposed to be levied therein, describing the boundaries of the territory that is proposed for inclusion in the community facilities district and specifying the types of services to be financed by the community facilities district is filed with the clerk of the legislative body; and

WHEREAS, Section 53318 of the Act further provides that such a petition may not be acted upon until the payment of a fee in an amount that the legislative body determines, within 45 days of receiving such petition, is sufficient to compensate the legislative body for all costs incurred in conducting proceedings to create a community facilities district pursuant to the Act; and

WHEREAS, the City Council (the "City Council") of the City of Ontario (the "City") has received a written petition (the "Petition") from Prologis, L.P., a Delaware limited partnership (the "Landowner"), requesting the institution of proceedings to establish a community facilities district (the "Community Facilities District") and to levy a special tax (the "Special Tax") in the Community Facilities District, describing the boundaries of the territory that is proposed for inclusion in the Community Facilities District and specifying the types of services to be financed by the Community Facilities District; and

WHEREAS, the Landowner has represented and warranted to the City Council that the Landowner is the owner of 100% of the area of land proposed to be included within the Community Facilities District and not proposed to be exempt from the Special Tax; and

WHEREAS, in connection with the request to institute proceedings to establish the Community Facilities District, the Landowner paid a fee in an amount that the City Council has determined is sufficient to compensate the City Council for all cost incurred in conducting proceedings to create the Community Facilities District pursuant to the Act.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Ontario as follows:

SECTION 1. The foregoing recitals are true and correct and the City Council so finds and determines.

SECTION 2. The City Council hereby finds that the Petition is signed by the landowner owning the requisite area of land proposed to be included within the Community Facilities District and not proposed to be exempt from the Special Tax.

SECTION 3. The City Council proposes to establish a community facilities district under the terms of the Act. The boundaries of the territory proposed for inclusion in the Community Facilities District are described in the map showing the proposed Community Facilities District (the "Boundary Map") on file with the City Clerk of the City (the "City Clerk"), a copy of which is attached hereto as Exhibit A, which boundaries are hereby preliminarily approved and to which map reference is hereby made for further particulars. The City Clerk is hereby directed to sign the original Boundary Map and record, or cause to be recorded, the Boundary Map with all proper endorsements thereon in the office of the San Bernardino County Recorder within 15 days of the date of adoption of this Resolution, all as required by Section 3111 of the California Streets and Highways Code.

SECTION 4. The name proposed for the Community Facilities District is "City of Ontario Community Facilities District No. 61 (Merrill Commerce Center Services)."

SECTION 5. The services (the "Services") proposed to be financed by the Community Facilities District pursuant to the Act are described under the caption "Services" on Exhibit B hereto. The incidental expenses proposed to be incurred are identified under the caption "Incidental Expenses" on Exhibit B hereto. No facilities are proposed to be financed by the Community Facilities District.

SECTION 6. Except where funds are otherwise available, the Special Tax sufficient to pay for all Services, secured by recordation of a continuing lien against all nonexempt real property in the Community Facilities District, will be annually levied within the Community Facilities District. The rate and method of apportionment of the Special Tax (the "Rate and Method"), in sufficient detail to allow each landowner within the proposed Community Facilities District to estimate the maximum amount that he or she will have to pay, is described in Exhibit C attached hereto, which is by this reference incorporated herein. The obligation to pay the Special Tax may not be prepaid and permanently satisfied. The Special Tax will be collected in the same manner as ordinary *ad valorem* property taxes or in such other manner as the City Council shall determine, including direct billing of the affected property owners.

The Special Tax may only finance the Services to the extent that they are in addition to those provided in the territory of the Community Facilities District before the Community Facilities District is created. The Services may not supplant services already available within that territory when the Community Facilities District is created.

SECTION 7. The City Council hereby fixes Tuesday, June 20, 2023, at 6:30 p.m., or as soon thereafter as the City Council may reach the matter, at 303 East B Street, Ontario, California, as the time and place when and where the City Council will conduct a public hearing on the establishment of the Community Facilities District; provided, that, in the event the June 20, 2023 City Council meeting is held via teleconference and/or videoconference only, the means by which the public may observe such public hearing and offer public comment shall be prescribed in the notice and agenda for such City Council meeting.

SECTION 8. The City Clerk is hereby directed to publish, or cause to be published, a notice of said public hearing one time in a newspaper of general circulation published in the area of the proposed Community Facilities District. The publication of said notice shall be completed at least seven days prior to the date herein fixed for said public hearing. Said notice shall contain the information prescribed by Section 53322 of the Act.

SECTION 9. The levy of the proposed Special Tax shall be subject to the approval of the qualified electors of the Community Facilities District at a special election. The proposed voting procedure shall be by mailed or hand-delivered ballot among the landowners in the Community Facilities District, with each owner having one vote for each acre or portion of an acre such owner owns in the Community Facilities District.

SECTION 10. Each officer of the City who is or will be responsible for providing one or more of the proposed types of Services is hereby directed to study, or cause to be studied, the proposed Community Facilities District and, at or before said public hearing, file a report with the City Council containing a brief description of the Services by type that will in his or her opinion be required to adequately meet the needs of the Community Facilities District, and his or her estimate of the cost of providing the Services. Such officers are hereby also directed to estimate the fair and reasonable cost of the incidental expenses proposed to be paid. Such report shall be made a part of the record of said public hearing.

SECTION 11. All actions heretofore taken by the officers, employees and agents of the City with respect to the establishment of the Community Facilities District, or in connection with or related to any of the matters referred to herein, are hereby approved, confirmed and ratified.

SECTION 12. The officers, employees and agents of the City are hereby authorized and directed to take all actions and do all things that they, or any of them, may deem necessary or desirable to accomplish the purposes of this Resolution and not inconsistent with the provisions hereof.

SECTION 13. This Resolution shall take effect immediately upon its adoption.

The City Clerk of the City of Ontario shall certify as to the adoption of this Resolution.

PASSED, APPROVED, AND ADOPTED this 16th day of May 2023.

_____
PAUL S. LEON, MAYOR

ATTEST:

_____
SHEILA MAUTZ, CITY CLERK

APPROVED AS TO FORM:

_____
BEST BEST & KRIEGER LLP
CITY ATTORNEY

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

I, SHEILA MAUTZ, City Clerk of the City of Ontario, DO HEREBY CERTIFY that foregoing Resolution No. 2023- was duly passed and adopted by the City Council of the City of Ontario at their regular meeting held May 16, 2023 by the following roll call vote, to wit:

AYES: COUNCIL MEMBERS:

NOES: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

_____
SHEILA MAUTZ, CITY CLERK

(SEAL)

The foregoing is the original of Resolution No. 2023- duly passed and adopted by the Ontario City Council at their regular meeting held May 16, 2023.

_____
SHEILA MAUTZ, CITY CLERK

(SEAL)

EXHIBIT A

BOUNDARY MAP

EXHIBIT B

SERVICES AND INCIDENTAL EXPENSES

Services

The types of services to be financed by the Community Facilities District are police protection services, fire protection and suppression services, ambulance and paramedic services, maintenance and lighting of parks, parkways, streets, roads and open space, flood and storm protection services , maintenance and operation of fiber optic telecommunication, wireless communication and public safety camera systems and maintenance and operation of any real property or other tangible property with an estimated useful life of five or more years that is owned by the City.

Incidental Expenses

The incidental expenses proposed to be incurred include the costs associated with the creation of the Community Facilities District, determination of the amount of taxes, collection of taxes, payment of taxes, or costs otherwise incurred in order to carry out the authorized purposes of the Community Facilities District.

EXHIBIT C

PROPOSED RATE AND METHOD OF APPORTIONMENT OF SPECIAL TAX

SHEET 1 OF 1

PROPOSED BOUNDARIES OF CITY OF ONTARIO COMMUNITY FACILITIES DISTRICT NO. 61 (MERRILL COMMERCE CENTER SERVICES) SAN BERNARDINO COUNTY STATE OF CALIFORNIA

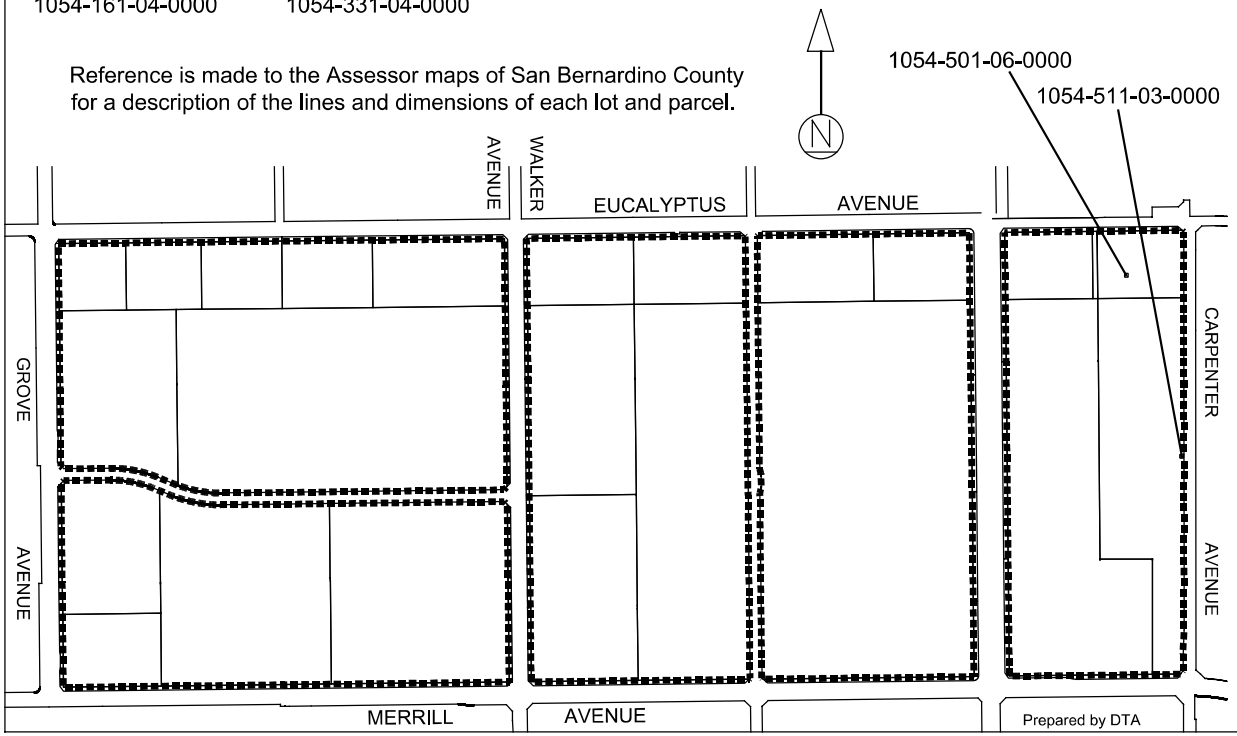
Assessor Parcel Numbers within the Boundaries of City of Ontario Community Facilities District No. 61 (Merrill Commerce Center Services):

1054-111-03-0000	1054-161-05-0000	1054-351-03-0000
1054-121-03-0000	1054-171-05-0000	1054-501-01-0000
1054-121-04-0000	1054-171-06-0000	1054-501-02-0000
1054-121-05-0000	1054-191-03-0000	1054-501-03-0000
1054-131-03-0000	1054-201-03-0000	1054-501-06-0000
1054-131-04-0000	1054-211-03-0000	1054-511-01-0000
1054-141-03-0000	1054-221-03-0000	1054-511-02-0000
1054-151-03-0000	1054-331-03-0000	1054-511-03-0000
1054-161-04-0000	1054-331-04-0000	

Reference is made to the Assessor maps of San Bernardino County for a description of the lines and dimensions of each lot and parcel.

LEGEND

Proposed Boundaries of City of Ontario Community Facilities District No. 61 (Merrill Commerce Center Services)	
Assessor Parcel Line	



(1) Filed in the office of the Clerk of the City of Ontario this ____ day of _____, 2023.

_____
Sheila Mautz, Clerk of the City of Ontario, California

(2) I hereby certify that the within map showing the proposed boundaries of City of Ontario Community Facilities District No. 61 (Merrill Commerce Center Services), San Bernardino County, State of California, was approved by the City Council of the City of Ontario at a regular meeting thereof, held on the _____ day of _____, 2023, by its Resolution No. _____.

_____
Sheila Mautz, Clerk of the City of Ontario, California

CITY OF ONTARIO INCORPORATED DECEMBER 1891 CALIFORNIA

San Bernardino County Recorder's Certificate

This map has been filed under Document Number _____, this _____ day of _____, 2023, at _____.m., in Book _____ of Maps of Assessment and Community Facilities Districts at page _____, in the office of the county recorder in San Bernardino County, State of California, at the request of the City of Ontario in the amount of $_____.

Chris Wilhite
Assessor-Recorder
San Bernardino County

By:_____

Deputy Recorder

CITY OF ONTARIO
COMMUNITY FACILITIES DISTRICT NO. 61
(MERRILL COMMERCE CENTER SERVICES)

RATE AND METHOD OF APPORTIONMENT OF SPECIAL TAX

A Special Tax shall be levied on all Assessor's Parcels in the City of Ontario Community Facilities District No. 61 (Merrill Commerce Center Services) ("CFD No. 61") and collected each Fiscal Year commencing in Fiscal Year 2023-24, in an amount determined by the City Council of the City of Ontario through the application of the Rate and Method of Apportionment, as described below. All of the real property in CFD No. 61, unless exempted by law or by the provisions hereof, shall be taxed for the purposes, to the extent, and in the manner herein provided.

A. DEFINITIONS

The terms as may hereinafter be set forth have the following meanings:

"Act" means the Mello-Roos Community Facilities Act of 1982, as amended, being Chapter 2.5 of Part 1 of Division 2 of Title 5 of the California Government Code.

"Administrative Expenses" means the following actual or reasonably estimated costs directly related to the administration of CFD No. 61: the costs of computing the Special Taxes and preparing the annual Special Tax collection schedules (whether by the City or CFD No. 61 or both); the costs of collecting the Special Taxes (whether by the County or otherwise); the costs associated with preparing Special Tax disclosure statements and responding to public inquiries regarding the Special Taxes; the costs of the City or CFD No. 61 related to an appeal of the Special Tax; the City's administration fees and third party expenses; the costs of City staff time and reasonable overhead related to CFD No. 61; and amounts estimated or advanced by the City or CFD No. 61 for any other administrative purposes of CFD No. 61, including attorney's fees and other costs related to commencing and pursuing to completion any foreclosure of delinquent Special Taxes.

"Assessor's Parcel" means a lot or parcel shown on an Assessor's Parcel Map with an assigned Assessor's Parcel Number.

"Assessor's Parcel Map" means an official map of the Assessor of the County designating parcels by Assessor's Parcel Number.

"Assessor's Parcel Number" means, with respect to an Assessor's Parcel, that number assigned to such Assessor's Parcel by the County for purposes of identification.

"CFD Administrator" means an official of the City responsible for determining the Special Tax Requirement, providing for the levy and collection of the Special Tax, and performing the other duties provided for herein.

"CFD No. 61" means City of Ontario Community Facilities District No. 61 (Merrill Commerce Center Services).

"City" means the City of Ontario, California.

"City Council" means the City Council of the City, acting as the legislative body of CFD No. 61.

"County" means the County of San Bernardino.

"Fiscal Year" means the period starting July 1 and ending on the following June 30.

"Gated Community Attached Dwelling Unit" means a Unit within any residential building containing two or more dwelling units (including attached condominiums, townhouses, duplexes, triplexes, and apartments) within a gated community that, within such community, is primarily served by private interior streets.

"Land Use Class" means any of the classes listed in Table 1 below.

"Lower Income Household Welfare Exemption Property" means, for each Fiscal Year, an Assessor's Parcel within the boundaries of CFD No. 61 that is subject to a welfare exemption under subdivision (g) of Section 214 of the California Revenue and Taxation Code (or any successor statute), as indicated in the most recent County assessor's roll finalized prior to such Fiscal Year.

"Maximum Special Tax" means, with respect to an Assessor's Parcel of Taxable Property, the maximum Special Tax determined in accordance with Section C below that can be levied in any Fiscal Year on such Assessor's Parcel of Taxable Property.

"Multiple Family Dwelling Unit" means a Unit within any residential building containing two or more dwelling units, including attached condominiums, townhomes, duplexes, triplexes, and apartments, but excluding Gated Community Attached Dwelling Units.

"Non-Residential" means any buildings that are for commercial lodging use, commercial retail use, institutional use (e.g., churches, private schools), commercial restaurant use, office use, or industrial use.

"Non-Residential Property" means, for each Fiscal Year, an Assessor's Parcel for which a building permit for new construction was issued after January 1, 2021, and before May 1 of the prior Fiscal Year, for a Non-Residential use.

"Property Owner Association Property" means, for each Fiscal Year, property within the boundaries of CFD No. 61 that was owned by a property owner association, including any master or sub-association, as of January 1 of the prior Fiscal Year.

"Proportionately" means that the ratio of the actual Special Tax levy to the Maximum Special Tax is equal for all Assessor's Parcels of Taxable Property.

"Public Property" means, for each Fiscal Year, property within the boundaries of CFD No. 61 that is (a) owned by, irrevocably offered to, or dedicated to the federal government, the State, the County, the City, or any local government or other public agency or (b) encumbered by an easement for purposes of public or utility right-of-way that makes impractical its use for any purpose other than that set forth in such easement, provided that any property leased by a public agency to a private entity and subject to taxation under Section 53340.1 of the Act shall be taxed and classified according to its use.

"Rate and Method of Apportionment" means this Rate and Method of Apportionment of Special Tax.

"Residential Property" means, for each Fiscal Year, an Assessor's Parcel for which a building permit for new construction of one or more Units was issued after January 1, 2021, and before May 1 of the prior Fiscal Year.

"Services" means the services authorized to be financed, in whole or in part, by CFD No. 61, including: police protection services; fire protection and suppression services; ambulance and paramedic services; maintenance and lighting of parks, parkways, streets, roads, and open space; flood and storm protection services; and maintenance and operation of any real property or other tangible property with an estimated useful life of five or more years that is owned by the City.

"Single Family Detached Dwelling Unit" means any residential building containing only one Unit on one legal lot, including single family residences and single family detached residential condominium units.

"Special Tax" means the special tax authorized by the qualified electors of CFD No. 61 to be levied within the boundaries of CFD No. 61.

"Special Tax Requirement" means the amount necessary in any Fiscal Year to pay the cost of the Services, Administrative Expenses, and an amount equal to Special Tax delinquencies based on the historical delinquency rate for Special Taxes, as determined by the CFD Administrator.

"Square Footage" or **"Sq. Ft."** means, with respect to a building of Non-Residential Property, the gross floor area square footage reflected on the original construction building permit, or as set forth in other official records maintained by the City's Building Department or other appropriate means selected by CFD No. 61, for such building, plus any square footage subsequently added to a building of Non-Residential Property after issuance of a building permit for expansion or renovation of such building.

"State" means the State of California.

"Taxable Property" means, for each Fiscal Year, all Assessor's Parcels of Residential Property and Non-Residential Property within the boundaries of CFD No. 61 which are not exempt from the Special Tax pursuant to law or Section E below.

"Unit" means an individual single-family detached or attached home, townhome, condominium, apartment unit, or other residential dwelling unit, including each separate living area within a half-plex, duplex, triplex, fourplex, or other residential structure.

B. ASSIGNMENT TO LAND USE CATEGORIES

Each Fiscal Year, beginning with Fiscal Year 2023-24, all Taxable Property within CFD No. 61 shall be classified as Residential Property (Single Family Detached Dwelling Unit, Multiple Family Dwelling Unit, or Gated Community Attached Dwelling Unit) or Non-Residential Property and shall be subject to Special Taxes in accordance with the Rate and Method of Apportionment as determined pursuant to Sections C and D below.

C. MAXIMUM SPECIAL TAX

The Maximum Special Tax for each Assessor's Parcel classified as Taxable Property shall be determined by reference to Table 1 below.

TABLE 1
MAXIMUM SPECIAL TAX

Land Use Class	Maximum Special Tax Fiscal Year 2023-24
Residential Property:	
Single Family Detached Dwelling Unit	$1,501.46 per Unit
Multiple Family Dwelling Unit	$1,301.19 per Unit
Gated Community Attached Dwelling Unit	$1,091.19 per Unit
Non-Residential Property	$0.273800 per Sq. Ft.

On January 1 of each Fiscal Year, commencing January 1, 2024, the Maximum Special Tax to be applied in the next Fiscal Year shall be subject to an automatic increase at a rate equal to 4.0% of the amount in effect for the prior Fiscal Year.

In some instances an Assessor's Parcel of Taxable Property may contain more than one Land Use Class. The Maximum Special Tax levied on such Assessor's Parcel shall be the sum of the Maximum Special Tax for all Units of Residential Property and Square Footage of Non-Residential Property (based on the applicable building permits, final subdivision map, parcel map, condominium plan, or other recorded County map) located on that Assessor's Parcel.

D. METHOD OF APPORTIONMENT OF THE SPECIAL TAX

Each Fiscal Year, beginning with Fiscal Year 2023-24, the CFD Administrator shall determine the Special Tax Requirement. The Special Tax shall then be levied Proportionately on each Assessor's Parcel of Taxable Property up to 100% of the applicable Maximum Special Tax for such Assessor's Parcel, until the Special Tax Requirement is satisfied. However, the Special Tax levied in any Fiscal Year shall not increase by more than 4.0% of the amount of the Special Tax levied in the prior Fiscal Year.

E. EXEMPTIONS

Notwithstanding anything in this Rate and Method of Apportionment to the contrary, no Special Tax shall be levied on Public Property or Property Owner Association Property.

No Special Tax shall be levied on Lower Income Household Welfare Exemption Property; provided, however, that if, in any Fiscal Year, applicable law does not require that Lower Income Household Welfare Exemption Property be exempt from some portion, or all, of the Special Tax, such portion, or all, of the Special Tax shall be levied on such property in accordance with this Rate and Method of Apportionment based on the Land Use Class to which the Assessor's Parcel is assigned.

F. APPEALS

Any property owner may file a written appeal of the Special Tax with CFD No. 61 claiming that the amount or application of the Special Tax is not correct. The appeal must be filed not later than one calendar year after having paid the Special Tax that is disputed, and the appellant must be current in all payments of Special Taxes. In addition, during the term of the appeal process, all Special Taxes levied must be paid on or before the payment date established when the levy was made.

The appeal must specify the reasons why the appellant claims the Special Tax is in error. The CFD Administrator shall review the appeal, meet with the appellant if the CFD Administrator deems necessary, and advise the appellant of its determination.

If the property owner disagrees with the CFD Administrator's decision relative to the appeal, the owner may then file a written appeal with the City Council, whose subsequent decision shall be final and binding on all interested parties. If the decision of the CFD Administrator or subsequent decision by the City Council requires the Special Tax to be modified or changed in favor of the property owner, then the CFD Administrator shall determine if sufficient Special Tax revenue is available to make cash refund. If a cash refund cannot be made, then an adjustment shall be made to credit future Special Tax levy(ies).

This procedure shall be exclusive and its exhaustion by any property owner shall be a condition precedent to filing any legal action by such owner.

G. MANNER OF COLLECTION

The Special Taxes shall be collected in the same manner and at the same time as ordinary *ad valorem* property taxes; provided, however, that the Special Taxes may be collected in such other manner as the City Council shall determine, including direct billing of affected property owners.

H. TERM OF SPECIAL TAX

The Special Tax shall continue to be levied indefinitely on an annual basis on all Taxable Property in CFD No. 61.

CITY OF ONTARIO *Agenda Report* **May 16, 2023**	**SECTION:** **CONSENT CALENDAR**
Department: Financial Services Prepared By: Cecilia House Staff Member Presenting: Armen Harkalyan, Executive Director of Finance Approved By:	Submitted To: Council/OHA Approved: _____ Continued To: _____ Denied: _____ Item No: 8

SUBJECT: **AN AMENDMENT TO THE PROFESSIONAL SERVICES AGREEMENT WITH HINDERLITER DE LLAMAS & ASSOCIATES (HDL) FOR SALES TAX CONSULTING AND REVENUE RECOVERY SERVICES AND AN AMENDMENT TO THE PROFESSIONAL SERVICES AGREEMENT WITH HDL COREN & CONE FOR PROPERTY TAX SERVICES**

RECOMMENDATION: That the City Council authorize the City Manager or his designee to execute the following amendments:

A. An Amendment with Hinderliter de Llamas & Associates adding indirect cost recovery to the scope of work, increasing compensation for a new not-to-exceed amount of $1,700,000 with an expiration of June 30, 2025, and an option to add two (2) additional one-year terms to the agreement; and
B. An Amendment for the HdL Coren & Cone agreement to increase compensation for a new not-to-exceed amount of $172,605 with an expiration of June 30, 2025, and an option to add two (2) additional one-year terms to the agreement.

THE FOLLOWING COUNCIL GOALS ARE BEING ACHIEVED:
Operate in a Businesslike Manner

FISCAL IMPACT: Amendment No. 3 with HdL will add indirect cost recovery to scope of work with an expiration date of June 30, 2025, with the option to renew term for two (2) additional one-year terms. The not-to-exceed amount of $1,700,000 includes the amount of $622,446 from Amendment No. 2 and adds $1,077,554 for business license, transient occupancy tax (TOT) and indirect cost recovery services. Additionally, included in the agreements are the contingency fees of 20% for indirect cost recoveries, 25% for audit fees relating to sales tax revenues and 35% for audit fees relating to business license and TOT revenues. These fees are not included in the not-to-exceed amount of this agreement. The costs for the contingency or audit fees will be offset by the revenues recovered.

Amendment No. 1 with HdL Coren & Cone will set the term of the Agreement to expire on June 30, 2025, with the option to renew for two (2) additional one-year terms and set the new not-to-exceed

amount of $172,605. This total includes the original Agreement amount of $66,750, an additional $1,855 to cover the remaining services for Fiscal Year 2022-23, and an additional $100,000 for the Property Tax Consulting services. In addition, $4,000 is included to cover any optional services incurred for Fiscal Year 2023-24 through Fiscal Year 2024-25. Additionally, the City will pay contingency fees of 25% for revenue recovery and audit fees for property tax. These fees are not included in the not-to-exceed amount of this agreement. The costs for the contingency or audit fees will be offset by the revenues recovered. An additional appropriation from the General Fund for Fiscal Year 2022-23 is $1,855 for the property tax services. Appropriations for subsequent fiscal years will be requested during the annual budget process. Future funding is contingent upon City Council approval and budget adoption.

BACKGROUND & ANALYSIS: Hinderliter de Llamas (HdL) is currently providing sales tax forecasting, analysis, audit, and revenue recovery services to the City for the local Bradley Burns 1% sales tax rate, as well as business license and transient occupancy tax (TOT) collection. Due to the complex nature of administering local transactions and use tax, the misallocations and lack of reporting on the updated rate of the tax are common. Therefore, the City recently contracted with HdL to ensure continued sales tax and transactions and use tax revenue monitoring.

The City utilizes a Cost Allocation Plan (CAP) to budget, plan and track interdepartmental costs but this plan has not been applied in the past to costs incurred administering federally funded grant programs. The City proposes to contract with HdL to implement an indirect cost recovery program to recoup costs incurred through our grant programs. HdL will create and administer the City's cost recovery program and a successful program may result in up to $2.8 million in reimbursements to the City's General Fund.

HdL Coren & Cone is currently providing property tax forecasting, analysis, audit, and revenue recovery services.

It is worth noting that most of HdL's key staff members have extensive local government experience, having previously held positions in city management, finance, planning, economic development or revenue collection.

CITY OF ONTARIO *Agenda Report* **May 16, 2023**	**SECTION:** **CONSENT CALENDAR**
Department: Community Life and Culture Prepared By: Danielle Guevara Staff Member Presenting: Nicholas S. Gonzalez, Recreation & Community Services Director Approved By:	Submitted To: Council/OHA Approved: _____ Continued To: _____ Denied: _____ Item No: 9

SUBJECT: A GRANT APPLICATION FROM THE ADMINISTRATION FOR COMMUNITY LIVING FOR THE ACTIVE SENIOR ON THE GO PROGRAM

RECOMMENDATION: That the City Council authorize the City Manager, or his designee, to execute all documents necessary to apply for and accept a 12-month grant in the amount of $439,094 from the Administration for Community Living (ACL), a division of the U.S. Department of Health and Human Services, for the Recreation & Community Services Department's Active Seniors on the Go program.

THE FOLLOWING COUNCIL GOALS ARE BEING ACHIEVED:
Operate in a Businesslike Manner
Encourage, Provide or Support Enhanced Recreational, Educational, Cultural and Healthy City Programs, Policies and Activities

FISCAL IMPACT: The City of Ontario has been awarded $439,094 in grant funds under Congressional Directive authorized and appropriated in the Consolidated Appropriations Act of 2023. The City is not required to provide matching funds for the grant. The grant performance period is 12 months, beginning September 1, 2023 through August 31, 2024. The Recreation & Community Services Department will include the associated grant revenue and expenditure appropriations in the next Quarterly Budget Report to the City Council. If the grant is not renewed after the initial 12 months, future costs will be funded through the General Fund.

BACKGROUND & ANALYSIS: The Active Seniors on the Go program was introduced in 2021 to promote a healthy lifestyle and encourage interaction among seniors. The Active Senior on the Go program intends to expand senior services beyond the Ontario Senior Center into other parks and community centers throughout the City.

The program consists of three components: health and wellness, nutrition and food distribution, and transportation. This grant will allow the Recreation & Community Services Department to expand these components, specifically:

- Expand health and wellness programs for seniors beyond the Ontario Senior Center

- Broaden home bound meal delivery services for seniors
- Develop and operate a food pantry at the Ontario Senior Center
- Expand transportation services to the Ontario Senior Center and to non-emergency medical appointment.

Congresswoman Norma Torres recommended these funds as part of the House Appropriations Committee Community Projects Funding and is specifically designated for location projects that support community priorities. This funding will provide the Recreation & Community Services Department resources to quickly expand services throughout the city to the approximately 43,000 residents in the City of Ontario who are over age 50. This expansion will keep Ontario seniors informed and thriving through social engagement, social services, and outreach materials.

The grant budget will provide:

- A full-time Recreation/Community Services Coordinator position, responsible for the day-to-day operations of the program, for a total cost of $91,381.
- Part-time salaries equivalent to 1,498 hours, for a total cost of $72,713.
- A health and wellness contract instructors for programs.

The Recreation & Community Services Department intends to submit an application for the next round of grant funding from the Administration for Community Living to continue the Active Seniors on the Go program beyond this one-year grant period.

CITY OF ONTARIO *Agenda Report* **May 16, 2023**	**SECTION:** **CONSENT CALENDAR**
Department: Financial Services Prepared By: Maria Garcia Staff Member Presenting: Armen Harkalyan, Executive Director of Finance Approved By:	Submitted To: Council/OHA Approved: _____ Continued To: _____ Denied: _____ Item No: 10

SUBJECT: FISCAL YEAR 2022-23 THIRD QUARTER BUDGET UPDATE REPORT

RECOMMENDATION:

A. That the City Council approve the budget adjustments and recommendations as presented in the Fiscal Year 2022-23 Third Quarter Budget Update Report (Exhibit A), and adopt a Resolution pertaining to the City Clerk and Treasurer salary;
B. That the City Council approve a revised Salary Schedule (Exhibit B) and for Unrepresented Part-time employees and authorize the City Manager to approve staffing programs and the assigned salary grade placement for each Part-Time classification with the recommendation of the Human Resources / Risk Management agency.

THE FOLLOWING COUNCIL GOALS ARE BEING ACHIEVED:
Operate in a Businesslike Manner

FISCAL IMPACT: The recommended actions will affect several fund budgets as outlined in the Fiscal Year 2022-23 Third Quarter Budget Update Report and supporting schedules.

BACKGROUND & ANALYSIS: The Third Quarter Budget Update Report for Fiscal Year 2022-23 reflects the Financial Services Agency's continued efforts to provide timely, accurate, and understandable financial information to assist the City Council with decision making and achievement of core goals. All Funds have been reviewed in preparing this report. The emphasis of this report is on the General Fund, which funds the majority of government services including public safety, recreation, library, museum, parks, building and planning.

The primary purposes of this report are to:

- Revise the City's budget to reflect the City Council's actions taken since the Mid-Year Budget Update;
- Recommend personnel and organizational changes to enhance program operations and efficiencies;
- Recommend budget adjustments that are consistent with City Council goals and objectives; and

- Comment on significant budget and economic trends which may impact current fiscal year's budget development.

Fiscal Year 2022-23 Third Quarter Budget Update Recommendations

Third Quarter Budget Update recommendations are routine in nature and comprised predominately by City Council actions taken since the Mid-Year Budget Update. Third Quarter Budget Update includes proposed new expenditure budget requests, as well as revised revenue estimates for FY 2022-23. For the General Fund, the net result of these actions will bring the General Fund estimated available and unencumbered ending fund balance to $ 63.36 million or 18.8% of total appropriations. This amount achieves the goal set by City Council as a reserve for specific and defined emergency events (such as an earthquake or pandemic) and to address immediate needs in resources without impacting City services. This goal was temporarily decreased to 15% and then 16% during the COVID pandemic but has since been brought back up to the previous set goal of 18% effective July 1, 2021, with the goal of increasing the reserves up to 25% in future fiscal years.

General Fund Highlights

- $5.0 million Facilities & Parks Maintenance Transfer from General Fund
- $1.0 million IT Fund Transfer for Equipment from General Fund
- $1.0 million Equipment Services Fund Transfer from General Fund
- $1.0 million for Whispering Lakes Golf Course

Other Funds (non-General Fund) Highlights

- $11.0 million Acquisition of 1135 E. State Street
- $9.0 million for Vista Verde Contribution from Affordability in Lieu
- $3.0 million Sports Complex Property Acquisition
- $1.5 million for Mountain & D Street Property Acquisition

Other Budget-Related Actions

The City Council last reviewed and adjusted the salary compensation of the City Clerk and City Treasurer on March 4, 2014 and adjustments were effective after the election in November 2014. The City Council now desires to adjust the salaries. The City Clerk and City Treasurer's salary will increase to $10.13 per hour, for a total of $1,756.00 per month. This increase will take effect upon the adoption of the Resolution.

In addition to what has been presented, Staff recommends the Mayor and City Council approve a salary grade table for unrepresented part-time employees to be effective May 21, 2023. Currently, a specific compensation grade is aligned with each part-time classification. The last time these compensation grades were significantly modified was in 2017 to ensure compliance with California's minimum wage. In addition, a 2% general salary increase for all part-time classifications was effective on July 3, 2022. If adopted, the salary grade table will establish part-time salary grades PT1 through PT25 allowing for a wider compensation range that aligns with today's job market, mirrors the competitive compensation practices of other local government employers, and provides greater flexibility for adjustment in the future as needed. The City Manager or their designee shall have the authority to associate a specific part-time classification with one of the established salary

grades. The adoption of all Part-Time classification salary ranges will also ensure that the City continues to be able to attract, retain and motivate a highly qualified part-time workforce. Employees designated as part-time working a full-time classification will continue to have their compensation aligned with the full-time classification's salary grade. The table included in Exhibit B outlines the new proposed salary range after the increase is applied.

As Staff continues to look at the Part-Time profiles for each classification and becoming the employer of choice. Staff recommends that City Council approve the implementation of bilingual pay incentive for part-time classifications in the amount of $1.25/hour. This aligns with the City's overall goal of providing exceptional customer service, especially for the diverse community that utilizes our recreational programs.

In addition, the attraction and retention of qualified part-time staff continues to limit the ability of Recreation and Community Services to provide critical recreation and community service programs for summer months. Staff therefore recommends that Council authorize the City Manager to implement attraction and retention programs totaling no more than $200,000 for hourly, part-time positions assigned to Recreation and Community Services.

Conclusion

As the City recovers from the last three years of economic disruption from the COVID pandemic, other challenges still exist: the continued war in Ukraine; rising consumer goods prices, fuel costs, and interest rates; and the impending recession due to accelerated inflation levels not seen since the early 1980's. Even with the anticipated additional resources, the City will need to continue to practice fiscal discipline and establish proactive measures to safely navigate the current and upcoming fiscal challenges, as well as deliver an unparalleled level of service and commitment to our community.

The Adopted Operating Budget for Fiscal Year 2022-23, as modified through this Third Quarter Budget Update, reflects the City Council's continued commitment to support high quality public safety and municipal services, provides for the maintenance and expansion needs of the City's infrastructure and facilities, profiles an aggressive economic development strategy, and assures the investment and reinvestment of City resources into the community - all in the name of affording Ontario residents and businesses an exceptional quality of life. With the City Council's leadership and their prudent fiscal policies, the City's long-term financial health will further solidify its standing as the economic leader in the Inland Empire, and a formidable player in California and the nation.



Fiscal Year 2022-23
Third Quarter Budget Update

May 16, 2023

City of Ontario
Fiscal Year 2022-23
Third Quarter Budget Update Report

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City of Ontario
General Fund Revenue by Category
Fiscal Year 2022-23
Third Quarter Budget Update

	FY 2022-23 Adopted Budget [1]	First Quarter Budget Update	Mid-Year Budget Update	Third Quarter Budget Update	FY 2022-23 Current Budget	Actuals as of 3/31/2023	% Received
Sales Tax	$ 109,900,000	$ 20,000,000	$ 14,200,000	$ 300,000	$ 144,400,000	$ 76,778,197	53.2%
Property Tax	82,967,000	-	4,572,000	(2,420,000) [8]	85,119,000	53,853,537	63.3%
Transient Occupancy Tax	16,500,000	-	-	-	16,500,000	9,626,946	58.3%
Business License Tax	8,763,000	-	-	-	8,763,000	5,774,450	65.9%
Parking Tax	3,000,000	-	-	1,000,000	4,000,000	2,592,600	64.8%
Franchise Tax	3,000,000	-	-	1,000,000	4,000,000	659,012	16.5%
Other Taxes [2]	1,700,000	-	-	-	1,700,000	1,348,198	79.3%
Licenses and Permits	6,192,000	2,678,000	-	425,000	9,295,000	7,549,950	81.2%
Intergovernmental [3]	9,171,077	-	884,255	-	10,055,332	7,470,805	74.3%
Intergovernmental - ARPA [4]	9,449,310	-	-	-	9,449,310	4,124,543	43.6%
Charges for Services [5]	23,793,354	680,900	620,000	3,981,000 [9]	29,075,254	20,986,640	72.2%
Charges for Services - OIAA [6]	20,902,300	-	-	-	20,902,300	13,934,866	66.7%
Use of Money & Property	1,341,992	-	-	(1,600)	1,340,392	3,140,706	234.3%
Fines and Forfeitures	753,000	18,000	-	-	771,000	592,911	76.9%
Miscellaneous	1,720,000	3,890,031 [7]	2,008,375	264,850	7,883,256	7,684,251	97.5%
Total General Fund Revenues	**$ 299,153,033**	**$ 27,266,931**	**$ 22,284,630**	**$ 4,549,250**	**$ 353,253,844**	**$ 216,117,612**	**61.2%**
Transfers-In	-	-	-	2,000,000 [10]	2,000,000	-	0.0%
TOTAL RESOURCES	**$ 299,153,033**	**$ 27,266,931**	**$ 22,284,630**	**$ 6,549,250**	**$ 355,253,844**	**$ 216,117,612**	**60.8%**

[1] Adopted Revenue Items were re-classed to be consistent with the new Workday Chart of Accounts
[2] Other Taxes includes Property Transfer Tax ($1.5M) and Motor Vehicle In Lieu ($200K)
[3] Intergovernmental includes Cost Allocation Plan Revenue, Disability, Worker's Compensation, & Unemployment Internal Service Allocation Revenue
[4] American Rescue Plan Act
[5] Charges for Services includes Special Districts Service Charges ($10.6M)
[6] Ontario International Airport Authority
[7] Includes Toyota Arena revenue from FY 2021-22 per agreement
[8] Property Taxes includes reduction due to parcel adjustments from Ontario to Chino
[9] Charges for Services includes increases to various plan check and permit fees.
[10] Transfers-In includes transfer to General Fund from the Public Services Fee Fund

City of Ontario
General Fund Expenditures by Category
Fiscal Year 2022-23
Third Quarter Budget Update

	FY 2022-23 Adopted Budget	CIP/Grants/POs Carryforward	First Quarter Budget Update	Mid-Year Budget Update	Third Quarter Budget Update	FY 2022-23 Current Budget	Actuals as of 03/31/2023[1]	% Expended
Personnel Costs	$ 196,234,997	$ -	$ 1,901,682	$ 3,671,458	$ 504,175[2]	$ 202,312,312	$ 150,141,046	74.2%
Operating Expenditures	27,179,820	1,490,547	1,378,010	2,938,613	1,185,850[3]	34,172,840	20,695,465	60.6%
Contractual Services	16,976,742	6,475,733	1,958,000	175,000	275,000[4]	25,860,475	22,157,910	85.7%
Internal Service Allocations	42,715,839	-	43,953	109,832	-	42,869,624	32,409,830	75.6%
Reimbursement Agreements	8,965,212	740,535	-	640,000	-	10,345,747	5,291,289	51.1%
Debt Service	-	-	-	-	-	-	-	0.0%
Capital Expenditures	367,000	477,231	583,600	90,000	-	1,517,831	943,314	62.1%
Transfers-Out	9,438,410[5]	-	26,000,000	5,683,669	7,110,000	48,232,079[6]	38,771,535	80.4%
Total General Fund Appropriations	**$ 301,878,020**	**$ 9,184,046**	**$ 31,865,245**	**$ 13,308,572**	**$ 9,075,025**	**$ 365,310,908**	**$ 270,410,389**	**74.0%**
FTE General Fund	854.88	-	12.60	64.50	-	931.98		
FTE Other Funds	419.12	-	1.40	24.50	-	445.02		
Total FTE All Funds	1,274.00	-	14.00	89.00	-	1,377.00		

[1] Includes expenses and encumbrances/PO's.

[2] Personnel costs includes $500K to Police Billable OT for contract increase (Revenue offset).

[3] Operating expenditures includes $1M for Whispering Lakes Golf Course, $155K funding for the State of the City.

[4] Contractual Agreements include $275K additional funding for Fire Plan Check Services (Revenue Offset).

[5] Transfers include $2.1M in Sales Tax Contribution to CIP, $3M for Helicopter, and $3.9M Retiree Medical contribution.

[6] Transfers include $12M for Measure Q Capital, $14M for Economic Development, $5M for Facilities and Parks Maintenance, $4.5M for Retiree Medical pay-as-you-go costs, $1M IT Equipment Services Transfer, $160K for new vehicles to Fleet, an additional

City of Ontario
General Fund Expenditures by Agency
Fiscal Year 2022-23
Third Quarter Budget Update

	FY 2022-23 Adopted Budget	CIP/Grants/POs Carryforward	First Quarter Budget Update	Mid-Year Budget Update	Third Quarter Budget Update	FY 2022-23 Current Budget	Actuals as of 03/31/2023[1]	% Expended
Community Development	$ 28,162,047	$ 5,233,461	$ 609,008	$ 211,050	$ -	$ 34,215,566	24,929,525	72.9%
Community Life & Culture	20,157,624	953,608	364,173	885,499	-	22,360,904	15,430,084	69.0%
Economic Development	14,239,987	909,860	1,690,978	994,372	1,154,850[2]	18,990,047	11,307,827	59.5%
Financial Services	17,815,770	3,126	59,108	109,592	959[3]	17,988,555	9,649,760	53.6%
Human Resources/Risk Management	4,883,899	544,896	29,753	14,923	-	5,473,471	4,299,201	78.5%
Management Services	9,451,579	290,481	81,615	-	3,216[4]	9,826,891	7,567,912	77.0%
Ontario Fire Department	75,869,598	377,783	955,261	2,119,151	275,000[5]	79,596,793	61,286,884	77.0%
Ontario Police Department	113,392,979	363,194	1,796,492	2,676,407	531,000[6]	118,760,072	88,569,686	74.6%
Public Works	8,466,127	60,036	726,458	613,909	-	9,866,530	8,597,975	87.1%
Transfers-Out	9,438,410[7]	-	26,000,000	5,683,669	7,110,000	48,232,079[8]	38,771,535	80.4%
Total Appropriations & Transfers-Out	**$ 301,878,020**	**$ 8,736,445**	**$ 32,312,846**	**$ 13,308,572**	**$ 9,075,025**	**$ 365,310,908**	**$ 270,410,389**	**74.0%**
FTE General Fund	854.88	-	12.60	64.50	-	931.98		
FTE Other Funds	419.12	-	1.40	24.50	-	445.02		
Total FTE All Funds	1,274.00	-	14.00	89.00	-	1,377.00		

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[1] Includes expenses and encumbrances/PO's.

[2] Economic Development includes $1M for Whispering Lakes Golf Course, $155K funding for the State of the City.

[3] Financial Services includes $1K for compensation adjustment for the City Treasurer.

[4] Management Services includes $2K compensation adjustment for the Mayor, $1K compensation adjustment for the City Clerk.

[5] Ontario Fire Department includes $275K additional funding for Fire Plan Check Services (Revenue Offset).

[6] Ontario Police Department includes $500K to Police Billable OT for contract increase (Revenue Offset), $31K in Miscellaneous expenses due to increase in bilable events (Revenue offset).

[7] Transfers include $2.1M contribution from Sales Tax Revenue to CIP's, $370K Parkway Maintenance contribution, $3M for the Public Safety Helicopter, $12K for Streetlight Maintenance contribution, and $3.9M for Retiree Medical.

[8] Transfers include $12M for Measure Q Capital, $14M for Economic Development, $5M for Facilities and Parks Maintenance, $4.5M for Retiree Medical pay-as-you-go costs, $1M IT Equipment Services Transfer, $160K for new vehicles to Fleet, an additional $1M for IT for equipment, and $1.1M for Fleet Services.

City of Ontario General Fund Budget Summary Fiscal Year 2022-23 Third Quarter Budget Update	
Fiscal Year 2022-23 Current Budget:	
Estimated Beginning Fund Balance	**$ 73,920,837**
Fiscal Year 2022-23 Adopted Budget:	
Resources & Transfers-In	299,153,033
Appropriations & Transfers-Out	(301,878,020)
First Quarter Budget Recommendations	
Resources & Transfers-In	27,266,931
Appropriations & Transfers-Out	(17,865,245)
Fiscal Year 2021-22 Carryforward Encumbrances	(9,184,046)
Recommended Funding for Economic Development Activities[1]	(14,000,000)
Recommended Allocation to Economic Uncertainty Reserve[1]	(500,000)
Mid-Year Budget Recommendations	
Resources & Transfers-In	22,284,630
Appropriations & Transfers-Out	(13,308,572)
Third Quarter Budget Recommendations	
Resources & Transfers-In	6,549,250
Appropriations & Transfers-Out	(9,075,025)
Estimated Ending Fund Balance	**$ 63,363,773**
Estimated General Fund Reserve % [1]	**18.8%**

[1] (A) Total GF Reserves is adjusted for a one time transfer exclusion of $14M for Economic Development Activities, and $500k allocation to Economic Uncertainty Reserve.
(B) For FY 2022-23, the Council approved reserve level is 18% with the goal of increasing the reserves up to 25% in future fiscal years.

City of Ontario
Citywide Expenditures by Category
Fiscal Year 2022-23
Third Quarter Budget Update

	FY 2022-23 Adopted Budget	CIP/Grants/POs Carryforward	First Quarter Budget Update	Mid-Year Budget Update	Third Quarter Budget Update	FY 2022-23 Current Budget	Actuals as of 03/31/2023[1]	% Expended
Personnel Costs	$ 262,771,754	$ -	$ 3,434,805	$ 5,430,432	$ 1,356,284[2]	$ 272,993,275	$ 198,124,567	72.6%
Operating Expenditures	173,666,937	52,371,933	3,592,406	6,457,803	24,812,245[3]	260,901,324	144,023,694	55.2%
Contractual Services	69,513,931	232,299,420	18,895,816	16,544,199	(25,710,995)[4]	311,542,371	135,485,171	43.5%
Internal Service Allocations	69,935,874	19,542	47,374	142,760	(1,609)	70,143,941	52,489,830	74.8%
Reimbursement Agreements	8,965,212	16,841,809	-	640,000	-	26,447,021	7,193,813	27.2%
Debt Service	35,769,756	-	9,000,000	6,689,930	13,500,000[5]	64,959,686	24,873,956	38.3%
Capital Expenditures	9,645,000	14,948,333	7,190,941	54,734,706	23,725,300[6]	110,244,280	52,436,926	47.6%
Transfers-Out	31,346,668	-	26,000,000	21,887,811	5,110,000[7]	84,344,479	77,427,357	91.8%
Total Citywide Appropriations	**$ 661,615,132**	**$ 316,481,037**	**$ 68,161,342**	**$ 112,527,641**	**$ 42,791,225**	**$ 1,201,576,377**	**$ 692,055,314**	**57.6%**
FTE General Fund	854.88	-	12.60	64.50	-	931.98		
FTE Other Funds	419.12	-	1.40	24.50	-	445.02		
Total FTE All Funds	1,274.00	-	14.00	89.00	-	1,377.00		

[1] Includes expenses and encumbrances/PO's.

[2] Personnel Costs includes $1.3M for COPS Hiring Program Grant, $500K for overtime for Police Department, and $(400K) of various grant funding adjustments.

[3] Operating Expenditures includes $10.9M for CFD Administrative Expense, $8.2M for various DIF Fund refunds, $1.1M for increase to Natural Gas Costs, and $1M for Whispering Lakes Golf Course.

4 Contractual Services includes includes $(10M) for budget revision for Euclid Avenue Recycled Water System WA1502, $(9M) for budget revision for Water Main Improvements WA2303, and $(5M) budget revision for Vineyard Sanitary Sewer Project SE1902, and $(2.9M) budget revision for Climatec Loan project closeout.

[5] Debt Service includes $9M for Vista Verde II Contribution to OHA/Agency Fund from Affordability in Lieu, $3M for Sports Complex Property Acquisition, and $1.5M for Mountain & D Street Property Acquisition to OHA/Agency Fund from Affordability in Lieu.

[6] Capital Expenditures includes $17M for acquisition of 1135 E. State Street, $2.9M for acquisition of Entertainment District - Triangle Piemonte Property, $1.7M for 305-307 N Mountain Re-Settlement Agreement Property Acquisition

[7] Transfers includes $5M for Parks & Facilities Maintenance Fund, $2M from NMC Public Services to General Fund, $1M for Equipment Services Fund, $1M for IT Fund, and $(4M) reversal of transfer from NMC Public Services Fund to NMC Fire Impact Fund.

City of Ontario
Citywide Expenditures by Fund Type
Fiscal Year 2022-23
Third Quarter Budget Update

	FY 2022-23 Adopted Budget	CIP/Grants/POs Carryforward	First Quarter Budget Update	Mid-Year Budget Update	Third Quarter Budget Update	FY 2022-23 Current Budget	Actuals as of 03/31/2023[1]	% Expended
General Fund	$ 301,878,020	$ 9,184,046	$ 31,865,245	$ 13,308,572	$ 9,075,025[2]	$ 365,310,908	$ 270,410,389	74.0%
Special Revenue Fund	43,081,236	74,698,692	3,168,018	15,865,408	26,324,991[3]	163,138,345	101,814,739	62.4%
Capital Projects Fund	19,876,031	125,131,010	5,573,837	60,864,119	39,486,862[4]	250,931,859	57,011,858	22.7%
Enterprise Funds	183,841,718	64,136,107	10,105,670	5,357,384	(23,611,432)[5]	239,829,447	159,036,042	66.3%
Internal Service Funds	110,978,709	31,274,094	8,489,635	17,091,374	(9,984,221)[6]	157,849,591	102,235,150	64.8%
Total City Funds	**$ 659,655,714**	**$ 304,423,949**	**$ 59,202,405**	**$ 112,486,857**	**$ 41,291,225**	**$ 1,177,060,150**	**$ 690,508,178**	**58.7%**
Ontario Housing Authority	1,959,418	12,057,088	8,958,937	40,784	1,500,000	24,516,227	1,547,136	6.3%
Total All Funds	**$ 661,615,132**	**$ 316,481,037**	**$ 68,161,342**	**$ 112,527,641**	**$ 42,791,225**	**$ 1,201,576,377**	**$ 692,055,314**	**57.6%**
FTE General Fund	854.88	-	12.60	64.50		931.98		
FTE Other Funds	419.12	-	1.40	24.50		445.02		
Total FTE All Funds	1,274.00	-	14.00	89.00		1,377.00		

[1] Includes expenses and encumbrances/PO's.

[2] General Fund includes $5M for Parks & Facilities Maintenance Fund, $1M for Equipment Services Fund, $1M for IT Fund, $1M for Whispering Lakes Golf Course, and $500K for overtime for Police Department (Revenue Offset)

[3] Special Revenue Funds includes $10.9M for CFD Administrative Expense, $9.2M adjustment from Pension Benefit Fund to the newly set up Economic Development Activities Fund, $2.9M for acquisition of Entertainment District - Triangle Piemonte Property, $1.7M for 305-307 N Mountain Re-Settlement Agreement Property Acquisition, $1.3M for COPS Hiring Program Grant, and $800K for various DIF Fund refunds.

[4] Capital Projects Funds includes $17M for acquisition of 1135 E. State Street, $9M for Vista Verde II Contribution to OHA/Agency Fund from Affordability in Lieu, $7.4M for various DIF Fund refunds, $3M for Sports Complex Property Acquisition, and $1.5M for Mountain & D Street Property Acquisition Contribution to OHA/Agency Fund from Affordability in Lieu.

[5] Enterprise Funds includes $(10M) for budget revision for Euclid Avenue Recycled Water System WA1502, $(9M) for budget revision for Water Main Improvements WA2303, and $(5M) budget revision for Vineyard Sanitary Sewer Project SE1902.

[6] Internal Service Funds includes $(9.2M) adjustment from Pension Benefit Fund to Economic Development Fund, $(2.9M) budget revision for Climatec Loan project closeout, and $1.1M for increase to Natural Gas Costs.

City of Ontario
Authorized Full-Time Positions
Fiscal Year 2022-23
Third Quarter Budget Update

Agency	FY 2022-23 Adopted Budget	Recommended First Quarter Budget Update	Recommended Mid-Year Budget Update	Recommended Third Quarter Budget Update	Total Authorized Full-Time Positions
Community Development	112.00	1.00	7.00	-	120.00
Community Life & Culture	58.00	5.00	6.00	-	69.00
Economic Development	6.00	-	3.00	-	9.00
Financial Services	42.00	-	4.00	-	46.00
Human Resources	23.00	-	2.00	-	25.00
Information Technology	33.00	-	6.00	-	39.00
Management Services	38.00	-	-	-	38.00
Ontario Fire Department[1]	228.00	1.00	29.00	-	258.00
Ontario Municipal Utilities Company	124.00	-	8.00	-	132.00
Ontario Police Department[2]	379.00	6.00	16.00	-	401.00
Public Works	231.00	1.00	8.00	-	240.00
Total Authorized Full-Time Positions[3]	**1,274.00**	**14.00**	**89.00**	**0.00**	**1,377.00**
General Fund	854.88	12.60	64.50	-	931.98
Other Funds	419.12	1.40	24.50	-	445.02
Total FTE All Funds	**1,274.00**	**14.00**	**89.00**	-	**1,377.00**
[1] OFD positions includes the following sworn positions	185.00	1.00	24.00	-	210.00
[2] OPD positions includes the following sworn positions	282.00	5.00	8.00	-	295.00
[3] FY 2021-22 Adopted Full-Time Positions: 1,219					

City of Ontario
Recommended Personnel Changes
Fiscal Year 2022-23
Third Quarter Budget Update

Agency	Department	Proposed Change			Position	Action	Salary Range
		General Fund	Other Fund	Total			
Economic Development							
	Economic Development	(1.00)	-	(1.00)	Economic Development Specialist	Deletion	$ 5,585 - $ 6,790
	Economic Development	1.00	-	1.00	Economic Development Analyst	Addition	$ 6,041 - $ 7,344
		-	-	-			
Financial Services							
	Business License	(1.00)		(1.00)	Business License Supervisor	Salary Realignment	$ 8,381 - $ 10,187
	Business License	1.00		1.00	Business License Supervisor	Salary Realignment	$ 7,758 - $ 9,428
		-	-	-			
Ontario Municipal Utilities							
	Water	-	(1.00)	(1.00)	Water Production Supervisor	Deletion	$ 6,231 - $ 7,571
	Utilities Customer Service		0.45	0.45	Utilities Customer Service Supervisor	Addition	$ 6,762 - $ 8,221
	Utilities Customer Service		0.23	0.23	Utilities Customer Service Supervisor	Addition	$ 6,762 - $ 8,221
	Utilities Customer Service	-	0.32	0.32	Utilities Customer Service Supervisor	Addition	$ 6,762 - $ 8,221
		-	-	-			
Public Works							
	Commercial Bin Collection	-	(2.00)	(2.00)	Integrated Waste Lead Collector	Deletion	$ 4,777 - $ 5,801
	Commercial Bin Collection	-	2.00	2.00	Integrated Waste Supervisor	Addition	$ 5,921 - $ 7,197
		-	-	-			
Total Additions/(Deletions)		**-**	**-**	**-**			

Net Change By Fund	Net FTE Change
1000 General Fund	-
5010 Water Operating	(0.55)
5110 Sewer Operating	0.23
5210 Integrated Waste	0.32
Grand Total	**(0.00)**

*Costs will be absorbed within the department's respective budget

City of Ontario
Budget Adjustment Highlights
Fiscal Year 2022-23
Third Quarter Budget Update

Agency	Description	Appropriation Adjustment	General Fund	Other Funds
Community Development				
	ESG Homeless Prevention & Rehousing grant reconciliation for final grant billing	766,700	-	766,700
	CDBG - COVID19 Short Term Rental/Utilties Grant Reconciliation for final grant billing (Revenue Offset)	349,472	-	349,472
	DIF refunds of building permits and /or DIF reimbursements paid to date	8,180,000	-	8,180,000
	Mountain & D Street Property Acquisition Contribution to OHA/Agency Fund from Affordability in Lieu Fund	3,000,000		3,000,000
	Vista Verde II Contribution to OHA/Agency Fund from Affordibility in Lieu Fund	9,000,000		9,000,000
		21,296,172	**-**	**21,296,172**
Community Life & Culture				
	Americorps California For All Education Grant	33,760	-	33,760
	National Recreation & Park Association Supporting Healthy Aging Through Parks Grant	3,000	-	3,000
	OmniTrans Measure I Grant Budget Revision	(118,904)	-	(118,904)
	Americorps State Continuation Grant Budget Revision	(390,376)	-	(390,376)
	Budget Revision for Ontario Promise Corps Grant	(217)	-	(217)
	Provide focus group and outreach for Opiod Settlement Plan Initiative (Offset by Opiod Settlement Funds)	9,525	-	9,525
		(463,212)	**-**	**(463,212)**

City of Ontario
Budget Adjustment Highlights
Fiscal Year 2022-23
Third Quarter Budget Update

Agency	Description	Appropriation Adjustment	General Fund	Other Funds
Economic Development				
	Whispering Lakes Golf Course	1,000,000	1,000,000	-
	Budget Revision for State of the City	154,850	154,850	-
	Acquisition of 1135 E. State Street	17,000,000	-	17,000,000
	Sports Complex Property Acquisition	3,000,000	-	3,000,000
	Fallis House-Mobility Hub Ins. Additional Appropriations for environmental remediation expense	294,862	-	294,862
	Entertainment District - Triangle Piemonte Property Acquisition	2,940,300	-	2,940,300
	Acquisition of 125 N. Euclid Ave	675,000	-	675,000
	305-307 N Mountain Settlement Agreement Property Acquisition	1,700,000	-	1,700,000
		26,765,012	**1,154,850**	**25,610,162**
Financial Services				
	Compensation Adjustment for City Treasurer	959	959	-
	Budget Revision for CFD Administrative Expense	10,955,345	-	10,955,345
	2023 Lease Revenue Bond Cost of Issuance	555,000		555,000
		11,511,304	**959**	**11,510,345**
Information Technology				
	MS1707_5011 Utility Billing System Upgrade Budget Revision	(1,710)	-	(1,710)
	MS1707_5111 Utility Billing System Upgrade Budget Revision	(8,611)	-	(8,611)
	MS1707_5210 Utility Billing System Upgrade Budget Revision	(212)	-	(212)
	IT Telecommunication Services Budget Revision	360,000	-	360,000
		349,467	**-**	**349,467**

City of Ontario
Budget Adjustment Highlights
Fiscal Year 2022-23
Third Quarter Budget Update

Agency	Description	Appropriation Adjustment	General Fund	Other Funds
Management Services				
	Compensation Adjustment for City Clerk	959	959	-
	Compensation Adjustment for Mayor (CC Approved 03/21/2023)	2,257	2,257	-
		3,216	**3,216**	**-**
OMUC				
	Budget Revision for Euclid Avenue Recycled Water System WA1502	(10,000,000)	-	(10,000,000)
	Budget Revision for Water Main Improvements WA2303	(9,000,000)	-	(9,000,000)
	Budget Revision for Vineyard Sanitary Sewer Project SE1902	(5,000,000)	-	(5,000,000)
		(24,000,000)	**-**	**(24,000,000)**
Ontario Fire Department				
	Additional Appropriations for Plan Check Services (Revenue Offset)	275,000	275,000	-
		275,000	**275,000**	**-**
Ontario Police Department				
	Officer Wellness and Mental Health Grant Award	193,072	-	193,072
	Citizen's Option for Public Safety (COPS) Grant FY21 Growth Payment (CC Approved 03/21/23)	170,288	-	170,288
	Citizen's Option for Public Safety (COPS) Grant FY22 Growth Payment (CC Approved 12/06/22)	182,022	-	182,022
	Additional Appropriations for Contract Increases (Revenue Offset)	531,000	531,000	-
	FT 2022 COPS Hiring Program Grant (CC Approved 10/18/22)	1,250,000	-	1,250,000
	DHS Homeland Security FY20 - PD Grant	37,073	-	37,073
	Justice Assistance Grant (JAG) FY22	48,930	-	48,930
		2,412,385	**531,000**	**1,881,385**

City of Ontario
Budget Adjustment Highlights
Fiscal Year 2022-23
Third Quarter Budget Update

Agency	Description	Appropriation Adjustment	General Fund	Other Funds
Public Works				
	Additional Appropriations for Fleet Services Shop at PD Project for Contingency for Construction and Purchase of IT Equipment	100,000	-	100,000
	Appropriate Additional Budget for City Hall Renovation Project for First and Second Floor Office Improvements	82,000	-	82,000
	Fire Station 1 Budget Adjustment from NMC Fire impact to OMC Fire Impact	-	-	-
	Project Closeout for Climatec Loan PF2103	(2,898,220)		(2,898,220)
	Used Oil Grant (OPP13) FY 2022-23	27,200		27,200
	Beverage Container Recycling Grant FY 2022-23	44,901		44,901
	Emergency Vehicle Purchase for Police Department	110,000		110,000
	Additional Appropriations for emergency mold/ACM remediation, roof, plumbing, HVAC repairs and new roll up doors.	150,000		150,000
	Additional Appropriations for Procurement of Tires and Cost Increase	160,000		160,000
	Additional Appropriations for Police Department Fleet Shop inventory parts	100,000		100,000
	Additional Funding for paving materials for asphalt overlays.	190,000		190,000
	Additional Appropriations for Integrated Waste Residential Landfill Disposal for higher volumes of organic waste	327,000		327,000
	Additional Appropriations for Natural Gas cost increase	1,100,000		1,100,000
	Additional Appropriations to paint king standard lights (Euclid Ave, Armsley Ave, Ontario Museum of History and Art, and Amtrack Station)	39,000		39,000
		(468,119)	**-**	**(468,119)**
	Total Expenditures	37,681,225	1,965,025	35,716,200
	Transfers-Out	5,110,000	7,110,000	(2,000,000)
	Grand Total	**$ 42,791,225**	**$ 9,075,025**	**$ 33,716,200**

City of Ontario
Detail of Recommended Budget Adjustments by Fund
Fiscal Year 2022-23
Third Quarter Budget Update

Description	Appropriation Adjustments	Revenue Adjustments	Operating Transfers-In	Operating Transfers-Out	Fund Balance Impact
GENERAL FUND					
Fund 1000 - General Fund					
Funding for State of the City	154,850	154,850	-	-	-
Third Quarter Revenue Update Fire Plan Review & Permit Fees	-	300,000	-	-	300,000
Third Quarter Revenue Update Fire Inspection (non-permitted) Revenue Adjustment	-	(50,000)	-	-	(50,000)
Third Quarter Revenue Update F.P.B. Standby Revenue Adjustment	-	50,000	-	-	50,000
Third Quarter Revenue Update Operational Permits	-	25,000	-	-	25,000
Additional Appropriations for Plan Check Services (Revenue Offset)	125,000	-	-	-	(125,000)
Additional Appropriations for Plan Check Services (Revenue Offset)	150,000	-	-	-	(150,000)
Third Quarter Revenue Update Alarm Ordinance Fees	-	205,000	-	-	205,000
Third Quarter Revenue Update Special Police Services	-	76,000	-	-	76,000
Third Quarter Revenue Update Toyota Arena Security	-	250,000	-	-	250,000
Additional Appropriations for Contract Increases (Revenue Offset)	31,000	-	-	-	(31,000)
Additional Appropriations for Contract Increases (Revenue Offset)	500,000	-	-	-	(500,000)
IT Fund Transfer for Equipment from General Fund	-	-	-	1,000,000	(1,000,000)
Third Quarter Revenue Update Public Safety Tax Prop 172	-	300,000	-	-	300,000
Third Quarter Revenue Update Property Tax - Current Secured	-	(2,160,000)	-	-	(2,160,000)
Third Quarter Revenue Update Property Tax - Current Unsecured	-	(260,000)	-	-	(260,000)
Third Quarter Revenue Update Parking Tax	-	1,000,000	-	-	1,000,000
Third Quarter Revenue Update Franchise Fee	-	1,000,000	-	-	1,000,000
Third Quarter Revenue Update Electrical Permits	-	400,000	-	-	400,000
Third Quarter Revenue Update Principal Payment - Rehabilitation Loan	-	(1,600)	-	-	(1,600)
Third Quarter Revenue Update Vehicle Release Fee	-	70,000	-	-	70,000
Third Quarter Revenue Update On Scene Filming Standby	-	40,000	-	-	40,000
Third Quarter Revenue Update Building Plan Check Fees	-	500,000	-	-	500,000
Third Quarter Revenue Update Construction Inspection Fees	-	1,500,000	-	-	1,500,000
Third Quarter Revenue Update Engineering Plan Review Fees	-	400,000	-	-	400,000
Third Quarter Revenue Update Use Permits - OMC	-	75,000	-	-	75,000
Third Quarter Revenue Update Plan Check/Inspections - NMC	-	100,000	-	-	100,000
Third Quarter Revenue Update Plan Check/Inspections - OMC	-	75,000	-	-	75,000
Third Quarter Revenue Update Systematic Inspection Program Fee	-	75,000	-	-	75,000
Third Quarter Revenue Update Contract Programs	-	100,000	-	-	100,000
Third Quarter Revenue Update Facility Rentals/Reservations	-	75,000	-	-	75,000
Third Quarter Revenue Update Municipal Sports	-	40,000	-	-	40,000
Third Quarter Revenue Update Community Center Programs	-	100,000	-	-	100,000
Equipment Services Transfer from General Fund	-	-	-	1,000,000	(1,000,000)
Facilities & Parks Maintenance Transfer from General Fund	-	-	-	5,000,000	(5,000,000)
General Fund Transfer from NMC Public Services	-	-	2,000,000	-	2,000,000
Whispering Lakes Golf Course	1,000,000	-	-	-	(1,000,000)
OIAA/DOJ Settlement Funding for Police Department Vehicle at Ontario International Airport to Provide Law Enforecement Services	-	110,000	-	-	110,000
Equipment Services Transfer from General Fund for OIAA/DOJ Settlement Funding for Police Department Vehicle at ONT	-	-	-	110,000	(110,000)
Compensation Adjustment for City Clerk and City Treasurer	1,918	-	-	-	(1,918)
Compensation Adjustment for Mayor (CC Approved 03/21/2023)	2,257	-	-	-	(2,257)
GENERAL FUND TOTAL	**1,965,025**	**4,549,250**	**2,000,000**	**7,110,000**	**(2,525,775)**

City of Ontario
Detail of Recommended Budget Adjustments by Fund
Fiscal Year 2022-23
Third Quarter Budget Update

Description	Appropriation Adjustments	Revenue Adjustments	Operating Transfers-In	Operating Transfers-Out	Fund Balance Impact
SPECIAL REVENUE FUNDS					
Fund 2010 - Community Development Block Grant					
ESG Homeless Prevention & Rehousing grant reconciliation for final grant billing	766,700	915,335	-	-	148,635
CDBG - COVID19 Short Term Rental/Utilities Grant Reconciliation for final grant billing	349,472	349,472	-	-	-
FY20 Emergency Solutions Grants Admin - ESG Revenue Adjustment	-	113	-	-	113
FY20 Emergency Solutions Grants Street Outreach - ESG Grant Revenue Adjustment	-	167	-	-	167
FY20 Emergency Solutions Grants Homeless Prevention - ESG Grant Revenue Adjustment	-	493	-	-	493
Emergency Solutions Grants ESG - COVID19 HP&RR Program Revenue Adjustment	-	89,917	-	-	89,917
Emergency Solutions Grants ESG - COVID19 Motel Voucher Program Revenue Adjustment	-	259,772	-	-	259,772
Emergency Solutions Grants ESG - CV2 Admin Revenue Adjustment	-	25,281	-	-	25,281
Emergency Solutions Grants ESG - CV2 Street Outreach Revenue Adjustment	-	40,639	-	-	40,639
Community Development Block Grant HOGI Vesta Property Revenue Adjustment	-	21,934	-	-	21,934
Community Development Block Grant Assisi House Renovations Revenue Adjustment	-	3,523	-	-	3,523
Community Development Block Grant Weatherization Home Improvement Revenue Adjustment	-	355,261	-	-	355,261
Community Development Block Grant Community Block Wall Mountain Ave Revenue Adjustment	-	195,013	-	-	195,013
Community Development Block Grant Downtown Storefront Façade Improvement Revenue Adjustment	-	155,829	-	-	155,829
Community Development Block Grant Mission-Mountain Storefront Façade Revenue Adjustment	-	125,000	-	-	125,000
Community Development Block Grant Alley Pavement Rehab Project Revenue Adjustment	-	10,629	-	-	10,629
Community Development Block Grant 411 N Parkside Revenue Adjustment	-	98,400	-	-	98,400
Community Development Block Grant Sam Alba Park Restroom Rehab Revenue Adjustment	-	348,584	-	-	348,584
Community Development Block Grant LED Streetlight Conversion Project Revenue Adjustment	-	199,950	-	-	199,950
	1,116,172	3,195,312	-	-	2,079,140
Fund 2020 - HOME Grants					
HOME Investment Partnerships 411 N Parkside - HOME Revenue Adjustment	-	693,796	-	-	693,796
HOME Investment Partnerships 2018 HOME TBRA IV Mercy Revenue Adjustment	-	589	-	-	589
HOME Investment Partnerships Neighborhood Revit Projects Revenue Adjustment	-	760,000	-	-	760,000
HOME Investment Partnerships 2021 HOME TBRA Mercy House Admin Revenue Adjustment	-	40,000	-	-	40,000
	-	1,494,385	-	-	1,494,385
Fund 2021 - Housing Grants					
Emporia Phase II Grant Revenue Adjustment	-	1,880,010	-	-	1,880,010
	-	1,880,010	-	-	1,880,010
Fund 2400 - General Fund Grants					
Officer Wellness and Mental Health Grant Award	193,072	193,072	-	-	-
Citizen's Option for Public Safety (COPS) Grant FY21 Growth Payment (CC Approved 03/21/23)	170,288	170,288	-	-	-
Citizen's Option for Public Safety (COPS) Grant FY22 Growth Payment (CC Approved 12/06/22)	182,022	182,022	-	-	-
AmeriCorps California For All Education Grant	33,760	33,760	-	-	-
National Recreation & Park Association Supporting Healthy Aging Through Parks Grant	3,000	3,000	-	-	-
Transformative Climate Communities GR_MS_TCAH01 Revenue Adjustment	-	(193,839)	-	-	(193,839)
Transformative Climate Communities GR_TCGA18 Revenue Adjustment	-	151,378	-	-	151,378
OmniTrans Measure I Grant Budget Revision	(118,904)	-	-	-	118,904
AmeriCorps State Continuation Grant Budget Revision	(390,376)	-	-	-	390,376
Ontario Promise Corps Grant Budget Revision	(217)	-	-	-	217
FY 2022 COPS Hiring Program Grant (CC Approved 10/18/22)	1,250,000	1,250,000	-	-	-
DHS Homeland Security FY20 - PD Grant	37,073	37,073	-	-	-
Justice Assistance Grant (JAG) FY22	48,930	48,930	-	-	-
	1,408,648	1,875,684	-	-	467,036

City of Ontario
Detail of Recommended Budget Adjustments by Fund
Fiscal Year 2022-23
Third Quarter Budget Update

Description	Appropriation Adjustments	Revenue Adjustments	Operating Transfers-In	Operating Transfers-Out	Fund Balance Impact
Fund 2522 - Opioid Settlement					
Provide focus group and outreach for Opioid Settlement Plan Initiative (Offset by Opioid Settlement Funds)	9,525	-	-	-	(9,525)
Third Quarter Revenue Update Miscellaneous Receipts for Opioid Settlement Funds	-	9,525	-	-	9,525
	9,525	9,525	-	-	-
Fund 2530 - Gas Tax					
Additional Funding for paving materials for asphalt overlays.	190,000	-	-	-	(190,000)
	190,000	-	-	-	(190,000)
Fund 2570 - Economic Development Activities Fund					
Move MS1805 West Euclid Revitalization Project from Pension Benefit to Economic Development Activities Fund	7,613,846	-	-	-	(7,613,846)
Move MS2101 Airport EDA Project Area Project from Pension Benefit to Economic Development Activities Fund	1,537,391	-	-	-	(1,537,391)
Move MS2104 Redevelopment NWC State & Bon View Project from Pension Benefit to Economic Development Activities Fund	53,764	-	-	-	(53,764)
Entertainment District - Triangle Piemonte Property Acquisition	2,940,300	-	-	-	(2,940,300)
305-307 N Mountain Settlement Agreement Property Acquisition	1,700,000	-	-	-	(1,700,000)
	13,845,301	-	-	-	(13,845,301)
Fund 2650 - Park Impact/Quimby					
DIF refunds of building permits and /or DIF reimbursements paid to date	800,000	-	-	-	(800,000)
	800,000	-	-	-	(800,000)
Fund 2660 - NMC Public Services					
NMC Fire Impact Transfer from NMC Public Services Reversal	-	-	-	(4,000,000)	4,000,000
General Fund Transfer from NMC Public Services	-	-	-	2,000,000	(2,000,000)
	-	-	-	(2,000,000)	2,000,000
Fund 2660 - Old Model Colony Services CFDs					
Budget Revision for CFD Administrative Expense	55,930	-	-	-	(55,930)
	55,930	-	-	-	(55,930)
Fund 2920 - Ontario Ranch Services CFDs					
Budget Revision for CFD Administrative Expense	10,899,415	819,938	-	-	(10,079,477)
	10,899,415	819,938	-	-	(10,079,477)
SPECIAL REVENUE FUNDS TOTAL	**28,324,991**	**9,274,854**	**-**	**(2,000,000)**	**(17,050,137)**

City of Ontario
Detail of Recommended Budget Adjustments by Fund
Fiscal Year 2022-23
Third Quarter Budget Update

Description	Appropriation Adjustments	Revenue Adjustments	Operating Transfers-In	Operating Transfers-Out	Fund Balance Impact
CAPITAL PROJECT FUNDS					
Fund 4010 - Capital Projects					
Acquisition of 1135 E. State Street (Part 150)	17,000,000	-	-	-	(17,000,000)
Appropriate additional budget for City Hall Renovation Project for first and second floor office improvements	82,000	-	-	-	(82,000)
Sports Complex Property Acquisition	3,000,000	-	-	-	(3,000,000)
MS2211 Fallis House Additional Appropriations for Environmental Remediation Expense	294,862	1,002,452	-	-	707,590
2023 Lease Revenue Bond and Cost of Issuance	555,000	100,000,000	-	-	99,445,000
2023 Lease Revenue Bond Cost of Issuance	555,000	-	-	-	(555,000)
2023 Lease Revenue Bond Proceeds	-	100,000,000	-	-	100,000,000
Acquisition of 125 N. Euclid Ave	675,000				(675,000)
	21,606,862	101,002,452	-	-	79,395,590
Fund 4030 - Affordability In-Lieu					
Vista Verde II Contribution to OHA/Agency Fund to OHA/Agency Fund	9,000,000	-	-	-	(9,000,000)
MS2304 Mountain & D Street Property Acquisition Contribution to OHA/Agency Fund from the Affordability In Lieu Fund	1,500,000	-	-	-	(1,500,000)
	10,500,000	-	-	-	(10,500,000)
Fund 4310 - Old Model Colony - Fire Impact					
Fire Station 1 Budget Adjustment from NMC Fire impact to OMC Fire Impact	186,667	-	-	-	(186,667)
	186,667	-	-	-	(186,667)
Fund 4410 - Ontario Ranch - Fire Impact					
Fire Station 1 Budget Adjustment from NMC Fire impact to OMC Fire Impact	(186,667)	-	-	-	186,667
Adjustment to Fire Impact Fees revenues	-	(2,000,000)	-	-	(2,000,000)
NMC Fire Impact Transfer from NMC Public Services Transfer Reversal	-	-	(4,000,000)	-	(4,000,000)
	(186,667)	(2,000,000)	(4,000,000)	-	(5,813,333)
Fund 4411 - Ontario Ranch - Local Adjacent Fiber					
DIF refunds of building permits and /or DIF reimbursements paid to date	350,000	-	-	-	(350,000)
	350,000	-	-	-	(350,000)
Fund 4412 - Ontario Ranch - Local Adjacent Sewer					
DIF refunds of building permits and /or DIF reimbursements paid to date	520,000	-	-	-	(520,000)
	520,000	-	-	-	(520,000)
Fund 4413 - Ontario Ranch - Local Adjacent Streets					
DIF refunds of building permits and /or DIF reimbursements paid to date	660,000	-	-	-	(660,000)
	660,000	-	-	-	(660,000)
Fund 4414 - Ontario Ranch - Local Adjacent Storm Drain					
DIF refunds of building permits and /or DIF reimbursements paid to date	1,500,000	-	-	-	(1,500,000)
	1,500,000	-	-	-	(1,500,000)
Fund 4415 - Ontario Ranch - Local Adjacent Storm Drain					
DIF refunds of building permits and /or DIF reimbursements paid to date	1,650,000	-	-	-	(1,650,000)
	1,650,000	-	-	-	(1,650,000)
Fund 4419 - Ontario Ranch - Regional Streets					
DIF refunds of building permits and /or DIF reimbursements paid to date	1,700,000	-	-	-	(1,700,000)
	1,700,000	-	-	-	(1,700,000)
Fund 4420 - Ontario Ranch - Regional Water					
DIF refunds of building permits and /or DIF reimbursements paid to date	1,000,000	-	-	-	(1,000,000)
	1,000,000	-	-	-	(1,000,000)
					-
CAPITAL PROJECT FUNDS TOTAL	**39,486,862**	**99,002,452**	**(4,000,000)**	**-**	**55,515,590**

City of Ontario
Detail of Recommended Budget Adjustments by Fund
Fiscal Year 2022-23
Third Quarter Budget Update

Description	Appropriation Adjustments	Revenue Adjustments	Operating Transfers-In	Operating Transfers-Out	Fund Balance Impact
ENTERPRISE FUNDS					
Fund 5011 - Water Capital					
MS1707_5011 Utility Billing System Upgrade Budget Revision	(1,710)	-	-	-	1,710
Budget Revision for Euclid Avenue Recycled Water System WA1502	(10,000,000)	-	-	-	10,000,000
Budget Revision for Water Main Improvements WA2303	(9,000,000)	-	-	-	9,000,000
	(19,001,710)	-	-	-	19,001,710
Fund 5111 - Sewer Capital					
MS1707_5111 Utility Billing System Upgrade Budget Revision	(8,611)	-	-	-	8,611
Budget Revision for Vineyard Sanitary Sewer Project SE1902	(5,000,000)	-	-	-	5,000,000
	(5,008,611)	-	-	-	5,008,611
Fund 5210 - Integrated Waste					
MS1707_5210 Utility Billing System Upgrade Budget Revision	(212)	-	-	-	212
Used Oil Grant (OPP13) FY 2022-23	27,200	27,200	-	-	-
Beverage Container Recycling Grant FY 2022-23	44,901	44,901	-	-	-
Additional Appropriations for Integrated Waste Residential Landfill Disposal for higher volumes of organic waste.	327,000	-	-	-	(327,000)
	398,889	72,101	-	-	(326,788)
ENTERPRISE FUNDS TOTAL	**(23,611,432)**	**72,101**	**-**	**-**	**23,683,533**
INTERNAL SERVICE FUNDS					
Fund 6010 - Equipment Services					
Emergency Vehicle Purchase for Police Department Transfer from General Fund - OIAA/DOJ Settlement Funds for Law Enforcement Services at ONT	110,000	-	-	-	(110,000)
Additional Appropriations for Procurement of Tires and Cost Increase	160,000	-	-	-	(160,000)
Funding for Police Department Fleet Shop Inventory Parts	100,000	-	-	-	(100,000)
Equipment Services Transfer from General Fund	-	-	1,110,000	-	1,110,000
Additional Appropriations for Natural Gas Cost Increase	1,100,000	-	-	-	(1,100,000)
	1,470,000	-	1,110,000	-	(360,000)
Fund 6020 - Information Technology					
IT Telecommunication Services Budget Revision	360,000	-	-	-	(360,000)
IT Fund Transfer for Equipment from General Fund	-	-	1,000,000	-	1,000,000
	360,000	-	1,000,000	-	640,000
Fund 6030 - Facilities & Parks Maintenance					
Additional Appropriations for Fleet Services Shop at PD Project for contingency for construction and purchase of IT equipment.	100,000	-	-	-	(100,000)
Project Closeout for Climatec Loan	(2,898,220)	-	-	-	2,898,220
Additional Appropriations for emergency mold/ACM remediation, roof, plumbing, HVAC repairs and new roll up doors.	150,000	-	-	-	(150,000)
Additional Appropriations to paint king standard lights (Euclid Ave, Armsley Ave, Ontario Museum of History and Art, and Amtrack Station).	39,000	-	-	-	(39,000)
Facilities & Parks Maintenance Transfer from General Fund	-	-	5,000,000	-	5,000,000
	(2,609,220)	-	5,000,000	-	7,609,220

City of Ontario
Detail of Recommended Budget Adjustments by Fund
Fiscal Year 2022-23
Third Quarter Budget Update

Description	Appropriation Adjustments	Revenue Adjustments	Operating Transfers-In	Operating Transfers-Out	Fund Balance Impact
Fund 6210 - Pension Benefit Fund					
Move MS1805 West Euclid Revitalization Project from Pension Benefit to Economic Development Activities Fund	(7,613,846)	-	-	-	7,613,846
Move MS2101 Airport EDA Project Area Project from Pension Benefit to Economic Development Activities Fund	(1,537,391)	-	-	-	1,537,391
Move MS2104 Redevelopment NWC State & Bon View Project from Pension Benefit to Economic Development Activities Fund	(53,764)	-	-	-	53,764
RSIP UAL Revenue Adjustment	-	15,608,551	-	-	15,608,551
	(9,205,001)	15,608,551	-	-	24,813,552
INTERNAL SERVICE FUNDS TOTAL	**(9,984,221)**	**15,608,551**	**7,110,000**	**-**	**32,702,772**
TOTAL CITY FUNDS BUDGET ADJUSTMENTS	**36,181,225**	**128,507,208**	**5,110,000**	**5,110,000**	**92,325,983**
					-
Fund 2310 - Ontario Housing Authority					-
MS2304 Mountain & D Street Property Acquisition Contribution from Affordability in Lieu	1,500,000	1,500,000	-	-	-
	1,500,000	1,500,000	-	-	-
					-
AGENCY FUNDS TOTAL	**1,500,000**	**1,500,000**	**-**	**-**	**-**
					-
TOTAL ALL FUNDS BUDGET ADJUSTMENTS	**37,681,225**	**130,007,208**	**5,110,000**	**5,110,000**	**92,325,983**

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, SETTING THE COMPENSATION OF THE CITY CLERK AND CITY TREASURER AND RESCINDING PREVIOUS RESOLUTION NO. 2014-016.

WHEREAS, the City Council last reviewed and adjusted the salary compensation of the City Clerk and City Treasurer positions in March 2014 and such adjustments were effective after the election in November 2014; and

WHEREAS, the City Council adopted Resolution No. 2014-016 on March 4, 2014 to amend Sections 2-3.501(a) and 2-3.502(a) of the Ontario Municipal Code providing that the salaries for the City Clerk and City Treasurer positions shall be fixed by action of the City Council; and

WHEREAS, the City Council has reviewed the salaries for the City Clerk and City Treasurer positions and desires to adjust such salaries.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. Pursuant to Section 2-3.501(a) of Chapter 3, Title 2, Article 5 of the Ontario Municipal Code, the compensation of the City Clerk shall be One-Thousand-seven hundred-fifty-six dollars ($1,756.00) per month.

SECTION 2. Pursuant to Section 2-3.502(a) of Chapter 3, Title 2, Article 5 of the Ontario Municipal Code, the compensation of the City Treasurer shall be One-Thousand-seven hundred-fifty-six dollars ($1,756.00) per month.

SECTION 3. The compensation of the City Clerk and the City Treasurer set by this resolution shall become effective upon the adoption of this Resolution.

SECTION 4. Previous Resolution No. 2014-016 is hereby repealed to the extent it is inconsistent with the provisions of this Resolution.

The City Clerk of the City of Ontario shall certify as to the adoption of this Resolution.

PASSED, APPROVED, AND ADOPTED this 16th day of May 2023.

_____
PAUL S. LEON, MAYOR

ATTEST:

_____
SHEILA MAUTZ, CITY CLERK

APPROVED AS TO FORM:

_____
BEST BEST & KRIEGER LLP
CITY ATTORNEY

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

I, SHEILA MAUTZ, City Clerk of the City of Ontario, DO HEREBY CERTIFY that foregoing Resolution No. 2023- was duly passed and adopted by the City Council of the City of Ontario at their regular meeting held May 16, 2023 by the following roll call vote, to wit:

AYES: COUNCIL MEMBERS:

NOES: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

_____
SHEILA MAUTZ, CITY CLERK

(SEAL)

The foregoing is the original of Resolution No. 2023- duly passed and adopted by the Ontario City Council at their regular meeting held May 16, 2023.

_____
SHEILA MAUTZ, CITY CLERK

(SEAL)

EXHIBIT B

Part-Time Grade Table - Effective 5/21/2023

GRADE	STEP 1	STEP 2	STEP 3	STEP 4	STEP 5	STEP 6	STEP 7	STEP 8	STEP 9	STEP 10
PT1	$15.75	$16.14	$16.55	$16.96	$17.39	$17.82	$18.27	$18.72	$19.19	$19.67
PT2	$16.14	$16.55	$16.96	$17.39	$17.82	$18.27	$18.72	$19.19	$19.67	$20.16
PT3	$16.55	$16.96	$17.39	$17.82	$18.27	$18.72	$19.19	$19.67	$20.16	$20.67
PT4	$16.96	$17.39	$17.82	$18.27	$18.72	$19.19	$19.67	$20.16	$20.67	$21.18
PT5	$17.39	$17.82	$18.27	$18.72	$19.19	$19.67	$20.16	$20.67	$21.18	$21.71
PT6	$17.82	$18.27	$18.72	$19.19	$19.67	$20.16	$20.67	$21.18	$21.71	$22.25
PT7	$18.27	$18.72	$19.19	$19.67	$20.16	$20.67	$21.18	$21.71	$22.25	$22.81
PT8	$18.72	$19.19	$19.67	$20.16	$20.67	$21.18	$21.71	$22.25	$22.81	$23.38
PT9	$19.19	$19.67	$20.16	$20.67	$21.18	$21.71	$22.25	$22.81	$23.38	$23.97
PT10	$19.67	$20.16	$20.67	$21.18	$21.71	$22.25	$22.81	$23.38	$23.97	$24.56
PT11	$20.16	$20.67	$21.18	$21.71	$22.25	$22.81	$23.38	$23.97	$24.56	$25.18
PT12	$20.67	$21.18	$21.71	$22.25	$22.81	$23.38	$23.97	$24.56	$25.18	$25.81
PT13	$21.18	$21.71	$22.25	$22.81	$23.38	$23.97	$24.56	$25.18	$25.81	$26.45
PT14	$21.71	$22.25	$22.81	$23.38	$23.97	$24.56	$25.18	$25.81	$26.45	$27.11
PT15	$22.25	$22.81	$23.38	$23.97	$24.56	$25.18	$25.81	$26.45	$27.11	$27.79
PT16	$22.81	$23.38	$23.97	$24.56	$25.18	$25.81	$26.45	$27.11	$27.79	$28.49
PT17	$23.38	$23.97	$24.56	$25.18	$25.81	$26.45	$27.11	$27.79	$28.49	$29.20
PT18	$23.97	$24.56	$25.18	$25.81	$26.45	$27.11	$27.79	$28.49	$29.20	$29.93
PT19	$24.56	$25.18	$25.81	$26.45	$27.11	$27.79	$28.49	$29.20	$29.93	$30.68
PT20	$25.18	$25.81	$26.45	$27.11	$27.79	$28.49	$29.20	$29.93	$30.68	$31.44
PT21	$25.81	$26.45	$27.11	$27.79	$28.49	$29.20	$29.93	$30.68	$31.44	$32.23
PT22	$26.45	$27.11	$27.79	$28.49	$29.20	$29.93	$30.68	$31.44	$32.23	$33.04
PT23	$27.11	$27.79	$28.49	$29.20	$29.93	$30.68	$31.44	$32.23	$33.04	$33.86
PT24	$27.79	$28.49	$29.20	$29.93	$30.68	$31.44	$32.23	$33.04	$33.86	$34.71
PT25	$28.49	$29.20	$29.93	$30.68	$31.44	$32.23	$33.04	$33.86	$34.71	$35.58

CITY OF ONTARIO *Agenda Report* **May 16, 2023**	**SECTION:** **PUBLIC HEARINGS**
Department: Development Administration Prepared By: Derrick E Womble Staff Member Presenting: Scott Murphy, Executive Director Community Development Approved By:	Submitted To: Council/OHA Approved: _____ Continued To: _____ Denied: _____ Item No: 11

SUBJECT: **A PUBLIC HEARING TO CONSIDER ADOPTION OF A RESOLUTION TO UPDATE THE CITY'S DEVELOPMENT IMPACT FEES (DIF) MASTER FACILITIES PLAN**

RECOMMENDATION: That the City Council consider and adopt a Resolution to update the City's Development Impact Fees (DIF) Master Facilities Plan.

THE FOLLOWING COUNCIL GOALS ARE BEING ACHIEVED:
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)

FISCAL IMPACT: The proposed update of the Development Impact Fees (DIF) Master Facilities Plan (the "MFP") continues to reflect the City Council's direction that new development pays its fair share of the costs for infrastructure and that costs of development in the Ontario Ranch do not impact existing residents. The update of the City's MFP is conducted periodically to reflect modifications to specific DIF Projects based on changes in projected infrastructure needs, actual costs, revised engineering estimates and scope of work. The MFP update defines the current costs of infrastructure included in the Development Impact Fee Calculation and Nexus Update Report (the "DIF Nexus Report"), which was previously approved by the City Council on August 16, 2022. There is no General Fund impact from adopting the update to the MFP.

BACKGROUND & ANALYSIS: On August 16, 2022, the City Council adopted Resolution No. 2022-133, updating and modifying the Development Impact Fees (DIF) and approving the DIF Nexus Report. The modified Fees became effective January 1, 2023.

Per Assembly Bill 602, jurisdictions are required to adopt a capital improvement plan as part of a nexus study for impact fees. The proposed MFP complies with this requirement. Therefore, in support of the DIF Nexus Report, Revenue & Cost Specialists, LLC (“Consultant”) prepared comprehensive updates to the MFP. The MFP includes a scope of work/description, justification, and relationship to The Ontario Plan for each DIF Project identified in the DIF Nexus Report.

It is important to note the MFP does not increase, modify, or change any of the existing fees set by Resolution No. 2022-133. All fee amounts pursuant to the Resolution shall remain in full force and in effect.

The MFP may be amended from time to time by Resolution of the City Council, in compliance with the Mitigation Fee Act, Government Code, 66000 et. seq. Furthermore, the proposed MFP complies with State law and the City's existing DIF Program Policies. Therefore, staff is recommending approval of the MFP.

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, ADOPTING THE DEVELOPMENT IMPACT FEES (DIF) MASTER FACILITIES PLAN UPDATE.

WHEREAS, on July 1, 2003, the City Council of the City of Ontario (the "City Council") adopted Ordinance Nos. 2779 and 2780 to implement new and modified Development Impact Fees in recognition of the need to finance adequate infrastructure and other public improvements and facilities made necessary by new development in the City of Ontario ("City"); and

WHEREAS, the City Council previously adopted Resolution No. 2003-039 to establish policies for the implementation of the new and modified Development Impact Fees; Resolution No. 2003-070 to establish additional definitions and policies for the application of Development Impact Fees; and Resolution Nos. 2005-005, 2005-099, 2007-023, 2007-150, 2011-011, 2012-092, 2015-008, 2017-102, 2019-135, and 2022-133 to update and modify Development Impact Fee amounts; and

WHEREAS, City staff and Revenue and Costs Specialists LLC, have reviewed the DIF Program and the infrastructure Master Plans and produced the Development Impact Fee Master Facilities Plan Update (the “Master Facilities Plan”) for the City of Ontario; and

WHEREAS, the Master Facilities Plan includes a scope of work, justification, and relationship to The Ontario Plan, for each DIF Project identified in the Development Impact Fee Calculation and Nexus Report, which was previously approved by the City Council on August 16, 2022, by Resolution No. 2022-133; and

WHEREAS, pursuant to Assembly Bill 602 (“AB 602”), jurisdictions shall adopt a capital improvement plan as part of a nexus study, for which the proposed Master Facilities Plan Update complies this requirement; and

WHEREAS, the proposed Master Facilities Plan does not change or modify any existing Fee amounts identified in Resolution No. 2022-133, and all Fee amounts pursuant to the Resolution shall remain in full force and effect; and

WHEREAS, in accordance with Government Code Section 66000, et seq. and AB 602, a copy of the above referenced Master Facilities Plan has been made available for inspection by the public at Ontario City Hall for thirty (30) calendar days prior to the adoption of this Resolution; and

WHEREAS, on May 16, 2023, the City Council of the City of Ontario conducted a hearing to consider the Master Facilities Plan, and concluded said hearing on that date; and

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

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF ONTARIO:

SECTION 1. The above recitals are true and correct.

SECTION 2. This Resolution does not change or modify any Fee amounts previously adopted by the City Council in Resolution No. 2022-133, and all Fee amounts pursuant to the Resolution shall remain in full force and effect.

SECTION 3. The City Council hereby adopts the Master Facilities Plan, attached hereto as Exhibit "A", and incorporated herein by this reference.

PASSED, APPROVED, AND ADOPTED this 16th day of May 2023.

_____
PAUL S. LEON, MAYOR

ATTEST:

_____
CITY CLERK

APPROVED AS TO LEGAL FORM:

_____
BEST BEST & KRIEGER LLP
CITY ATTORNEY

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

I, SHEILA MAUTZ, City Clerk of the City of Ontario, DO HEREBY CERTIFY that foregoing Resolution No. 2023- was duly passed and adopted by the City Council of the City of Ontario at their regular meeting held May 16, 2023, by the following roll call vote, to wit:

AYES: COUNCIL MEMBERS:

NOES: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

_____
SHEILA MAUTZ, CITY CLERK

(SEAL)

The foregoing is the original of Resolution No. 2023- duly passed and adopted by the Ontario City Council at their regular meeting held May 16, 2023.

_____
SHEILA MAUTZ, CITY CLERK

(SEAL)

"EXHIBIT A"

City of Ontario

Development Impact Fee
Master Facilities Plan Update

(Master Facilities Plan Update to follow this page)

City of Ontario
Master Facilities Plan

for the
2021-2022 Fiscal Year
Development Impact Fee Report

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LE-001	Police Station Purchase and Roof Improvements Prior to Occupancy	$10,363,962
LE-002	Complete Remaining Interior Improvements @ 55% of Building Space	$29,656,550
LE-003	Additional Patrol/Detective/Specialty/Staff Vehicles	$19,837,400
LE-004	Additional Officer Assigned Equipment	$4,962,912
LE-005	Additional Specialty Equipment	$3,367,360
LE-006	Building Appurtenances Equipment	$962,880
LE-007	Communications Equipment	$816,000
LE-008	Advanced Technology Hardware and Software	$2,113,440
LE-009	Additional Helicopter Capacity	$3,351,700
LE-010	Share of Specific/Common City Yard Improvements	$2,365,388
FS-001	Project Completed or No Longer Needed	$0
FS-002	Project Completed or No Longer Needed	$0
FS-003	Fire Station #11 Land Acquisition And Construction	$13,494,050
FS-003A	Fire Station #11 Vehicle Storage Bay	$1,667,090
FS-004	Fire Station #11 Response Engine and Aerial	$3,103,532
FS-005	Fire Station #12 Land Acquisition And Construction	$13,494,050
FS-005A	Fire Station #12 Vehicle Storage Bay	$1,667,090
FS-006	Fire Station #12 Response Engines	$1,019,530
FS-007	Fire Station #13 Land Acquisition And Construction	$13,494,050
FS-007A	Fire Station #13 Vehicle Storage Bay	$1,667,090
FS-008	Fire Station #13 Response Engine	$1,019,530
FS-009	Fire Station #14 Land Acquisition And Construction	$13,494,050
FS-009A	Fire Station #14 Vehicle Storage Bay	$1,667,090
FS-010	Fire Station #14 Response Engine	$1,019,530
FS-011	Reserve Response Engines	$2,039,060
FS-012	Project Completed or No Longer Needed	$0
FS-013	Battalion Chief Response Vehicle	$180,000
FS-014	Fire Fighter Assigned Equipment	$1,522,612
FS-015	Fire Administration Headquarters Relocation	$31,618,000
FS-016	Emergency Training Center Expansion	$9,777,441
FS-017	City Emergency Operations Center	$3,979,166
FS-018	Special Operations Support Vehicle	$137,500
FS-019	Mobile Air And Lighting Support Vehicle	$574,750
FS-020	Emergency Services Communication System	$3,244,780
FS-021	Share of Specific/Common City Yard Improvements	$1,404,845
FS-022	Project Completed or No Longer Needed	$0
FS-023	Fire Station Operations #1 Relocation	$17,092,056

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Project Number	Project Title	Project Estimate
FS-024	Expand Station #3 (East Francis)	$5,054,483
FS-025	Project Completed or No Longer Needed	$0
ST-001	Archibald Avenue From Riverside to Edison (P)	$276,976
ST-002	Archibald Avenue From Edison To South City Limit (P)	$321,849
ST-003	Bellegrave Avenue From Archibald To Milliken (P)	$1,709,677
ST-004	Campus Avenue From Riverside To Merrill	$5,125,449
ST-005	Chino Avenue From Euclid To Milliken	$7,955,573
ST-006	Mill Creek Avenue From Riverside To Bellegrave (P)	$2,924,646
ST-007	Edison Avenue From Euclid To Walker	$11,315,002
ST-008	Edison Avenue From Walker To Vineyard	$3,336,357
ST-009	Edison Avenue From Vineyard To Mill Creek	$7,492,465
ST-010	Edison Avenue From Mill Creek to Milliken (P)	$809,769
ST-011	Eucalyptus Avenue From Euclid To Milliken	$8,764,717
ST-012	Euclid Avenue From Riverside To Merrill	$11,910,586
ST-013	Grove Avenue From Riverside To Merrill	$8,293,822
ST-014	Haven Avenue From Riverside To Bellegrave (P)	$5,301,689
ST-015	Merrill Avenue From Euclid To Archibald	$5,753,226
ST-016	Milliken Avenue From Riverside To Edison	$4,703,562
ST-017	Milliken Avenue From Edison To Bellegrave	$2,406,049
ST-018	Hellman Avenue From Riverside To Merrill	$3,916,058
ST-019	Riverside Drive From Euclid To Milliken (P)	$4,567,977
ST-020	Schaefer Avenue From Euclid To Haven	$6,470,318
ST-021	Turner Avenue From Riverside To Schaefer	$314,257
ST-022	Vineyard Avenue From Riverside To Merrill	$11,505,904
ST-023	Walker Avenue From Riverside To Merrill	$3,915,292
ST-024	Ontario Ranch Traffic Control System (P)	$25,812,097
ST-025	Non-Dev. ROW, Frontage Imps. & SCE Pole Relocations	$51,368,402
ST-026	Additional SCE Pole Relocations	$664,000
ST-027	Project Completed or No Longer Needed	$0
ST-028	Project Completed or No Longer Needed	$0
ST-029	OR Offsite Cantu Galleano Widening I-15 To Milliken	$2,343,127
ST-030	OR Offsite Euclid Avenue Improvements, Merrill To US-71	$6,487,700
ST-031	OR Offsite Archibald Avenue Bridge Over Santa Ana River	$265,561
ST-032	OR Offsite Hamner Avenue Bridge Over The Santa Ana River	$614,318
ST-033	General City Street Lights (P)	$3,449,315
ST-034	General City Traffic Signals	$16,587,656
ST-035	Benson Avenue From Mission To Philadelphia	$898,664

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Project Number	Project Title	Project Estimate
ST-036	Mountain Avenue From Sixth To Holt (P)	$2,630,159
ST-037	San Antonio Avenue From Park To Phillips	$0
ST-038	Bon View Avenue From Holt to Mission	$1,172,758
ST-039	Bon View Avenue From Mission To Belmont	$659,505
ST-040	Project Completed or No Longer Needed	$0
ST-041	Project Completed or No Longer Needed	$0
ST-042	Grove Avenue From Fourth Street to Airport Drive	$37,893,616
ST-043	Turner Avenue, From Inland Empire Boulevard To Fourth	$740,915
ST-044	Archibald Avenue from Fourth To Guasti Park Entrance	$1,993,436
ST-045	Milliken Avenue From SR-60 To Riverside	$395,257
ST-046	Project Completed or No Longer Needed	$0
ST-047	Etiwanda Avenue At Airport Drive	$8,732,855
ST-048	Eight Street From West Cucamonga Creek To Grove	$161,637
ST-049	Project Completed or No Longer Needed	$0
ST-050	Fourth Street From Palmetto To San Antonio	$1,224,737
ST-051	Fourth Street From Campus To Cucamonga	$1,015,343
ST-052	Fourth Street From Vineyard To Archibald	$654,975
ST-053	Holt Boulevard From Benson To Vineyard	$50,897,689
ST-054	Guasti Road From Holt To Archibald	$966,772
ST-055	State Street From Benson To Grove	$4,795,686
ST-056	Airport Drive Under The I-15 Freeway	$3,004,539
ST-057	Project Completed or No Longer Needed	$0
ST-058	Mission Boulevard From Cypress To Grove	$5,492,817
ST-059	Mission Boulevard From Grove To Milliken (P)	$10,828,222
ST-060	Phillips Street From Benson To Mountain	$556,398
ST-061	Project Completed or No Longer Needed	$0
ST-062	Acacia Street From Baker To Vineyard	$72,662
ST-063	Francis Street From Benson To Campus	$4,496,927
ST-064	Jurupa Street From Archibald To East Of Turner	$762,141
ST-065	Philadelphia Street From Campus To Grove	$847,658
ST-066	Philadelphia From E/O Vineyard to Cucamonga Creek	$523,338
ST-067	Project Completed or No Longer Needed	$0
ST-068	Project Completed or No Longer Needed	$0
ST-069	Grove Avenue Bridge Over West Cucamonga Creek	$940,937
ST-070	Project Completed or No Longer Needed	$0
ST-071	Holt Boulevard Bridge Over West Cucamonga Creek	$249,936
ST-072	Mission Boulevard Bridge Over West Cucamonga Creek	$699,821

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Project Number	Project Title	Project Estimate
ST-073	Project Completed or No Longer Needed	$0
ST-074	Francis Street Bridge Over West Cucamonga Creek	$224,942
ST-075	Eighth Street Bridge Over Cucamonga Creek	$1,924,510
ST-076	Sixth Street Bridge Over Cucamonga Creek	$1,536,373
ST-077	Fourth Street Bridge Over Cucamonga Creek	$790,240
ST-078	Project Completed or No Longer Needed	$0
ST-079	Holt Boulevard Bridge Over Cucamonga Creek	$2,793,405
ST-080	Project Completed or No Longer Needed	$0
ST-081	Mission Boulevard Bridge Over Cucamonga Creek	$2,049,478
ST-082	Francis Street Bridge Over Cucamonga Creek	$1,874,522
ST-083	Philadelphia Street Bridge Over Cucamonga Creek	$222,963
ST-084	Riverside Drive Bridge Over Cucamonga Creek	$1,093,633
ST-085	Archibald Avenue Bridge Over Upper Deer Creek	$1,257,032
ST-086	Archibald Avenue Bridge Over Upper Deer Creek Spillway	$1,759,846
ST-087	Inland Empire Boulevard Bridge Over Upper Deer Creek	$0
ST-088	Project Completed or No Longer Needed	$0
ST-089	Archibald Avenue Bridge Over Lower Deer Creek	$371,964
ST-090	Project Completed or No Longer Needed	$0
ST-091	Grove Avenue Grade Separation Under UPRR/Alhambra	$11,034,119
ST-092	Milliken (N) Grade Separation Under UPRR/Alhambra	$26,735,802
ST-093	Vineyard (N) Grade Separation Under UPRR/Alhambra	$0
ST-094	Milliken (S) Grade Separation Over UPRR/Alhambra	$0
ST-095	Archibald (S) Grade Separation Over UPRR/LA	$59,529,194
ST-096	San Antonio (S) Grade Separation Under UPRR/Alhambra	$24,904,800
ST-097	Campus (S) Grade Separation Under UPRR/Alhambra	$24,904,800
ST-098	Project Completed or No Longer Needed	$0
ST-099	Vine (S) Grade Separation Under UPRR/LA Line	$21,791,700
ST-100	Sultana (S) Grade Separation Under UPRR/LA Line	$21,791,700
ST-101	Bon View (S) Grade Separation Under UPRR/LA Line	$21,791,700
ST-102	Pavement Management System Rehabilitation Program	$27,863,941
ST-103	Circulation System Maintenance Vehicles	$3,595,574
ST-104	Great Park Bridge Over Archibald Avenue	$5,177,843
ST-105	SR-60 At Vineyard Interchange Reconstruction/Expansion	$52,725,537
ST-106	SR-60 At Archibald Interchange Reconstruction/Expansion	$12,990,458
ST-107	SR-60 At Euclid Interchange Reconstruction/Expansion (P)	$5,915,683
ST-108	SR-60 At Grove Interchange Reconstruction/Expansion	$52,435,737
ST-109	SR-60 At Mountain Interchange Reconstruction/Expansion	$15,565,500

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Project Number	Project Title	Project Estimate
ST-110	Project Completed or No Longer Needed	$0
ST-111	I-10 Freeway at Grove/Fourth	$182,545,236
ST-112	Traffic Signal System Control and Operations Center (P)	$2,281,811
ST-113	General City Backbone Signal Interconnect	$2,698,020
ST-114	I-10 At Euclid Avenue Eastbound On Ramp (P)	$9,243,354
ST-115	Project Completed or No Longer Needed	$0
ST-116	I-10 At Vineyard Interchange Reconstruction/Expansion (P)	$2,738,474
ST-117	Ontario Ranch Road/Trail Separation	$2,328,050
ST-118	Hellman Avenue Bridge Over Cucamonga Creek	$2,183,267
ST-119	Riverside Drive Bridge Over Cucamonga Creek	$0
ST-120	Chino Avenue Bridge Over Cucamonga Creek	$0
ST-121	Schaefer Avenue Bridge Over Cucamonga Creek	$6,946,758
ST-122	Schaefer Avenue Over Cucamonga Creek Spillway	$12,349,792
ST-123	Edison Avenue Bridge Over Cucamonga Creek	$17,995,412
ST-124	Eucalyptus Avenue Bridge Over Cucamonga Creek	$11,000,000
ST-125	Merrill Avenue Bridge Over Cucamonga Creek	$11,000,000
ST-126	Share of Specific/Common City Yard Improvements	$1,915,576
ST-127	Ontario Ranch Bus Stop Shelters	$3,088,824
ST-128	Ontario Ranch Street Design Studies	$1,074,109
ST-129	Fourth Street Under The I-10 Freeway	$20,757,659
ST-130	Guasti Road Extension From 1,530' E/O Of Haven Easterly 310'	$607,375
ST-131	Ontario Ranch Traffic Study	$94,815
SD-001	Euclid Avenue, Riverside To Merrill	$9,631,342
SD-002	Grove Avenue, Grove Basin To Merrill	$12,233,373
SD-003	Project Completed or No Longer Needed	$0
SD-004	County Line Channel In Bellegrave Avenue	$0
SD-005	Merrill Avenue, Euclid To Bon View	$7,046,489
SD-006	Campus Avenue, 920' N/O Eucalyptus To Merrill	$1,607,718
SD-007	Bon View, 1,320' N/O Chino To Merrill	$8,511,617
SD-008	Euclid Avenue Laterals	$6,659,804
SD-009	Project Completed or No Longer Needed	$0
SD-010	Project Completed or No Longer Needed	$0
SD-011	Project Completed or No Longer Needed	$0
SD-012	Project Completed or No Longer Needed	$0
SD-013	Walker Avenue, Merrill To Chino	$7,125,547
SD-014	Merrill Avenue, Vineyard to 1420' W/O Walker	$7,114,980
SD-015	Ontario Ranch Road, Walker to 880' E/O Walker	$1,180,896

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Project Number	Project Title	Project Estimate
SD-016	Schaefer Avenue, Walker To 1,950' E/O Walker	$1,193,236
SD-017	Project Completed or No Longer Needed	$0
SD-018	Project Completed or No Longer Needed	$0
SD-019	Project Completed or No Longer Needed	$0
SD-020	Hellman Avenue, Chino Avenue To 1,500' N/O Chino	$577,059
SD-021	Archibald Avenue, Schaefer To County Line Channel	$0
SD-022	Eucalyptus Avenue, Archibald To 1,300' E/O Archibald (P)	$1,010,627
SD-023	Ontario Ranch Road, Archibald to 2,500' E/O Archibald	$0
SD-024	Project Completed or No Longer Needed	$0
SD-025	Turner Avenue, Riverside To County Line Channel (P)	$1,635,875
SD-026	Turner Avenue Laterals	$1,263,485
SD-027	Haven Avenue, Riverside To County Line Channel (P)	$2,788,957
SD-028	Ontario Ranch Road, Between Haven And Mill Creek (P)	$332,068
SD-029	Haven Avenue Laterals E/O Haven And N/O Schaefer	$2,180,511
SD-030	Haven Avenue Laterals	$339,199
SD-031	Project Completed or No Longer Needed	$0
SD-032	Mill Creek, Chino To County Line Channel (P)	$9,556,477
SD-033	Eucalyptus Avenue Between Mill Creek And Milliken	$388,556
SD-034	Eucalyptus Avenue Between Haven And Mill Creek	$693,363
SD-035	Mill Creek Avenue Laterals On Ontario Ranch Road	$0
SD-036	Schaefer Avenue Between Mill Creek And Milliken	$1,818,996
SD-037	Hellman Avenue, Schaefer To Ontario Ranch Road And Laterals	$4,986,124
SD-038	Project Completed or No Longer Needed	$0
SD-039	Ontario Ranch-Hellman/Vineyard, Hellman-OR/Merrill To C. Creek	$4,889,904
SD-040	Eucalyptus Avenue, Hellman To Cucamonga Channel	$1,232,619
SD-041	Merrill Avenue, Cucamonga Channel To Walker	$14,553,658
SD-042	Project Completed or No Longer Needed	$0
SD-043	Project Completed or No Longer Needed	$0
SD-044	Project Completed or No Longer Needed	$0
SD-045	Eucalyptus Avenue, Cucamonga Channel To W/O Archibald	$724,868
SD-046	Ontario Ranch Road Laterals E/O Cucamonga Channel	$1,144,929
SD-047	Project Completed or No Longer Needed	$0
SD-048	Chino Avenue, Cucamonga Channel To N/O Chino	$595,564
SD-049	Milliken Avenue, Riverside To County Line Channel (P)	$2,517,255
SD-050	Offsite Euclid Avenue Storm Drain	$21,110,125
SD-051	Project Completed or No Longer Needed	$0
SD-052	Project Completed or No Longer Needed	$0

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Project Number	Project Title	Project Estimate
SD-053	Francis Avenue, Campus To West Cucamonga Creek Channel (P)	$0
SD-054	Fifth Street, Beryln To West Cucamonga Creek	$0
SD-055	Parco Avenue, 60 Freeway To Riverside And Lateral	$0
SD-056	Sixth Street, Glenn To Cucamonga Channel	$7,780,102
SD-057	G Street, Berlyn to West Cucamonga Channel & Various Streets	$6,732,172
SD-058	Grove Avenue, 60 Freeway To Riverside Drive	$2,205,860
SD-059	Campus Avenue, Cedar To Riverside	$3,681,523
SD-060	D and I Streets, Grove To West Cucamonga Channel	$1,432,227
SD-061	Inland Empire Blvd., Vineyard To Cucamonga Channel	$704,711
SD-062	Sultana Avenue, Phillips To Philadelphia	$4,342,519
SD-063	Fourth Street, El Dorado To Cucamonga Creek	$2,489,751
SD-064	Baker, Vineyard, Carlos, Hellman - Acacia to Philadelphia	$2,730,804
SD-065	Bon View Avenue, 60 Freeway To Riverside (P)	$2,572,056
SD-066	Cucamonga Avenue, 60 Freeway To Riverside	$2,482,871
SD-067	Bon View Avenue, Mission To Francis	$3,678,744
SD-068	Cucamonga Avenue, Phillips To Francis	$2,273,929
SD-069	Storm Drainage Maintenance Vehicles	$578,539
SD-070	Boulder Avenue, I Street To State	$12,939,211
SD-071	Benson Avenue, State To I Street	$4,090,142
SD-072	Mountain Avenue, Philadelphia To Phillips	$7,791,496
SD-073	San Antonio Avenue, Francis To Cypress Channel	$10,490,213
SD-074	San Sevaine Channel	$1,875,549
SD-075	Storm Drain Master Plan (P)	$484,000
SD-076	Project Completed or No Longer Needed	$0
SD-077	Campus Avenue, State to Francis (Phase 2 Of SD-053)	$4,291,433
SD-078	Parco Avenue, Philadelphia to 60 Freeway (Phase 2 Of SD-055)	$921,951
SD-079	Grove Avenue, Francis to 60 Freeway (Phase 2 Of SD-058)	$1,423,685
SD-080	Sultana Avenue, State to Phillips (Phase 2 Of SD-062)	$3,436,111
SD-081	Bon View Avenue, 60 Freeway To Francis (Phase 2 Of SD-065)	$1,613,962
SD-082	Cucamonga Avenue, Francis to 60 FWY (Phase 2 Of SD-066)	$1,278,352
SD-083	Mountain & Boulder, I-10 to I Street (Phase 2 Of SD-070)	$5,899,391
SD-084	Benson Avenue Laterals (Phase 2 Of SD-071)	$4,406,951
SD-085	Mountain Avenue, State to Phillips (Phase 2 Of SD-072)	$2,230,596
SD-086	San Antonio & Phillips, Euclid to Francis (Phase 2, SD-073)	$5,762,052
SD-087	Oakland Avenue, State to Phillips (Phase 2 Of SD-074)	$7,214,086
SD-088	Walker Avenue, 60 Freeway To Riverside And Lateral	$1,933,241
SD-089	Baker Avenue And Riverside Drive, S/O 60 Freeway	$2,731,268

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Project Number	Project Title	Project Estimate
SD-090	G Street, Corona To Del Norte	$2,854,437
SD-091	Del Norte and Imperial Avenues From I Street To G Street	$1,259,756
SD-092	Vine Avenue, G Street To State	$3,760,467
SD-093	Vine Avenue, Sixth To G Street	$3,951,911
SD-094	Sultana Avenue, Fifth To Holt	$6,755,724
SD-095	Benson Avenue And Laterals	$2,268,234
SD-096	Benson Avenue, Francis To Philadelphia	$3,010,954
SD-097	Mission, Benson, Phillips & Oaks, W/O Magnolia	$4,834,304
SD-098	Holt Boulevard, Convention Center To Cucamonga Channel	$1,120,942
SD-099	Mission Boulevard, Proforma To Turner	$1,039,219
SD-100	6th Street, West Cucamonga Creek To Grove	$546,474
SD-101	Archibald Avenue, Inland Empire To Airport Drive	$2,250,187
SD-102	Fifth Street, Balboa To Cucamonga Channel	$1,424,679
SD-103	Share of Specific/Common City Yard Improvements	$1,739,460
SD-104	Project Completed or No Longer Needed	$0
SD-105	Ontario Ranch Storm Drain Study	$1,053,500
WT-001	Phillips Street 1010' Zone Well	$764,470
WT-002	Eighth Street 1212' Zone Wells	$14,638,349
WT-003	Project Completed or No Longer Needed	$0
WT-004	Eighth Street 1212' Zone Transmission Lines	$51,199,636
WT-005	Eighth Street 1212' Zone Reservoir Site Purchase	$4,800,000
WT-006	Eighth Street 1212' Zone Reservoir Construction	$34,239,271
WT-007	Francis Street 925' Zone Wells	$54,967,749
WT-008	Phillips Street 1010' Zone Wells	$5,536,808
WT-009	Phillips Street 1010' Zone Extension Mains Extension	$10,367,176
WT-010	Francis Street 925' Zone Transmission Lines	$26,110,371
WT-011	Francis Street 925' Zone Distribution Mains	$35,243,908
WT-012	Francis Street 925' Zone Well Collection System	$11,944,714
WT-013	Pressure Reducing Station, Potable Water System (1010' - 925')	$1,830,000
WT-014	Francis Street 925' Zone Reservoirs	$49,151,462
WT-015	Phillips Street 1010' Zone Reservoirs	$3,747,521
WT-016	Recycled Water System	$67,414,419
WT-017	Back-Up Power Supply	$3,475,262
WT-018	Reservoir 1010' (2B) Landscaping	$248,268
WT-019	Project Completed or No Longer Needed	$0
WT-020	Project Completed or No Longer Needed	$0
WT-021	Distribution System Pressure, Size And Age Improvements	$146,132,182

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Project Number	Project Title	Project Estimate
WT-022	Miscellaneous Up-Sized Facilities	$5,307,264
WT-023	Abandon Existing General City Wells	$525,052
WT-024	Project Completed or No Longer Needed	$0
WT-025	Decommission Galvin Treatment Plant/Abandon 1212-3 Reservoir	$2,474,310
WT-026	Seismic Upgrades And Replacements	$13,848,736
WT-027	Water Master Plan Updates	$1,564,143
WT-028	Water System Maintenance Vehicle/Equipment Fleet	$1,367,350
WT-029	Project Completed or No Longer Needed	$0
WT-030	CDA Facility Modifications (Booster Station & Pipeline)	$0
WT-031	JCSD/Ontario Reservoir (Phillips Street 1010" Zone)	$431,798
WT-032	Water Treatment	$52,190,676
WT-033	Project Completed or No Longer Needed	$0
WT-034	Water Source Supply	$62,549,323
WT-035	General System Reliability Improvements	$1,863,936
WT-036	Fourth Street 1074' Zone Transmission Improvements	$3,010,563
WT-037	Share of Specific/Common City Yard Improvements	$9,472,959
WT-038	Project Completed or No Longer Needed	$0
SW-001	Eastern Trunk Sewer	$21,279,860
SW-002	Western Trunk Sewer	$36,174,154
SW-003	Eucalyptus East Trunk Sewer	$697,535
SW-004	Project Completed or No Longer Needed	$0
SW-005	Haven Trunk Sewer	$1,497,780
SW-006	Mill Creek Trunk Sewer	$11,064,313
SW-007	Project Completed or No Longer Needed	$0
SW-008	Walker Trunk Sewer	$986,909
SW-009	Grove Trunk Sewer	$4,903,394
SW-010	Bon View Trunk Sewer	$4,903,394
SW-011	Euclid Trunk Sewer	$4,903,394
SW-012	Project Completed or No Longer Needed	$0
SW-013	Project Completed or No Longer Needed	$0
SW-014	Project Completed or No Longer Needed	$0
SW-015	Plaza Serena Street, Granda Court To Vineyard Avenue	$30,097
SW-016	Philadelphia Between Parco And Vineyard	$6,146,285
SW-017	Holt Boulevard, West Of Imperial Avenue	$407,568
SW-018	Project Completed or No Longer Needed	$0
SW-019	Project Completed or No Longer Needed	$0
SW-020	Cherry Avenue, North Of G Street	$17,442

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Project Number	Project Title	Project Estimate
SW-021	Project Completed or No Longer Needed	$0
SW-022	Vineyard Avenue, South Of Cedar Et. Al.	$13,947,873
SW-023	Easement East Of Haven Street	$1,211,150
SW-024	Project Completed or No Longer Needed	$0
SW-025	Project Completed or No Longer Needed	$0
SW-026	Sewer Utility Maintenance Vehicles	$947,100
SW-027	Sewer Utility Master Plan	$779,184
SW-028	Project Completed or No Longer Needed	$0
SW-029	Carpenter Trunk Sewer	$5,463,139
SW-030	Project Completed or No Longer Needed	$0
SW-031	Easement N/O & S/O Hollowell, E/O Boulder Avenue	$102,306
SW-032	D Street Between Corona And Vineyard	$72,566
SW-033	Easement W/O Euclid From N/O J St To Easement S/O G St	$187,515
SW-034	Benson Avenue Between I Street and G Street	$133,473
SW-035	Virginia Avenue Between D Street and Nocta Street	$58,242
SW-036	Deer Creek Loop And Laurel Tree Drive	$809,492
SW-037	Hollowell, Boulder and Holt Avenue	$250,124
SW-038	Easement N/O Holt Blvd, E/O Allyn Avenue	$97,051
SW-039	Riverside Drive Between Sultana And Campus Avenues	$176,978
SW-040	Vineyard S/O Airport And Easement	$6,524,301
SW-041	Mills Circle N/O Mall Drive	$132,250
SW-042	Holt Boulevard E/O Vineyard Avenue	$420,132
SW-043	Bon View Avenue N/O Francis	$197,732
SW-044	Acacia, Easement, Locust And Parco	$1,736,460
SW-045	Turner Avenue, N/O Cedar Street	$132,250
SW-046	Project Completed or No Longer Needed	$960,447
SW-047	Holt Sewer Phase B	$37,442
SW-048	Share Of Common City Yard Improvements	$3,970,009
SW-049	Project Completed or No Longer Needed	$0
SW-050	Airport Drive Main, E/O Grove	$590,977
SW-051	Grove Avenue Main, S/O Airport Drive	$0
SW-052	Piedmonte Specific Densification Mitigation in Various Streets	$5,198,088
RS-001	Side Loader Collection Barrels	$2,174,148
RS-002	Side Loader Collection Vehicles	$4,212,295
RS-003	Front Loader Collection Bins	$22,012,056
RS-004	Front Loader Collection Vehicles	$10,038,750
RS-005	Roll-off Collection Bins	$2,692,416

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Project Number	Project Title	Project Estimate
RS-006	Roll-off Collection Vehicles	$1,330,775
RS-007	Share of Specific/Common City Yard Improvements	$17,965,667
RS-008	Fund Balance Refuse Acquisitions	$4,530,466
GF-001	City Hall And Annex Reconfiguration	$11,636,848
GF-002	Expansion Of Administrative Pool Car Fleet	$585,750
GF-003	Electronic Specialty Equipment/Computer Hardware/Software	$12,096,920
GF-004	City Animal Holding Facility, No Specific Plans/Policy Decision for Fac	$0
GF-005	Share of Specific/Common City Yard Improvements	$1,583,822
LB-001	Library Facilities Space Expansion	$77,222,210
LB-002	Library Collection Expansion	$17,005,347
PF-001	Public Use Facilities Space Expansion	$131,520,217
AQ-001	Aquatics Facilities - Pool Expansion	$8,190,044
PK-001	Park Land Acquisition And Park Facilities Development	$1,021,018,771
PK-002	Park Maintenance Vehicles	$3,003,416
PK-003	Share of Specific/Common City Yard Improvements	$4,065,904
LS-001	Habitat and Open Space Mitigation	$27,225,956
FO-001	Head End Facilities (Points Of Presence System)	$9,628,430
FO-002	Core Network - Planning/Installation - Equipment/Facilities	$17,055,967
FO-003	Project Completed or No Longer Needed	$0
FO-004	Distribution Network - Major Streets Conduit System	$14,874,465
FO-005	System Distribution Network - Fiber System	$4,200,622
FO-006	Cabling System - Residential/Non-Residential	$35,980,788
FO-007	Fiber Equipment Within Residential Units	$35,893,754
FO-008	Fiber Equipment Within Non-Residential Buildings	$10,716,065
FO-009	Share of Specific/Common City Yard Improvements	$0
	Master Facilities Plan Capital Projects Total	**$3,907,766,209**

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City of Ontario
Law Enforcement Facilities, Vehicles and Equipment

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CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan - All Plan Areas

Law Enforcement Facilities, Vehicles And Equipment

MFP 2021-2022 Update

		FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build	Project Build Out Total
LE -001	Police Station Purchase/Roof Improvements Prior To Occupancy	$0	$0	$0	$0	$10,363,962	$10,363,962
LE -002	Complete Remaining Interior Improvements @ 55% Of Bldg Space	$0	$0	$0	$0	$29,656,550	$29,656,550
LE -003	Additional Patrol/Detective/Specialty/Staff Vehicles	$0	$0	$0	$0	$19,837,400	$19,837,400
LE -004	Additional Officer Assigned Equipment	$0	$0	$0	$0	$4,962,912	$4,962,912
LE -005	Additional Specialty Equipment	$0	$0	$0	$0	$3,367,360	$3,367,360
LE -006	Building Appurtancnes Equipment	$0	$0	$0	$0	$962,880	$962,880
LE -007	Communication Equipment	$0	$0	$0	$0	$816,000	$816,000
LE -008	Advanced Technology Software And Equipment	$0	$0	$0	$0	$2,113,440	$2,113,440
LE -009	Additional Helicopter Capacity	$0	$0	$0	$0	$3,351,700	$3,351,700
LE -010	Share Of Common City Yard Improvements	$0	$0	$0	$0	$2,365,388	$2,365,388
	TOTALS	$0	$0	$0	$0	$77,797,592	$77,797,592

Notes:
1) If project timing is not a component of this effort, then all projects default to their "Thru Build Out" amount.

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CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Law Enforcement Facilities, Vehicles And Equipment

Project Title / Ref#: Police Station Purchase/Roof Improvements Prior To Occupancy **LE -001**

Submitting Departments: Police Department

Project Description:

The existing Police Station is the result of the purchase of a 175,000 square foot vacated commercial building. The facility was purchased and the roof was replaced prior to any interior improvements (see (LE-002). It was anticipated that the station would be final station for the City at General Plan build-out.

Justification / Consequences of Avoidance:

The City General Plan indicates the potential addition of 80,179 additional residences, 546 commercial lodging units and 103,169,117 square feet of business square feet are added to the City. This will result in a doubling of the population and a significant increase in the number of square feet of high demand business uses. As the residential and business community continues to expand (through development), the Police Department will receive a statistically based number of additional calls-for-service, As these additional calls-for-service are realized the Department will need to increase the number of sworn officers in order to accommodate these additional calls-for-service. However, if the number of sworn officers remains static, the existing level of service (LOS), by definition, will decrease. The additional officers will require 350 of space per sworn officer to maintain the City's space per officer standard.

Relationship to General Plan Development:

Roughly 45% of the facilities square feet are necessary to meet the needs of the existing staff of the existing 225 sworn officers. The remaining 55% represents space for 272 additional officers (of 497 total required officers) the demands from future development.

Allocation To General Plan Buildout: 54.72%

Reference Document:

None, all police projects are based upon development-generated additional demand.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$10,363,962	$10,363,962
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$10,363,962	$10,363,962

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Law Enforcement Facilities, Vehicles And Equipment

Project Title / Ref#: Complete Remaining Interior Improvements @ 55% Of Bldg Space **LE -002**

Submitting Departments: Police Department

Project Description:

The existing Police facility can meet the needs of 497 sworn officers at an adequate and sufficient standard of 350 square feet per officer. Future demand at General Plan build-out indicates the need for 272 sworn officers (to maintain the existing level of service), to join the existing 225 sworn officers for a General Plan build-out of or 497 total officers.

Justification / Consequences of Avoidance:

As the residential and business community continues to expand (through development), the Police Department will receive a statistically based number of additional calls-for-service, As these additional calls-for-service are realized the Department will need to increase the number of sworn officers in order to accommodate these additional calls-for-service. However, if the number of sworn officers remains static, the existing level of service (LOS), by definition, will decrease. The additional officers will require 350 square feet of space per sworn officer to maintain the existing standard.

Relationship to General Plan Development:

All Police Department projects are based upon the incremental needs (based upon existing LOS standards) created by new development and thus are 100% related to General Plan development and are based upon the proportional increase in demand as evidenced by calls-for-service data.

Allocation To General Plan Buildout: 100.00%

Reference Document:

None, all police projects are based upon development-generated additional demand.

Project Timing:

As development occurs and creates the additional demand and DIF receipts are collected.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$3,868,246	$3,868,246
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$23,443,913	$23,443,913
4. Contingency	$0	$0	$0	$0	$2,344,391	$2,344,391
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$29,656,550	$29,656,550

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Law Enforcement Facilities, Vehicles And Equipment

Project Title / Ref#: Additional Patrol/Detective/Specialty/Staff Vehicles **LE -003**

Submitting Departments: Police Department

Project Description:

The project consists of acquiring 284 additional law enforcement response vehicles including patrol, unmarked and specialty vehicles at an average of $69,850 per vehicle. The addition of 272 officers will require the acquisition of roughly 284 assorted law enforcement vehicles at an average of $69,850. This will maintain the existing standard of 1.04 vehicles (235) per sworn officer (225). The vehicles would consist of a variety of staff, patrol, specialty and under-cover vehicles.

Justification / Consequences of Avoidance:

As the residential and business community continues to expand (through development), the Police Department will receive a statistically based number of additional calls-for-service, As these additional calls-for-service are realized the Department will need to increase the number of sworn officers in order to accommodate these additional calls-for-service. However, if the number of sworn officers remains static, the existing level of service (LOS), by definition, will decrease. The city has 235 vehicles for 225 officers for a standard of 1.04 vehicles per officer. The additional 272 officers will need 272 additional vehicles to maintain the existing 1.04 vehicle per sworn officer standard.

Relationship to General Plan Development:

All Police Department projects are based upon the needs created by new development and thus are 100% related to General Plan development and are based upon the proportional increase in demand as evidenced by calls-for-service data.

Allocation To General Plan Buildout: 100.00%

Reference Document:

None, all police projects are based upon development-generated additional demand.

Project Timing:

As development occurs and creates the additional demand and DIF receipts are collected.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$19,837,400	$19,837,400
TOTAL COST:	$0	$0	$0	$0	$19,837,400	$19,837,400

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Law Enforcement Facilities, Vehicles And Equipment

Project Title / Ref#: Additional Officer Assigned Equipment **LE -004**

Submitting Departments: Police Department

Project Description:

Acquire additional equipment assigned to officers necessary to function in the field. The list includes (but is not limited to): protective vest, handgun, baton, and a compliment of leathers, handcuffs, uniforms, helmet, raincoat and a heavy duty flashlight. The costs include a nominal amount for a back-ground check, medical physical check, polygraph and psychological exam for the successful candidates. The costs are based upon the $18,246 per officer for the 272 additional officers required.

Justification / Consequences of Avoidance:

As the residential and business community continues to expand (through development), the Police Department will receive a statistically based number of additional calls-for-service, As these additional calls-for-service are realized the Department will need to increase the number of sworn officers in order to accommodate these additional calls-for-service. However, if the number of sworn officers remains static, the existing level of service (LOS), by definition, will decrease.

Relationship to General Plan Development:

All Police Department projects are based upon the needs created by new development and thus are 100% related to General Plan development and are based upon the proportional increase in demand as evidenced by calls-for-service data.

Allocation To General Plan Buildout: 100.00%

Reference Document:

None, all police projects are based upon development-generated additional demand.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$4,962,912	$4,962,912
TOTAL COST:	$0	$0	$0	$0	$4,962,912	$4,962,912

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Law Enforcement Facilities, Vehicles And Equipment

Project Title / Ref#: Additional Specialty Equipment **LE -005**

Submitting Departments: Police Department

Project Description:

Acquire additional specialty equipment such as computer systems consisting of computers, servers, consoles, printers, specialty nationwide and international database access stations. This project also includes special weapons and tactics equipment, bicycles, and other specialty equipment.

Justification / Consequences of Avoidance:

As the residential and business community continues to expand (through development), the Police Department will receive a statistically based number of additional calls-for-service, As these additional calls-for-service are realized the Department will need to increase the number of sworn officers in order to accommodate these additional calls-for-service. However, if the number of sworn officers remains static, the existing level of service (LOS), by definition, will decrease.

Relationship to General Plan Development:

All Police Department projects are based upon the needs created by new development and thus are 100% related to General Plan development and are based upon the proportional increase in demand as evidenced by calls-for-service data.

Allocation To General Plan Buildout: 100.00%

Reference Document:

None, all police projects are based upon development-generated additional demand.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$3,367,360	$3,367,360
TOTAL COST:	$0	$0	$0	$0	$3,367,360	$3,367,360

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Law Enforcement Facilities, Vehicles And Equipment

Project Title / Ref#: Building Appurtancnes Equipment **LE -006**

Submitting Departments: Police Department

Project Description:

This expense is included for improvements that are attached to the building and would consist of large scale building security improvements or enhancements.

Justification / Consequences of Avoidance:

As the residential and business community continues to expand (through development), the Police Department will receive a statistically based number of additional calls-for-service, As these additional calls-for-service are realized the Department will need to increase the number of sworn officers in order to accommodate these additional calls-for-service. However, if the number of sworn officers remains static, the existing level of service (LOS), by definition, will decrease.

Relationship to General Plan Development:

All Police Department projects are based upon the needs created by new development and thus are 100% related to General Plan development and are based upon the proportional increase in demand as evidenced by calls-for-service data.

Allocation To General Plan Buildout: 100.00%

Reference Document:

None, all police projects are based upon development-generated additional demand.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$962,880	$962,880
TOTAL COST:	$0	$0	$0	$0	$962,880	$962,880

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Law Enforcement Facilities, Vehicles And Equipment

Project Title / Ref#: Communication Equipment **LE -007**

Submitting Departments: Police Department

Project Description:

Acquire communications equipment including radios, cell phones, batteries etc. as needed to maintain pace with the number of officers in the Department.

Justification / Consequences of Avoidance:

As the residential and business community continues to expand (through development), the Police Department will receive a statistically based number of additional calls-for-service, As these additional calls-for-service are realized the Department will need to increase the number of sworn officers in order to accommodate these additional calls-for-service. However, if the number of sworn officers remains static, the existing level of service (LOS), by definition, will decrease.

Relationship to General Plan Development:

All Police Department projects are based upon the needs created by new development and thus are 100% related to General Plan development and are based upon the proportional increase in demand as evidenced by calls-for-service data.

Allocation To General Plan Buildout: 100.00%

Reference Document:

None, all police projects are based upon development-generated additional demand.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$816,000	$816,000
TOTAL COST:	$0	$0	$0	$0	$816,000	$816,000

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Law Enforcement Facilities, Vehicles And Equipment

Project Title / Ref#: Advanced Technology Software And Equipment **LE -008**

Submitting Departments: Police Department

Project Description:

The addition of 80,149 additional residences, 546 commercial lodging units and about 103,169,177 square feet of business square feet will generate the need to approach police in different ways. The department will need to acquire advanced technology for dealing with a significantly sized agency.

Justification / Consequences of Avoidance:

As the residential and business community continues to expand (through development), the Police Department will receive a statistically based number of additional calls-for-service, As these additional calls-for-service are realized the Department will need to increase the number of sworn officers in order to accommodate these additional calls-for-service. However, if the number of sworn officers remains static, the existing level of service (LOS), by definition, will decrease.

Relationship to General Plan Development:

All Police Department projects are based upon the needs created by new development and thus are 100% related to General Plan development and are based upon the proportional increase in demand as evidenced by calls-for-service data.

Allocation To General Plan Buildout: 100.00%

Reference Document:

None, all police projects are based upon development-generated additional demand.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$2,113,440	$2,113,440
TOTAL COST:	$0	$0	$0	$0	$2,113,440	$2,113,440

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Law Enforcement Facilities, Vehicles And Equipment

Project Title / Ref#: Additional Helicopter Capacity **LE -009**

Submitting Departments: Police Department

Project Description:

The addition of over 80,149 additional residences, 546 commercial lodging units and 104,169,177 square feet of business square feet will generate the demand for an additional helicopter. The capacity of the existing helicopter hours will be overwhelmed with a more than doubling 121% increase) of Police calls-for-service.

Justification / Consequences of Avoidance:

As the residential and business community continues to expand (through development), the Police Department will receive a statistically based number of additional calls-for-service, As these additional calls-for-service are realized the Department will need to increase the number of sworn officers in order to accommodate these additional calls-for-service. However, if the number of sworn officers remains static, the existing level of service (LOS), by definition, will decrease.

Relationship to General Plan Development:

All Police Department projects are based upon the needs created by new development and thus are 100% related to General Plan development and are based upon the proportional increase in demand as evidenced by calls-for-service data.

Allocation To General Plan Buildout: 100.00%

Reference Document:

None, all police projects are based upon development-generated additional demand.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$3,351,700	$3,351,700
TOTAL COST:	$0	$0	$0	$0	$3,351,700	$3,351,700

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Law Enforcement Facilities, Vehicles And Equipment

Project Title / Ref#: Share Of Common City Yard Improvements **LE -010**

Submitting Departments: Police Department

Project Description:

Construct the following improvements: 1) Reconfigure some 60,000 square feet of a recently acquired warehouse and office space. 2) Pave approximately ten acres of currently dirt parking lot, primarily for the refuse operation refueling area. 3) Construct additional fleet maintenance operations bays. 4) Construct a new welding shop. 5) Increase security through additional fencing and lighting. 6) Construct additional CNG fueling stations and 7) reconfigure a recently acquired 24,000 square foot building into covered parking to maximize fleet lifetime. The combined improvements have a total projected cost of $38.2 million and are spread between all City operations that make use of the City yard.

Justification / Consequences of Avoidance:

This amount represents the proportional amount of a total estimated $38.2 million in structural improvements to the City maintenance yard necessary to meet the increasing demands for additional law enforcement vehicles maintenance capacity. The City has acquired adequate land and has existing structural capacity for the various maintenance yard demands. This demand for additional structural capacity results from the doubling of all public infrastructures from the Ontario Ranch area as well as the remaining portions of the General City area.

Relationship to General Plan Development:

All Police Department projects are based upon the needs created by new development and thus are 100% related to General Plan development and are based upon the proportional increase in demand as evidenced by calls-for-service data.

Allocation To General Plan Buildout: 100.00%

Reference Document:

Based upon an analysis of demands on City yard capacity and expansion needs.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$280,481	$280,481
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$1,869,872	$1,869,872
4. Contingency	$0	$0	$0	$0	$215,035	$215,035
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$2,365,388	$2,365,388

City of Ontario
Fire Suppression Facilities, Vehicles and Equipment

DRAFT

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan - All Plan Areas

Fire Suppression Facilities, Vehicles And Equipment

MFP 2021-2022 Update

		FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build	Project Build Out Total
FS -001	Project Completed Or No Longer Needed	$0	$0	$0	$0	$0	$0
FS -002	Project Completed Or No Longer Needed	$0	$0	$0	$0	$0	$0
FS -003	Fire Station #11 Land Acquisition And Construction	$0	$0	$0	$0	$13,494,050	$13,494,050
FS -004	Fire Station #11 Response Engine And Aerial Apparatus	$0	$0	$0	$0	$3,103,532	$3,103,532
FS -005	Fire Station #12 Land Acquisition And Construction	$0	$0	$0	$0	$13,494,050	$13,494,050
FS -006	Fire Station #12 Response Engine	$0	$0	$0	$0	$1,019,530	$1,019,530
FS -007	Fire Station #13 Land Acquisition And Construction	$0	$0	$0	$0	$13,494,050	$13,494,050
FS -008	Fire Station #13 Response Engine	$0	$0	$0	$0	$1,019,530	$1,019,530
FS -009	Fire Station #14 Land Acquisition And Construction	$0	$0	$0	$0	$13,494,050	$13,494,050
FS -010	Fire Station #14 Response Engine	$0	$0	$0	$0	$1,019,530	$1,019,530
FS -011	Reserve Response Engines	$0	$0	$0	$0	$2,039,060	$2,039,060
FS -012	Ontario Ranch Vehicle Storage Bays - Stations 11, 12, 13, 14	$0	$0	$0	$0	$6,668,360	$6,668,360
FS -013	Battalion Chief Response Vehicle	$0	$0	$0	$0	$180,000	$180,000
FS -014	Fire Fighter Assigned Equipment	$0	$0	$0	$0	$1,522,612	$1,522,612
FS -015	Fire Administrative Headquarters Relocation	$0	$0	$0	$0	$31,618,000	$31,618,000
FS -016	Training Center Expansion	$0	$0	$0	$0	$9,777,441	$9,777,441
FS -017	City Emergency Operations Center	$0	$0	$0	$0	$3,979,166	$3,979,166
FS -018	Special Operations Support Vehicle	$0	$0	$0	$0	$137,500	$137,500
FS -019	Mobile Air And Lighting Support Vehicle	$0	$0	$0	$0	$574,750	$574,750
FS -020	Emergency Service Communications System	$0	$0	$0	$0	$3,244,780	$3,244,780

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CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan - All Plan Areas

Fire Suppression Facilities, Vehicles And Equipment

MFP 2021-2022 Update

		FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build	Project Build Out Total
FS -021	Share Of Common City Yard Improvements	$0	$0	$0	$0	$1,404,845	$1,404,845
FS -022	Project Completed Or No Longer Needed	$0	$0	$0	$0	$0	$0
FS -023	Fire Station Operations #1 Relocation	$0	$0	$0	$0	$17,092,056	$17,092,056
FS -024	Expand Station #3 (East Francis)	$0	$0	$0	$0	$5,054,483	$5,054,483
FS -025	Project Completed Or No Longer Needed	$0	$0	$0	$0	$0	$0
	TOTALS	$0	$0	$0	$0	$143,431,375	$143,431,375

Notes:
1) If project timing is not a component of this effort, then all projects default to their "Thru Build Out" amount.

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CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Fire Suppression Facilities, Vehicles And Equipment

Project Title / Ref#: Project Completed Or No Longer Needed **FS -001**

Submitting Departments: Fire Department

Project Description:

Fire Station #9 land acquisition and construction project has been completed.

Justification / Consequences of Avoidance:

As the residential and business community development in occurs in the Ontario Ranch area the Fire Department will receive a statistically based number of additional calls-for-service, A minimum of five stations will be required to accommodate these statistically-based calls-for-service that will be generated by the development of the Ontario Ranch area.

Relationship to General Plan Development:

The five proposed stations are necessary to provide first-in capabilities to the Ontario Ranch area. These stations may on occasion support calls-for-service in other areas of the City, but will also receive support from other stations in return. As such the related costs are fully allocated to that planning area.

Allocation To General Plan Buildout: 0.00%

Reference Document:

The project is no longer needed, but has been included to act as a project number placeholder.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P Build-Out	Total all Years
1. Design/Engineering/Administration	$0	$0	$0	$0	$0	$0
2. Land Acquisition/Right-Of-Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
Equipment/Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$0	$0

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Fire Suppression Facilities, Vehicles And Equipment

Project Title / Ref#: Project Completed Or No Longer Needed **FS -002**

Submitting Departments: Fire Department

Project Description:

Fire Station #9 Fire response engine has been acquired.

Justification / Consequences of Avoidance:

Each station requires a front-line engine for normal responses. Additional vehicles, beyond the five engines for the five stations will be assigned to the various stations as needed.

Relationship to General Plan Development:

The proposed five stations are necessary to provide first-in capabilities to the Ontario Ranch area. These stations may on occasion support calls-for-service in other areas of the City, but will also receive support from other stations in return. As such the related costs are fully allocated to that planning area. Each station requires a front-line engine for normal responses.

Allocation To General Plan Buildout: 0.00%

Reference Document:

The project is no longer needed, but has been included to act as a project number placeholder.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$0	$0

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Fire Suppression Facilities, Vehicles And Equipment

Project Title / Ref#: Fire Station #11 Land Acquisition And Construction **FS -003**

Submitting Departments: Fire Department

Project Description:

Construct an 11,200 square foot, three-bay wide by two vehicle deep fire station in the Ontario Ranch area. The station would consist of three 1,400 square foot bays, each capable of housing two medium sized vehicles or one long aerial vehicle. The station would have 350 square feet of entry/office space for public access, 1,625 square feet of mechanical and workroom space, 4,345 square feet of living space for up to eight fire-fighters, (double that if emergency measures were needed) and 680 square feet of training room. This station serves the basic model for all future stations to be built in the City. The three bays wide feature will allow for the shifting of resources throughout the day as needed to maximize service capability without incurring on-going greater staffing costs. A fourth bay is included in FS-012 for City-wide reserves vehicle storage. See FS-012, Ontario Ranch Vehicle Storage Bays, Stations 11, 12, 13, 14.

Justification / Consequences of Avoidance:

As the residential and business community development in occurs in the Ontario Ranch area the Fire Department will receive a statistically based number of additional calls-for-service, A minimum of five stations will be required to accommodate these statistically-based calls-for-service that will be generated by the development of the Ontario Ranch area.

Relationship to General Plan Development:

The four remaining OR proposed stations are necessary to provide first-in capabilities to the Ontario Ranch area. These stations may on occasion support calls-for-service in other areas of the City, but will also receive support from other stations in return. As such the related costs are fully allocated to that planning area.

Allocation To General Plan Buildout: 86.88%

Reference Document:

None, projections are based upon a staff application of General Plan based response times.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$1,094,650	$1,094,650
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$866,800	$866,800
3. Construction	$0	$0	$0	$0	$9,977,680	$9,977,680
4. Contingency	$0	$0	$0	$0	$586,120	$586,120
5. Equipment / Other	$0	$0	$0	$0	$968,800	$968,800
TOTAL COST:	$0	$0	$0	$0	$13,494,050	$13,494,050

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Fire Suppression Facilities, Vehicles And Equipment

Project Title / Ref#: Fire Station #11 Response Engine And Aerial Apparatus **FS -004**

Submitting Departments: Fire Department

Project Description:

The station would require a standard, fully equipped, front-line response engine.

Justification / Consequences of Avoidance:

Each station requires a front-line engine for normal responses along with an aerial apparatus. Additional vehicles, beyond the five engines for the five stations will be assigned to the various stations as needed (see FS-012)

Relationship to General Plan Development:

The four proposed remaining OR stations are necessary to provide first-in capabilities to the Ontario Ranch area. These stations may on occasion support calls-for-service in other areas of the City, but will also receive support from other stations in return. As such the related costs are fully allocated to that planning area. Each station requires a front-line engine for normal responses.

Allocation To General Plan Buildout: 86.88%

Reference Document:

None, projections are based upon a staff application of General Plan based response times.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$3,103,532	$3,103,532
TOTAL COST:	$0	$0	$0	$0	$3,103,532	$3,103,532

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Fire Suppression Facilities, Vehicles And Equipment

Project Title / Ref#: Fire Station #12 Land Acquisition And Construction **FS -005**

Submitting Departments: Fire Department

Project Description:

Construct an 11,200 square foot, three-bay wide by two vehicle deep fire station in the Ontario Ranch area. The station would consist of three 1,400 square foot bays, each capable of housing two medium sized vehicles or one long aerial vehicle. The station would have 350 square feet of entry/office space for public access, 1,625 square feet of mechanical and workroom space, 4,345 square feet of living space for up to eight fire-fighters, (double that if emergency measures were needed) and 680 square feet of training room. This station serves the basic model for all future stations to be built in the City. The three bays wide feature will allow for the shifting of resources throughout the day as needed to maximize service capability without incurring on-going greater staffing costs. A fourth bay is included in FS-012 for City-wide reserves vehicle storage. See FS-012, Ontario Ranch Vehicle Storage Bays, Stations 11, 12, 13, 14.

Justification / Consequences of Avoidance:

As the residential and business community development in occurs in the Ontario Ranch area the Fire Department will receive a statistically based number of additional calls-for-service, A minimum of five stations will be required to accommodate these statistically-based calls-for-service that will be generated by the development of the Ontario Ranch area.

Relationship to General Plan Development:

The four remaining proposed OR stations are necessary to provide first-in capabilities to the Ontario Ranch area. These stations may on occasion support calls-for-service in other areas of the City, but will also receive support from other stations in return. As such the related costs are fully allocated to that planning area.

Allocation To General Plan Buildout: 86.88%

Reference Document:

None, projections are based upon a staff application of General Plan based response times.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$1,094,650	$1,094,650
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$866,800	$866,800
3. Construction	$0	$0	$0	$0	$9,977,680	$9,977,680
4. Contingency	$0	$0	$0	$0	$586,120	$586,120
5. Equipment / Other	$0	$0	$0	$0	$968,800	$968,800
TOTAL COST:	$0	$0	$0	$0	$13,494,050	$13,494,050

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Fire Suppression Facilities, Vehicles And Equipment

Project Title / Ref#: Fire Station #12 Response Engine **FS -006**

Submitting Departments: Fire Department

Project Description:

The station would require a standard, fully equipped, front-line response engine.

Justification / Consequences of Avoidance:

Each station requires a front-line engine for normal responses. Additional vehicles, beyond the five engines for the five stations will be assigned to the various stations as needed

Relationship to General Plan Development:

The proposed remaining four OR stations are necessary to provide first-in capabilities to the Ontario Ranch area. These stations may on occasion support calls-for-service in other areas of the City, but will also receive support from other stations in return. As such the related costs are fully allocated to that planning area. Each station requires a front-line engine for normal responses.

Allocation To General Plan Buildout: 86.66%

Reference Document:

None, projections are based upon a staff application of General Plan based response times.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$1,019,530	$1,019,530
TOTAL COST:	$0	$0	$0	$0	$1,019,530	$1,019,530

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Fire Suppression Facilities, Vehicles And Equipment

Project Title / Ref#: Fire Station #13 Land Acquisition And Construction **FS -007**

Submitting Departments: Fire Department

Project Description:

Construct an 11,200 square foot, three-bay wide by two vehicle deep fire station in the Ontario Ranch area. The station would consist of three 1,400 square foot bays, each capable of housing two medium sized vehicles or one long aerial vehicle. The station would have 350 square feet of entry/office space for public access, 1,625 square feet of mechanical and workroom space, 4,345 square feet of living space for up to eight fire-fighters, (double that if emergency measures were needed) and 680 square feet of training room. This station serves the basic model for all future stations to be built in the City. The three bays wide feature will allow for the shifting of resources throughout the day as needed to maximize service capability without incurring on-going greater staffing costs. A fourth bay is included in FS-012 for City-wide reserves vehicle storage. See FS-012, Ontario Ranch Vehicle Storage Bays, Stations 11, 12, 13, 14.

Justification / Consequences of Avoidance:

As the residential and business community development in occurs in the Ontario Ranch area the Fire Department will receive a statistically based number of additional calls-for-service, A minimum of five stations will be required to accommodate these statistically-based calls-for-service that will be generated by the development of Ontario Ranch area.

Relationship to General Plan Development:

The four remaining OR proposed stations are necessary to provide first-in capabilities to the Ontario Ranch area. These stations may on occasion support calls-for-service in other areas of the City, but will also receive support from other stations in return. As such the related costs are fully allocated to that planning area.

Allocation To General Plan Buildout: 86.88%

Reference Document:

None, projections are based upon a staff application of General Plan based response times.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$1,094,650	$1,094,650
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$866,800	$866,800
3. Construction	$0	$0	$0	$0	$9,977,680	$9,977,680
4. Contingency	$0	$0	$0	$0	$586,120	$586,120
5. Equipment / Other	$0	$0	$0	$0	$968,800	$968,800
TOTAL COST:	$0	$0	$0	$0	$13,494,050	$13,494,050

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Fire Suppression Facilities, Vehicles And Equipment

Project Title / Ref#: Fire Station #13 Response Engine **FS -008**

Submitting Departments: Fire Department

Project Description:

The station would require a standard, fully equipped, front-line response engine.

Justification / Consequences of Avoidance:

Each station requires a front-line engine for normal responses. Additional vehicles, beyond the five engines for the five stations will be assigned to the various stations as needed.

Relationship to General Plan Development:

The remaining proposed four OR stations are necessary to provide first-in capabilities to the Ontario Ranch Area. These stations may on occasion support calls-for-service in other areas of the City, but will also receive support from other stations in return. As such the related costs are fully allocated to that planning area. Each station requires a front-line engine for normal responses.

Allocation To General Plan Buildout: 86.88%

Reference Document:

None, projections are based upon a staff application of General Plan based response times.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$1,019,530	$1,019,530
TOTAL COST:	$0	$0	$0	$0	$1,019,530	$1,019,530

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Fire Suppression Facilities, Vehicles And Equipment

Project Title / Ref#: Fire Station #14 Land Acquisition And Construction **FS -009**

Submitting Departments: Fire Department

Project Description:

Construct an 11,200 square foot, three-bay wide by two vehicle deep fire station in the Ontario Ranch area. The station would consist of three 1,400 square foot bays, each capable of housing two medium sized vehicles or one long aerial vehicle. The station would have 350 square feet of entry/office space for public access, 1,625 square feet of mechanical and workroom space, 4,345 square feet of living space for up to eight fire-fighters, (double that if emergency measures were needed) and 680 square feet of training room. This station serves the basic model for all future stations to be built in the City. The three bays wide feature will allow for the shifting of resources throughout the day as needed to maximize service capability without incurring on-going greater staffing costs. A fourth bay is included in FS-012 for City-wide reserves vehicle storage. See FS-012, Ontario Ranch Vehicle Storage Bays, Stations 11, 12, 13, 14.

Justification / Consequences of Avoidance:

As the residential and business community development in occurs in the Ontario Ranch area the Fire Department will receive a statistically based number of additional calls-for-service, A minimum of five stations will be required to accommodate these statistically-based calls-for-service that will be generated by the development of Ontario Ranch area.

Relationship to General Plan Development:

The four remaining OR proposed stations are necessary to provide first-in capabilities to the Ontario Ranch area. These stations may on occasion support calls-for-service in other areas of the City, but will also receive support from other stations in return. As such the related costs are fully allocated to that planning area.

Allocation To General Plan Buildout: 86.88%

Reference Document:

None, projections are based upon a staff application of General Plan based response times.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$1,094,650	$1,094,650
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$866,800	$866,800
3. Construction	$0	$0	$0	$0	$9,977,680	$9,977,680
4. Contingency	$0	$0	$0	$0	$586,120	$586,120
5. Equipment / Other	$0	$0	$0	$0	$968,800	$968,800
TOTAL COST:	$0	$0	$0	$0	$13,494,050	$13,494,050

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Fire Suppression Facilities, Vehicles And Equipment

Project Title / Ref#: Fire Station #14 Response Engine **FS -010**

Submitting Departments: Fire Department

Project Description:
The station would require a standard, fully equipped, front-line response engine.

Justification / Consequences of Avoidance:
Each station requires a front-line engine for normal responses. Additional vehicles, beyond the five engines for the five stations will be assigned to the various stations as needed.

Relationship to General Plan Development:
The four remaining proposed OR stations are necessary to provide first-in capabilities to the Ontario Ranch area. These stations may on occasion support calls-for-service in other areas of the City, but will also receive support from other stations in return. As such the related costs are fully allocated to that planning area. Each station requires a front-line engine for normal responses.

Allocation To General Plan Buildout: 86.88%

Reference Document:
None, projections are based upon a staff application of General Plan based response times.

Project Timing:
The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design/Engineering/Administration	$0	$0	$0	$0	$0	$0
2. Land Acquisition/Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment/Other	$0	$0	$0	$0	$1,019,530	$1,019,530
TOTAL COST:	$0	$0	$0	$0	$1,019,530	$1,019,530

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Fire Suppression Facilities, Vehicles And Equipment

Project Title / Ref#: Reserve Response Engines **FS -011**

Submitting Departments: Fire Department

Project Description:
Acquire two additional response engines in order to maintain the Department's one-to-three ratio of reserve engines to front-line engines.

Justification / Consequences of Avoidance:
The Department maintains a ratio of one reserve vehicle for every three front-line engines. The back-up is required for downtime for routine and extraordinary maintenance.

Relationship to General Plan Development:
The four proposed remaining OR stations are necessary to provide first-in capabilities to the Ontario Ranch area. These stations may on occasion support calls-for-service in other areas of the City, but will also receive support from other stations in return. As such the related costs are fully allocated to that planning area.

Allocation To General Plan Buildout: 86.88%

Reference Document:
None, projections are based upon a staff application of General Plan based response times.

Project Timing:
The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design/Engineering/Administration	$0	$0	$0	$0	$0	$0
2. Land Acquisition/Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment/Other	$0	$0	$0	$0	$2,039,060	$2,039,060
TOTAL COST:	$0	$0	$0	$0	$2,039,060	$2,039,060

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Fire Suppression Facilities, Vehicles And Equipment

Project Title / Ref#: Ontario Ranch Vehicle Storage Bays - Stations 11, 12, 13, 14 **FS -012**

Submitting Departments: Fire Department

Project Description:

Construct an additional 1,400 square foot bays at each of stations, 11, 12, 13, and 14 for storage of city-wide fire response vehicles. These have been set up as a separate project because these bays demonstrate city-wide benefit and need to be financed by all new development within the City as well as the existing community.

Justification / Consequences of Avoidance:

The City can expect the construction of 80,149 dwelling nuts, 546 commercial lodging units and over 100 million square feet of business uses and this development will generate a larger number of reserve vehicles. The lifetime of these vehicles will be increased significantly if these vehicles are housed.

Relationship to General Plan Development:

These bays will be utilized to house existing and future City-wide reserve response vehicles and the costs have distributed as such.

Allocation To General Plan Buildout: 56.04%

Reference Document:

None, projections are based upon a staff application of General Plan based response times.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design/Engineering/Administration	$0	$0	$0	$0	$790,716	$790,716
2. Land Acquisition/Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$5,271,432	$5,271,432
4. Contingency	$0	$0	$0	$0	$606,212	$606,212
5. Equipment/Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$6,668,360	$6,668,360

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Fire Suppression Facilities, Vehicles And Equipment

Project Title / Ref#: Battalion Chief Response Vehicle **FS -013**

Submitting Departments: Fire Department

Project Description:
Acquire a Battalion Chief response vehicle.

Justification / Consequences of Avoidance:
The additional calls-for-service that will be generated by new development within Ontario Ranch will generate the need for a third Battalion Chief and thus a vehicle.

Relationship to General Plan Development:
The proposed five stations are necessary to provide first-in capabilities to the Ontario Ranch area. These stations may on occasion support calls-for-service in other areas of the City, but will also receive support from other stations in return. As such the related costs are fully allocated to that planning area. This vehicle would be assigned to the Ontario Ranch area.

Allocation To General Plan Buildout: 86.88%

Reference Document:
None, projections are based upon a staff application of General Plan based response times.

Project Timing:
The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design/Engineering/Administration	$0	$0	$0	$0	$0	$0
2. Land Acquisition/Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment/Other	$0	$0	$0	$0	$180,000	$180,000
TOTAL COST:	$0	$0	$0	$0	$180,000	$180,000

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Fire Suppression Facilities, Vehicles And Equipment

Project Title / Ref#: Fire Fighter Assigned Equipment **FS -014**

Submitting Departments: Fire Department

Project Description:

.Acquire fire fighter assigned equipment. It cost the City some $17,108 to outfit each firefighter. There will be a need for remaining 89 additional firefighters to staff the five proposed Ontario Ranch area stations.

Justification / Consequences of Avoidance:

The firefighters require personally-assigned equipment and cannot perform their duties without it.

Relationship to General Plan Development:

The proposed five stations are necessary to provide first-in capabilities to the Ontario Ranch area. These stations may on occasion support calls-for-service in other areas of the City, but will also receive support from other stations in return. As such the related costs are fully allocated to that planning area. This equipment is necessary for staffing in these five stations.

Allocation To General Plan Buildout: 86.88%

Reference Document:

None, projections are based upon a staff application of General Plan based response times.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$1,522,612	$1,522,612
TOTAL COST:	$0	$0	$0	$0	$1,522,612	$1,522,612

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Fire Suppression Facilities, Vehicles And Equipment

Project Title / Ref#: Fire Administrative Headquarters Relocation **FS -015**

Submitting Departments: Fire Department

Project Description:

The project consists of relocating the Fire Administration service from its existing location in the City Hall Annex to a site generally located on West C Street between Laurel Avenue and Palm Avenue. Phase I would consist of acquiring the land located at 1408 East Francis Street. Phase II would consist of the design and construction of a new facility that would house Fire Administration, Fire Prevention and Education, Fire Dispatch and the City Emergency Operations Center (see FS-017). This facility would be approximately 30,000 square feet and occupy two floors.

Justification / Consequences of Avoidance:

Fire Administration was originally collocated with Fire Station #1 until Station #1 relocated to the City Hall Annex in 2013. The ultimate plan is to combine the Fire Station #1 0perations and Fire Administration operations into the same building on the west side of Euclid.

Relationship to General Plan Development:

The costs are pro-rated between existing and new development because it contains both expansion and rehabilitation components.

Allocation To General Plan Buildout: 56.04%

Reference Document:

None, projections are based upon a staff application of General Plan based response times.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. The facility is estimated to cost about $1,050 per square foot.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$3,749,170	$3,749,170
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$24,994,466	$24,994,466
4. Contingency	$0	$0	$0	$0	$2,874,364	$2,874,364
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$31,618,000	$31,618,000

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Fire Suppression Facilities, Vehicles And Equipment

Project Title / Ref#: Training Center Expansion **FS -016**

Submitting Departments: Fire Department

Project Description:

The project consists of the construction of a combination of 10,400 S.F. training tower and training classroom space, office space and restrooms. There would also be a drafting pit constructed and additional practice facilities and apparatus.

Justification / Consequences of Avoidance:

New development will cause an appreciable increase in new fire-fighters and thus training activity at the City's training center. New development will generate an increase in full time staffing. This increased training activity will put considerable strain on the finite capabilities of the training facilities, particularly the training tower, creating competing demands for the limited classroom, space and physical training opportunities. The previously described facilities will allow the department to meet the on-going required training of new fire-fighters and the continuing education needs of long-term firefighters.

Relationship to General Plan Development:

The costs are pro-rated between new development in Ontario Ranch and the General City areas because the facility is at capacity now.

Allocation To General Plan Buildout: 100.00%

Reference Document:

No specific document, based upon proportional inventory expansion.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$1,141,114	$1,141,114
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$154,050	$154,050
3. Construction	$0	$0	$0	$0	$7,607,422	$7,607,422
4. Contingency	$0	$0	$0	$0	$874,855	$874,855
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$9,777,441	$9,777,441

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Fire Suppression Facilities, Vehicles And Equipment

Project Title / Ref#: City Emergency Operations Center **FS -017**

Submitting Departments: Fire Department

Project Description:

Acquire and install multi-purpose audio, video, telecommunications and operational equipment in the Emergency Operations Center. The project consists of 6,500 square feet of interior improvements at about $700 per square foot and the installation of $500,000 in electronic equipment.

Justification / Consequences of Avoidance:

Given the recent relocation of the facility to the basement of the City Hall Annex facility, the project will provide the facility with the necessary audio/visual, telecommunications and operational equipment with which to manage any potential city emergencies. The facility will also be a back-up dispatch center and training venue.

Relationship to General Plan Development:

The costs are pro-rated between existing and new development because it is an expanded capacity.

Allocation To General Plan Buildout: 56.04%

Reference Document:

None, projections are based upon a staff application of General Plan based response times.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$471,838	$471,838
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$3,145,586	$3,145,586
4. Contingency	$0	$0	$0	$0	$361,742	$361,742
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$3,979,166	$3,979,166

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Fire Suppression Facilities, Vehicles And Equipment

Project Title / Ref#: Special Operations Support Vehicle **FS -018**

Submitting Departments: Fire Department

Project Description:

Acquire a special operations support vehicle. The vehicle would be, in effect, a rolling warehouse and canteen. The vehicle would be dispatched to unusually large or long term incidents that would require provision of fluids/food, supplies, change of emergency equipment and other comfort capabilities.

Justification / Consequences of Avoidance:

The vehicle would be necessary for long term emergency incidents.

Relationship to General Plan Development:

The costs are pro-rated between existing and new development because it is a new and additional capacity.

Allocation To General Plan Buildout: 56.04%

Reference Document:

·None, projections are based upon a staff application of General Plan based response times.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$137,500	$137,500
TOTAL COST:	$0	$0	$0	$0	$137,500	$137,500

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Fire Suppression Facilities, Vehicles And Equipment

Project Title / Ref#: Mobile Air And Lighting Support Vehicle **FS -019**

Submitting Departments: Fire Department

Project Description:

Acquire a mobile air and lighting support vehicle. The truck (or cab/trailer) would consist of amiable lights for increasing visibility of any involved structure (during anytime of the day). In addition, the vehicle would have air bottle re-filling capacity.

Justification / Consequences of Avoidance:

The vehicle would provide increased visibility of involved structures, via external lighting, and would provide firefighters with an additional tool or on-site capability. Additionally, an on-site air bottle filling capability will be necessary for over-height and/or over-wide facilities requiring longer structural interior attacks. Acquisition would result in increased fire suppression response capacities by improving the firefighting conditions.

Relationship to General Plan Development:

The costs are pro-rated between existing and new development because it is a new and additional capacity.

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Allocation To General Plan Buildout: 56.04%

Reference Document:

None, projections are based upon a staff application of General Plan based response times.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column.

PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$574,750	$574,750
TOTAL COST:	$0	$0	$0	$0	$574,750	$574,750

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Fire Suppression Facilities, Vehicles And Equipment

Project Title / Ref#: Emergency Service Communications System **FS -020**

Submitting Departments: Fire Department

Project Description:
Acquire a cloud-based Computer Aided Dispatch (CAD) System that would provide interoperability for the Ontario Ranch area.

Justification / Consequences of Avoidance:
The equipment is required to provide adequate and sufficient dispatching capabilities to the entire Ontario Ranch area.

Relationship to General Plan Development:
The project exclusively benefits new development within the Ontario Ranch area.

Allocation To General Plan Buildout: 86.88%

Reference Document:
None, projections are based upon a staff application of General Plan based response times.

Project Timing:
The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$3,244,780	$3,244,780
TOTAL COST:	$0	$0	$0	$0	$3,244,780	$3,244,780

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Fire Suppression Facilities, Vehicles And Equipment

Project Title / Ref#: Share Of Common City Yard Improvements **FS -021**

Submitting Departments: Fire Department

Project Description:

Construct the following improvements: 1) Reconfigure some 60,000 square feet of a recently acquired warehouse and office space. 2) Pave approximately ten acres of currently dirt parking lot, primarily for the refuse operation refueling area. 3) Construct additional fleet maintenance operations bays. 4) Construct a new welding shop. 5) Increase security through additional fencing and lighting. and 6) Construct additional CNG fueling stations. The combined improvements have a total projected cost of $44.5 million and are spread between all City operations that make use of the City yard.

Justification / Consequences of Avoidance:

This amount represents the proportional amount of a total estimated $44.4 million in structural improvements to the City maintenance yard necessary to meet the increasing demands for greater fire suppression system vehicle maintenance capacity. The City has acquired adequate land and has existing structural capacity for the various maintenance demands. This demand for additional structural capacity results from the doubling of demand on all public infrastructures resulting from the development of the Ontario Ranch area and remaining portions of the General City.

Relationship to General Plan Development:

The project fully benefits new development in the General City and Ontario Ranch areas.

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Allocation To General Plan Buildout: 100.00%

Reference Document:

None, projections are based upon a staff application of General Plan based response times.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$166,582	$166,582
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$1,110,549	$1,110,549
4. Contingency	$0	$0	$0	$0	$127,714	$127,714
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$1,404,845	$1,404,845

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Fire Suppression Facilities, Vehicles And Equipment

Project Title / Ref#: Project Completed Or No Longer Needed **FS -022**

Submitting Departments: Fire Department

Project Description:
The Station #7 land acquisition and construction project has been completed

Justification / Consequences of Avoidance:
No longer necessary.

Relationship to General Plan Development:
N/A.

Allocation To General Plan Buildout: 0.00%

Reference Document:
The project is no longer needed, but has been included to act as a project number placeholder.

Project Timing:
The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction (Final Cost)	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$0	$0

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Fire Suppression Facilities, Vehicles And Equipment

Project Title / Ref#: Fire Station Operations #1 Relocation **FS -023**

Submitting Departments: Fire Department

Project Description:

This project consists of relocating Station #1 from its current location at 425 East B Street. The station would consist of five 1,400 square foot bays and living quarters for eight on-duty fire fighters, a fire investigator and a battalion chief. The desired location for relocation would be parcels at the corner of D Street and Sultana Avenue.

Justification / Consequences of Avoidance:

The current Fire Station #1 is over 60 years old and is in need of major and repeating repairs; additionally the station is not adequately sized to safely house the current personnel, equipment and apparatus needed at this very central location. The current parcel is undersized at 0.55 acres. The proposed location will allow for more rapid responses to emergency incidents in and around the downtown area as well as providing a more efficient and effective working environment for the response fire personnel.

Relationship to General Plan Development:

The facility relocation is needed to accommodate full General Plan development in the General City area without adding significant staffing costs.

Allocation To General Plan Buildout: 35.00%

Reference Document:

None, projections are based upon a staff application of General Plan based response times.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$1,377,893	$1,377,893
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$1,179,035	$1,179,035
3. Construction (Final Cost)	$0	$0	$0	$0	$12,529,000	$12,529,000
4. Contingency	$0	$0	$0	$0	$756,203	$756,203
5. Equipment / Other	$0	$0	$0	$0	$1,249,925	$1,249,925
TOTAL COST:	$0	$0	$0	$0	$17,092,056	$17,092,056

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Fire Suppression Facilities, Vehicles And Equipment

Project Title / Ref#: Expand Station #3 (East Francis) **FS -024**

Submitting Departments: Fire Department

Project Description:

Expand Station #3 to accommodate a second company. The existing station, the City's smallest, is located at 1408 East Francis adjacent to the fire and emergency training center. The expansion would consist of two bays at a total of 2,800 square feet, 745 square feet of mechanical and storage space and 2,070 square feet of additional dorm/shower/living space.

Justification / Consequences of Avoidance:

Full development in the General City area will more than double the annual medic/fire/emergency calls-for-service requiring the addition of an additional company. This station is centrally located and can respond to a great many of these additional calls-for-service.

Relationship to General Plan Development:

The facility expansion will be required to accommodate the additional calls-for-service resulting from full development within the General City area.

Allocation To General Plan Buildout: 100.00%

Reference Document:

None, projections are based upon a staff application of General Plan based response times.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$599,346	$599,346
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction (Final Cost)	$0	$0	$0	$0	$3,995,639	$3,995,639
4. Contingency	$0	$0	$0	$0	$459,498	$459,498
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$5,054,483	$5,054,483

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Fire Suppression Facilities, Vehicles And Equipment

Project Title / Ref#: Project Completed Or No Longer Needed **FS -025**

Submitting Departments: Fire Department

Project Description:
Project was completed.

Justification / Consequences of Avoidance:
N/A

Relationship to General Plan Development:
N/A

Allocation To General Plan Buildout: 0.00%

Reference Document:
The project is no longer needed, but has been included to act as a project number placeholder.

Project Timing:
The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$0	$0

City of Ontario
Circulation
(Streets, Signals and Bridges)
System

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CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan - All Plan Areas

Local Circulation (Streets, Bridges & Signals) System

MFP 2021-2022 Update

		FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build	Project Build Out Total
ST -001	Archibald Avenue From Riverside To Edison	$0	$0	$0	$0	$276,976	$276,976
ST -002	Archibald Avenue From Edison To South City Limit	$0	$0	$0	$0	$321,849	$321,849
ST -003	Bellegrave Avenue From Archibald To Milliken	$0	$0	$0	$0	$1,709,677	$1,709,677
ST -004	Campus Avenue From Riverside To Merrill	$0	$0	$0	$0	$5,125,449	$5,125,449
ST -005	Chino Avenue From Euclid To Milliken	$0	$0	$0	$0	$7,955,573	$7,955,573
ST -006	Mill Creek Avenue From Riverside To Bellegrave	$0	$0	$0	$0	$2,924,646	$2,924,646
ST -007	Edison Avenue From Euclid To Walker	$0	$0	$0	$0	$11,315,002	$11,315,002
ST -008	Edison Avenue From Walker To Vineyard	$0	$0	$0	$0	$3,336,357	$3,336,357
ST -009	Edison Avenue From Vineyard To Mill Creek	$0	$0	$0	$0	$7,492,465	$7,492,465
ST -010	Edison Avenue From Mill Creek To Milliken	$0	$0	$0	$0	$809,769	$809,769
ST -011	Eucalyptus Avenue From Euclid To Milliken	$0	$0	$0	$0	$8,764,717	$8,764,717
ST -012	Euclid Avenue From Riverside To Merrill	$0	$0	$0	$0	$11,910,586	$11,910,586
ST -013	Grove Avenue From Riverside To Merrill	$0	$0	$0	$0	$8,293,822	$8,293,822
ST -014	Haven Avenue From Riverside To Bellegrave	$0	$0	$0	$0	$5,301,689	$5,301,689
ST -015	Merrill Avenue From Euclid To Archibald	$0	$0	$0	$0	$5,753,226	$5,753,226
ST -016	Milliken Avenue From Riverside To Edison	$0	$0	$0	$0	$4,703,562	$4,703,562
ST -017	Milliken Avenue From Edison To Bellegrave	$0	$0	$0	$0	$2,406,049	$2,406,049
ST -018	Hellman Avenue From Riverside To Merrill	$0	$0	$0	$0	$3,916,058	$3,916,058
ST -019	Riverside Drive From Euclid To Milliken	$0	$0	$0	$0	$4,567,977	$4,567,977
ST -020	Schaefer Avenue From Euclid To Haven	$0	$0	$0	$0	$6,470,318	$6,470,318

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CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan - All Plan Areas

Local Circulation (Streets, Bridges & Signals) System

MFP 2021-2022 Update

		FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build	Project Build Out Total
ST -021	Turner Avenue From Riverside To Schaefer	$0	$0	$0	$0	$314,257	$314,257
ST -022	Vineyard Avenue From Riverside To Merrill	$0	$0	$0	$0	$11,505,904	$11,505,904
ST -023	Walker Avenue From Riverside To Merrill	$0	$0	$0	$0	$3,915,292	$3,915,292
ST -024	Ontario Ranch Traffic Control System	$0	$0	$0	$0	$25,812,097	$25,812,097
ST -025	Non-Dev. ROW, Frontage Imps. & SCE Pole Relocations	$0	$0	$0	$0	$51,368,402	$51,368,402
ST -026	Additional SCE Pole Relocation	$0	$0	$0	$0	$664,000	$664,000
ST -027	Project No Longer Needed	$0	$0	$0	$0	$0	$0
ST -028	Project No Longer Needed	$0	$0	$0	$0	$0	$0
ST -029	OR Offsite Cantu Galleano Widening, I-15 To Milliken	$0	$0	$0	$0	$2,343,127	$2,343,127
ST -030	OR Offsite Euclid Avenue Improvements, Merrill To US-71	$0	$0	$0	$0	$6,487,700	$6,487,700
ST -031	OR Offsite Archibald Avenue Bridge Over The Santa Ana River	$0	$0	$0	$0	$265,561	$265,561
ST -032	OR Offsite Hamner Avenue Bridge Over The Santa Ana River	$0	$0	$0	$0	$614,318	$614,318
ST -033	General City Street Lights	$0	$0	$0	$0	$3,449,315	$3,449,315
ST -034	General City Traffic Signals	$0	$0	$0	$0	$16,587,656	$16,587,656
ST -035	Benson Avenue From Mission To Philadelphia	$0	$0	$0	$0	$898,664	$898,664
ST -036	Mountain Avenue From Sixth To Holt	$0	$0	$0	$0	$2,630,159	$2,630,159
ST -037	Project Completed Or No Longer Needed	$0	$0	$0	$0	$0	$0
ST -038	Bon View Avanue From Holt To Mission	$0	$0	$0	$0	$1,172,758	$1,172,758
ST -039	Bon View Avenue From Mission To Belmont	$0	$0	$0	$0	$659,505	$659,505
ST -040	Project No Longer Needed	$0	$0	$0	$0	$0	$0

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CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan - All Plan Areas

Local Circulation (Streets, Bridges & Signals) System

MFP 2021-2022 Update

		FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build	Project Build Out Total
ST -041	Project No Longer Needed	$0	$0	$0	$0	$0	$0
ST -042	Grove Avenue From I-10 Freeway To Holt	$0	$0	$0	$0	$37,893,616	$37,893,616
ST -043	Turner Avenue From Inland Empire Boulevard To Fourth	$0	$0	$0	$0	$740,915	$740,915
ST -044	Archibald Avenue From Fourth To Guasti Park Entrance	$0	$0	$0	$0	$1,993,436	$1,993,436
ST -045	Milliken Avenue From SR-60 To Riverside	$0	$0	$0	$0	$395,257	$395,257
ST -046	Project Is No Longer Needed	$0	$0	$0	$0	$0	$0
ST -047	Etiwanda Avenue At Airport Drive	$0	$0	$0	$0	$8,732,855	$8,732,855
ST -048	Eighth Street From West Cucamonga Creek To Grove	$0	$0	$0	$0	$161,637	$161,637
ST -049	Project No Longer Needed	$0	$0	$0	$0	$0	$0
ST -050	Fourth Street From Palmetto To San Antonio	$0	$0	$0	$0	$1,224,737	$1,224,737
ST -051	Fourth Street From Campus To Cucamonga	$0	$0	$0	$0	$1,015,343	$1,015,343
ST -052	Fourth Street From Vineyard To Archibald	$0	$0	$0	$0	$654,975	$654,975
ST -053	Holt Boulevard From Benson To Vineyard	$0	$0	$0	$0	$50,897,689	$50,897,689
ST -054	Guasti Road From Holt To Archibald	$0	$0	$0	$0	$966,772	$966,772
ST -055	State Street From Benson To Grove	$0	$0	$0	$0	$4,795,686	$4,795,686
ST -056	Airport Drive Under The I-15 Freeway	$0	$0	$0	$0	$3,004,539	$3,004,539
ST -057	Project No Longer Needed	$0	$0	$0	$0	$0	$0
ST -058	Mission Boulevard From Cypress To Grove	$0	$0	$0	$0	$5,492,817	$5,492,817
ST -059	Mission Boulevard From Grove To Milliken	$0	$0	$0	$0	$10,828,222	$10,828,222
ST -060	Phillips Street From Benson To Mountain	$0	$0	$0	$0	$556,398	$556,398

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CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan - All Plan Areas

Local Circulation (Streets, Bridges & Signals) System

MFP 2021-2022 Update

		FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build	Project Build Out Total
ST -081	Mission Boulevard Bridge Over Cucmonga Creek	$0	$0	$0	$0	$2,049,478	$2,049,478
ST -082	Francis Street Bridge Over Cucamonga Creek	$0	$0	$0	$0	$1,874,522	$1,874,522
ST -083	Philadelphia Street Bridge Over Cucamonga Creek	$0	$0	$0	$0	$222,963	$222,963
ST -084	Riverside Drive Bridge Over Cucamonga Creek	$0	$0	$0	$0	$1,093,633	$1,093,633
ST -085	Archibald Avenue Bridge Over Upper Deer Creek	$0	$0	$0	$0	$1,257,032	$1,257,032
ST -086	Archibald Avenue Bridge Over Upper Deer Creek Spillway	$0	$0	$0	$0	$1,759,846	$1,759,846
ST -087	Project Completed Or No Longer Needed	$0	$0	$0	$0	$0	$0
ST -088	Project Completed Or No Longer Needed	$0	$0	$0	$0	$0	$0
ST -089	Archibald Avenue Bridge Over Lower Deer Creek	$0	$0	$0	$0	$371,964	$371,964
ST -090	Project No Longer Needed	$0	$0	$0	$0	$0	$0
ST -091	Grove Avenue Grade Separation Under UPRR/Alhambra Line	$0	$0	$0	$0	$11,034,119	$11,034,119
ST -092	Milliken (N) Grade Separation Under UPRR/Alhambra	$0	$0	$0	$0	$26,735,802	$26,735,802
ST -093	Project Has Been Completed	$0	$0	$0	$0	$0	$0
ST -094	Project Has Been Completed	$0	$0	$0	$0	$0	$0
ST -095	Archibald (S) Line Grade Separation Over UPRR/LA	$0	$0	$0	$0	$59,529,194	$59,529,194
ST -096	San Antonio (S) Line Grade Separation Under UPRR/Alhambra	$0	$0	$0	$0	$24,904,800	$24,904,800
ST -097	Campus (S) Line Grade Separation Under UPRR/Alhambra	$0	$0	$0	$0	$24,904,800	$24,904,800
ST -098	Project No Longer Needed	$0	$0	$0	$0	$0	$0
ST -099	Vine (S) Line Grade Separation Under UPRR/LA Line	$0	$0	$0	$0	$21,791,700	$21,791,700
ST -100	Sultana (S) Line Grade Separation Under UPRR/LA Line	$0	$0	$0	$0	$21,791,700	$21,791,700

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CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan - All Plan Areas

Local Circulation (Streets, Bridges & Signals) System

MFP 2021-2022 Update

		FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build	Project Build Out Total
ST -101	Bon View (S) Grade Separation Under UPRR/LA Line	$0	$0	$0	$0	$21,791,700	$21,791,700
ST -102	Pavement Management System Rehabilitation Program	$0	$0	$0	$0	$27,863,941	$27,863,941
ST -103	Circulation System Maintenance Vehicles	$0	$0	$0	$0	$3,595,574	$3,595,574
ST -104	Great Park Bridge Over Archibald Avenue	$0	$0	$0	$0	$5,177,843	$5,177,843
ST -105	SR-60 At Vineyard Interchange Reconstruction/Expansion	$0	$0	$0	$0	$52,725,537	$52,725,537
ST -106	SR-60 At Archibald Interchange Reconstruction/Expansion	$0	$0	$0	$0	$12,990,458	$12,990,458
ST -107	SR-60 At Euclid Interchange Reconstruction/Expansion	$0	$0	$0	$0	$5,915,683	$5,915,683
ST -108	SR-60 At Grove Interchange Reconstruction/Expansion	$0	$0	$0	$0	$52,435,737	$52,435,737
ST -109	SR-60 At Mountain Interchange Reconstruction/Expansion	$0	$0	$0	$0	$15,565,500	$15,565,500
ST -110	Project No Longer Needed.	$0	$0	$0	$0	$0	$0
ST -111	I-10 Freeway At Grove/Fourth	$0	$0	$0	$0	$182545,236	$182545,236
ST -112	Traffic Signal System Control And Operations Center	$0	$0	$0	$0	$2,281,811	$2,281,811
ST -113	General City Backbone Signal Interconnect	$0	$0	$0	$0	$2,698,020	$2,698,020
ST -114	I-10 At Euclid Avenue Eastbound On Ramp	$0	$0	$0	$0	$9,243,354	$9,243,354
ST -115	Project No Longer Needed	$0	$0	$0	$0	$0	$0
ST -116	I-10 At Vineyard Interchange Reconstruction/Expansion	$0	$0	$0	$0	$2,738,474	$2,738,474
ST -117	Ontario Ranch Street/Trails Separation	$0	$0	$0	$0	$2,328,050	$2,328,050
ST -118	Hellman Avenue Bridge Over Cucamonga Creek	$0	$0	$0	$0	$2,183,267	$2,183,267
ST -119	Project Completed Or No Longer Necessary	$0	$0	$0	$0	$0	$0
ST -120	Project Has Been Completed Or No Longer Necessary	$0	$0	$0	$0	$0	$0

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CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan - All Plan Areas

Local Circulation (Streets, Bridges & Signals) System

MFP 2021-2022 Update

		FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build	Project Build Out Total
ST -121	Schaefer Avenue Bridge Over Cucamonga Creek	$0	$0	$0	$0	$6,946,758	$6,946,758
ST -122	Schaefer Avenue Bridge Over Cucamonga Creek Spillway	$0	$0	$0	$0	$12,349,792	$12,349,792
ST -123	Edison Avenue Bridge Over Cucamonga Creek	$0	$0	$0	$0	$17,995,412	$17,995,412
ST -124	Eucalyptus Avenue Bridge Over Cucamonga Creek	$0	$0	$0	$0	$11,000,000	$11,000,000
ST -125	Merrill Avenue Bridge Over Cucamonga Creek	$0	$0	$0	$0	$11,000,000	$11,000,000
ST -126	Share Of Common City Yard Improvements	$0	$0	$0	$0	$1,915,576	$1,915,576
ST -127	Ontario Ranch Bus Stop Shelters	$0	$0	$0	$0	$3,088,824	$3,088,824
ST -128	Ontario Ranch Design Studies	$0	$0	$0	$0	$1,074,109	$1,074,109
ST -129	Fourth Street Under The I-10 Freeway	$0	$0	$0	$0	$20,757,659	$20,757,659
ST -130	Guasti Road Extension From 1,530' E/O Haven Easterly 310'	$0	$0	$0	$0	$607,375	$607,375
ST -131	Ontario Traffic Study	$0	$0	$0	$0	$94,815	$94,815
	TOTALS	$0	$0	$0	$0	$65,494,324	$65,494,324

Notes:
1) If project timing is not a component of this effort, then all projects default to their "Thru Build Out" amount.

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CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Archibald Avenue From Riverside To Edison **ST -001**

Submitting Departments: Engineering Department

Project Description:

Construct the additional lanes beyond the curb adjacent lane in each direction on Archibald Avenue from Riverside Drive to Edison Avenue (about 7,800 linear feet). The project segment, which may include one or more traffic signals included on ST-024, will be one of the key arterials/collectors servicing the Ontario Ranch area. Project costs include the raised landscape median and all lanes except the curb adjacent lane. The construction of the curb adjacent lane and frontage improvements will be constructed as a condition of approval. Contingency is included at 10% of the estimated construction cost. Project administration, consisting of engineering, construction management and contract administration is included at 15% of the combined construction and contingency costs.

Justification / Consequences of Avoidance:

The City of Ontario's General Plan has identified these improvements as necessary to maintain an acceptable level of service (LOS). Failure to make the General Plan's recommended improvements would result in an unacceptable LOS F.

Relationship to General Plan Development:

The project is required to accommodate the traffic generated from the Ontario Ranch development as identified in the Ontario Ranch land use database.

Allocation To General Plan Buildout: 100.00%

Reference Document:

Master Plan of Streets and Highways (September, 2011).

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$36,127	$36,127
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$218,954	$218,954
4. Contingency (In Construction Costs	$0	$0	$0	$0	$21,895	$21,895
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$276,976	$276,976

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Archibald Avenue From Edison To South City Limit **ST -002**

Submitting Departments: Engineering Department

Project Description:

Construct the additional lanes beyond the curb adjacent lane in each direction on Archibald Avenue from Edison Avenue to South City Limit (about 7,200 linear feet). The project segment, which may include one or more traffic signals included on ST-024, will be one of the key arterials/collectors servicing the Ontario Ranch area. Project costs include the raised landscape median and all lanes except the curb adjacent lane. The construction of the curb adjacent lane and frontage improvements will be constructed as a condition of approval. Contingency is included at 10% of the estimated construction cost. Project administration, consisting of engineering, construction management and contract administration is included at 15% of the combined construction and contingency costs.

Justification / Consequences of Avoidance:

The City of Ontario's General Plan has identified these improvements as necessary to maintain an acceptable level of service (LOS). Failure to make the General Plan's recommended improvements would result in an unacceptable LOS F.

Relationship to General Plan Development:

The project is required to accommodate the traffic generated from the Ontario Ranch development as identified in the Ontario Ranch land use database.

Allocation To General Plan Buildout: 100.00%

Reference Document:

Master Plan of Streets and Highways (September, 2011).

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$41,981	$41,981
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$254,425	$254,425
4. Contingency	$0	$0	$0	$0	$25,443	$25,443
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$321,849	$321,849

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Bellegrave Avenue From Archibald To Milliken **ST -003**

Submitting Departments: Engineering Department

Project Description:

Construct the additional lanes beyond the curb adjacent lane in each direction on Bellegrave Avenue from Archibald Avenue to Haven Avenue and only on the north side from Haven Avenue to Milliken Avenue (about 10,900 linear feet). The project segment, which may include one or more traffic signals included on ST-024, will be one of the key arterials/collectors servicing the Ontario Ranch area. Project costs include the raised landscape median and all lanes except the curb adjacent lane. The construction of the curb adjacent lane and frontage improvements will be constructed as a condition of approval. Contingency is included at 10% of the estimated construction cost. Project administration, consisting of engineering, construction management and contract administration is included at 15% of the combined construction and contingency costs.

Justification / Consequences of Avoidance:

The City of Ontario's General Plan has identified these improvements as necessary to maintain an acceptable level of service (LOS). Failure to make the General Plan's recommended improvements would result in an unacceptable LOS F.

Relationship to General Plan Development:

The project is required to accommodate the traffic generated from the Ontario Ranch development as identified in the Ontario Ranch land use database.

Allocation To General Plan Buildout: 100.00%

Reference Document:

Master Plan of Streets and Highways (September, 2011).

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$223,001	$223,001
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$1,351,523	$1,351,523
4. Contingency	$0	$0	$0	$0	$135,153	$135,153
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$1,709,677	$1,709,677

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Campus Avenue From Riverside To Merrill **ST -004**

Submitting Departments: Engineering Department

Project Description:

Construct the additional lanes beyond the curb adjacent lane in each direction on Campus Avenue from Riverside to Merrill (13,200 linear feet). The project segment, which may include one or more traffic signals included on ST-024, will be one of the key arterials/collectors servicing the Ontario Ranch area. Project costs include the raised landscape median and all lanes except the curb adjacent lane. The construction of the curb adjacent lane and frontage improvements will be constructed as a condition of approval except for a portion from Schaefer to approximately 1271' south of Schaefer. The last lane improvements include neighborhood edge and fiber optic for this portion are included in the project costs. Contingency is included at 10% of the estimated construction cost. Project administration, consisting of engineering, construction management and contract administration is included at 15% of the combined construction and contingency costs.

Justification / Consequences of Avoidance:

The City of Ontario's General Plan has identified these improvements as necessary to maintain an acceptable level of service (LOS). Failure to make the General Plan's recommended improvements would result in an unacceptable LOS F.

Relationship to General Plan Development:

The project is required to accommodate the traffic generated from the Ontario Ranch development as identified in the Ontario Ranch land use database.

Allocation To General Plan Buildout: 100.00%

Reference Document:

Master Plan of Streets and Highways (September, 2011).

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$668,538	$668,538
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$4,051,738	$4,051,738
4. Contingency	$0	$0	$0	$0	$405,173	$405,173
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$5,125,449	$5,125,449

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Chino Avenue From Euclid To Milliken **ST -005**

Submitting Departments: Engineering Department

Project Description:

Construct the additional lanes beyond the curb adjacent lane in each direction on Chino Avenue from Euclid Avenue to Milliken Avenue (about 27,700 linear feet). The project segment, which may include one or more traffic signals included on ST-024, will be one of the key arterials/collectors servicing the Ontario Ranch area. Project costs include the raised landscape median and all lanes except the curb adjacent lane. The construction of the curb adjacent lane and frontage improvements will be constructed as a condition of approval. Contingency is included at 10% of the estimated construction cost. Project administration, consisting of engineering, construction management and contract administration is included at 15% of the combined construction and contingency costs.

Justification / Consequences of Avoidance:

The City of Ontario's General Plan has identified these improvements as necessary to maintain an acceptable level of service (LOS). Failure to make the General Plan's recommended improvements would result in an unacceptable LOS F.

Relationship to General Plan Development:

The project is required to accommodate the traffic generated from the Ontario Ranch development as identified in the Ontario Ranch land use database.

Allocation To General Plan Buildout: 100.00%

Reference Document:

Master Plan of Streets and Highways (September, 2011).

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$1,037,683	$1,037,683
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$6,288,991	$6,288,991
4. Contingency	$0	$0	$0	$0	$628,899	$628,899
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$7,955,573	$7,955,573

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Mill Creek Avenue From Riverside To Bellegrave **ST -006**

Submitting Departments: Engineering Department

Project Description:

Construct the additional lanes beyond the curb adjacent lane in each direction on Mill Creek Avenue from Riverside Drive to Bellegrave Avenue (about 11,900 linear feet). The project segment, which may include one or more traffic signals included on ST-024, will be one of the key arterials/collectors servicing the Ontario Ranch area. Project costs include the raised landscape median and all lanes except the curb adjacent lane. The construction of the curb adjacent lane and frontage improvements will be constructed as a condition of approval. Contingency is included at 10% of the estimated construction cost. Project administration, consisting of engineering, construction management and contract administration is included at 15% of the combined construction and contingency costs.

Justification / Consequences of Avoidance:

The City of Ontario's General Plan has identified these improvements as necessary to maintain an acceptable level of service (LOS). Failure to make the General Plan's recommended improvements would result in an unacceptable LOS F.

Relationship to General Plan Development:

The project is required to accommodate the traffic generated from the Ontario Ranch development as identified in the Ontario Ranch land use database.

Allocation To General Plan Buildout: 100.00%

Reference Document:

Master Plan of Streets and Highways (September, 2011).

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$381,476	$381,476
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$2,311,973	$2,311,973
4. Contingency	$0	$0	$0	$0	$231,197	$231,197
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$2,924,646	$2,924,646

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Edison Avenue From Euclid To Walker **ST -007**

Submitting Departments: Engineering Department

Project Description:

Construct the additional lanes beyond the curb adjacent lane in each direction on Edison Avenue from Euclid Avenue to Walker Avenue (about 9,200 linear feet). The project segment, which may include one or more traffic signals included on ST-024, will be one of the key arterials/collectors servicing the Ontario Ranch area. Project costs include the raised landscape median and all lanes except the curb adjacent lane. The construction of the curb adjacent lane and frontage improvements will be constructed as a condition of approval. Contingency is included at 10% of the estimated construction cost. Project administration, consisting of engineering, construction management and contract administration is included at 15% of the combined construction and contingency costs.

Justification / Consequences of Avoidance:

The City of Ontario's General Plan has identified these improvements as necessary to maintain an acceptable level of service (LOS). Failure to make the General Plan's recommended improvements would result in an unacceptable LOS F.

Relationship to General Plan Development:

The project is required to accommodate the traffic generated from the Ontario Ranch development as identified in the Ontario Ranch land use database.

Allocation To General Plan Buildout: 100.00%

Reference Document:

Master Plan of Streets and Highways (September, 2011).

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$1,475,869	$1,475,869
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$8,944,666	$8,944,666
4. Contingency (In Construction Costs	$0	$0	$0	$0	$894,467	$894,467
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$11,315,002	$11,315,002

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Edison Avenue From Walker To Vineyard **ST -008**

Submitting Departments: Engineering Department

Project Description:

Construct the additional lanes beyond the curb adjacent lane in each direction on Edison Avenue from Walker Avenue to Vineyard Avenue (about 2,600 linear feet). The project segment, which may include one or more traffic signals included on ST-024, will be one of the key arterials/collectors servicing the Ontario Ranch area. Project costs include the raised landscape median and all lanes except the curb adjacent lane. The construction of the curb adjacent lane and frontage improvements will be constructed as a condition of approval. Contingency is included at 10% of the estimated construction cost. Project administration, consisting of engineering, construction management and contract administration is included at 15% of the combined construction and contingency costs.

Justification / Consequences of Avoidance:

The City of Ontario's General Plan has identified these improvements as necessary to maintain an acceptable level of service (LOS). Failure to make the General Plan's recommended improvements would result in an unacceptable LOS F.

Relationship to General Plan Development:

The project is required to accommodate the traffic generated from the Ontario Ranch development as identified in the Ontario Ranch land use database.

Allocation To General Plan Buildout: 100.00%

Reference Document:

Master Plan of Streets and Highways (September, 2011).

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$435,178	$435,178
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$2,637,436	$2,637,436
4. Contingency	$0	$0	$0	$0	$263,743	$263,743
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$3,336,357	$3,336,357

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Edison Avenue From Vineyard To Mill Creek **ST -009**

Submitting Departments: Engineering Department

Project Description:

Construct the additional lanes beyond the curb adjacent lane in each direction on Edison Avenue from Vineyard Avenue to Mill Creek Avenue (about 13,200 linear feet). The project segment, which may include one or more traffic signals included on ST-024, will be one of the key arterials/collectors servicing the Ontario Ranch area. Project costs include the raised landscape median and all lanes except the curb adjacent lane. The construction of the curb adjacent lane and frontage improvements will be constructed as a condition of approval. Contingency is included at 10% of the estimated construction cost. Project administration, consisting of engineering, construction management and contract administration is included at 15% of the combined construction and contingency costs.

Justification / Consequences of Avoidance:

The City of Ontario's General Plan has identified these improvements as necessary to maintain an acceptable level of service (LOS). Failure to make the General Plan's recommended improvements would result in an unacceptable LOS F.

Relationship to General Plan Development:

The project is required to accommodate the traffic generated from the Ontario Ranch development as identified in the Ontario Ranch land use database.

Allocation To General Plan Buildout: 100.00%

Reference Document:

Master Plan of Streets and Highways (September, 2011).

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$977,277	$977,277
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$5,922,898	$5,922,898
4. Contingency	$0	$0	$0	$0	$592,290	$592,290
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$7,492,465	$7,492,465

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Edison Avenue From Mill Creek To Milliken **ST -010**

Submitting Departments: Engineering Department

Project Description:

Construct the additional lanes beyond the curb adjacent lane in each direction on Edison Avenue from Mill Creek Avenue to Milliken Avenue (about 2,600 linear feet). The project segment, which may include one or more traffic signals included on ST-024, will be one of the key arterials/collectors servicing the Ontario Ranch area. Project costs include the raised landscape median and all lanes except the curb adjacent lane. The construction of the curb adjacent lane and frontage improvements will be constructed as a condition of approval. Contingency is included at 10% of the estimated construction cost. Project administration, consisting of engineering, construction management and contract administration is included at 15% of the combined construction and contingency costs.

Justification / Consequences of Avoidance:

The City of Ontario's General Plan has identified these improvements as necessary to maintain an acceptable level of service (LOS). Failure to make the General Plan's recommended improvements would result in an unacceptable LOS F.

Relationship to General Plan Development:

The project is required to accommodate the traffic generated from the Ontario Ranch development as identified in the Ontario Ranch land use database.

Allocation To General Plan Buildout: 100.00%

Reference Document:

Master Plan of Streets and Highways (September, 2011).

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$105,622	$105,622
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$640,134	$640,134
4. Contingency	$0	$0	$0	$0	$64,013	$64,013
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$809,769	$809,769

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Eucalyptus Avenue From Euclid To Milliken **ST -011**

Submitting Departments: Engineering Department

Project Description:

Construct the additional lanes beyond the curb adjacent lane in each direction on Eucalyptus Avenue from Euclid Avenue to Milliken Avenue (about 27,700 linear feet). The project segment, which may include one or more traffic signals included on ST-024, will be one of the key arterials/collectors servicing the Ontario Ranch area. Project costs include the raised landscape median and all lanes except the curb adjacent lane. The construction of the curb adjacent lane and frontage improvements will be constructed as a condition of approval. Contingency is included at 10% of the estimated construction cost. Project administration, consisting of engineering, construction management and contract administration is included at 15% of the combined construction and contingency costs.

Justification / Consequences of Avoidance:

The City of Ontario's General Plan has identified these improvements as necessary to maintain an acceptable level of service (LOS). Failure to make the General Plan's recommended improvements would result in an unacceptable LOS F.

Relationship to General Plan Development:

The project is required to accommodate the traffic generated from the Ontario Ranch development as identified in the Ontario Ranch land use database.

Allocation To General Plan Buildout: 100.00%

Reference Document:

Master Plan of Streets and Highways (September, 2011).

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$1,143,224	$1,143,224
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$6,928,630	$6,928,630
4. Contingency	$0	$0	$0	$0	$692,863	$692,863
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$8,764,717	$8,764,717

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Euclid Avenue From Riverside To Merrill **ST -012**

Submitting Departments: Engineering Department

Project Description:

Construct the additional lanes beyond the curb adjacent lane on the east half of Euclid Avenue from Riverside to Merrill (about 13,200 linear feet). The project segment, which may include one or more traffic signals included on ST-024, will be one of the key arterials/collectors servicing the Ontario Ranch area. Project costs include the raised landscape median and all lanes except the curb adjacent lane. The construction of the curb adjacent lane and frontage improvements will be constructed as a condition of approval. Contingency is included at 10% of the estimated construction cost. Project administration, consisting of engineering, construction management and contract administration is included at 15% of the combined construction and contingency costs.

Justification / Consequences of Avoidance:

The City of Ontario's General Plan has identified these improvements as necessary to maintain an acceptable level of service (LOS). Failure to make the General Plan's recommended improvements would result in an unacceptable LOS F.

Relationship to General Plan Development:

The project is required to accommodate the traffic generated from the Ontario Ranch development as identified in the Ontario Ranch land use database.

Allocation To General Plan Buildout: 100.00%

Reference Document:

Master Plan of Streets and Highways (September, 2011).

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$1,553,556	$1,553,556
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$9,415,483	$9,415,483
4. Contingency	$0	$0	$0	$0	$941,547	$941,547
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$11,910,586	$11,910,586

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Grove Avenue From Riverside To Merrill **ST -013**

Submitting Departments: Engineering Department

Project Description:

Construct the additional lanes beyond the curb adjacent lane in each direction on Grove Avenue from Riverside Drive to Merrill Avenue (about 13,200 linear feet). The project segment, which may include one or more traffic signals included on ST-024, will be one of the key arterials/collectors servicing the Ontario Ranch area. Project costs include the raised landscape median and all lanes except the curb adjacent lane. The construction of the curb adjacent lane and frontage improvements will be constructed as a condition of approval. Contingency is included at 10% of the estimated construction cost. Project administration, consisting of engineering, construction management and contract administration is included at 15% of the combined construction and contingency costs.

Justification / Consequences of Avoidance:

The City of Ontario's General Plan has identified these improvements as necessary to maintain an acceptable level of service (LOS). Failure to make the General Plan's recommended improvements would result in an unacceptable LOS F.

Relationship to General Plan Development:

The project is required to accommodate the traffic generated from the Ontario Ranch development as identified in the Ontario Ranch land use database.

Allocation To General Plan Buildout: 100.00%

Reference Document:

Master Plan of Streets and Highways (September, 2011).

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$1,081,804	$1,081,804
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$6,556,381	$6,556,381
4. Contingency	$0	$0	$0	$0	$655,637	$655,637
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$8,293,822	$8,293,822

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Haven Avenue From Riverside To Bellegrave **ST -014**

Submitting Departments: Engineering Department

Project Description:

Construct the additional lanes beyond the curb adjacent lane in each direction on Haven Avenue from Riverside Drive to Bellegrave Avenue (about 13,200 linear feet). The project segment, which may include one or more traffic signals included on ST-024, will be one of the key arterials/collectors servicing the Ontario Ranch area. Project costs include the raised landscape median and all lanes except the curb adjacent lane. The construction of the curb adjacent lane and frontage improvements will be constructed as a condition of approval. Contingency is included at 10% of the estimated construction cost. Project administration, consisting of engineering, construction management and contract administration is included at 15% of the combined construction and contingency costs.

Justification / Consequences of Avoidance:

The City of Ontario's General Plan has identified these improvements as necessary to maintain an acceptable level of service (LOS). Failure to make the General Plan's recommended improvements would result in an unacceptable LOS F.

Relationship to General Plan Development:

The project is required to accommodate the traffic generated from the Ontario Ranch development as identified in the Ontario Ranch land use database.

Allocation To General Plan Buildout: 100.00%

Reference Document:

Master Plan of Streets and Highways (September, 2011).

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$691,524	$691,524
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$4,191,058	$4,191,058
4. Contingency	$0	$0	$0	$0	$419,107	$419,107
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$5,301,689	$5,301,689

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Merrill Avenue From Euclid To Archibald **ST -015**

Submitting Departments: Engineering Department

Project Description:

Construct the additional lanes beyond the curb adjacent lane on north side of Merrill Avenue from Euclid Avenue to Carpenter Avenue and in each direction from Carpenter Avenue to Archibald Avenue (about 17,300 linear feet). The project segment, which may include one or more traffic signals included on ST-024, will be one of the key arterials/collectors servicing the Ontario Ranch area. Project costs include the raised landscape median and all lanes except the curb adjacent lane. The construction of the curb adjacent lane and frontage improvements will be constructed as a condition of approval. Contingency is included at 10% of the estimated construction cost. Project Cost will also include utility relocation on a portion of Carpenter Avenue to align with the intersection of Merrill Avenue. Project administration, consisting of engineering, construction management and contract administration is included at 15% of the combined construction and contingency costs

Justification / Consequences of Avoidance:

The City of Ontario's General Plan has identified these improvements as necessary to maintain an acceptable level of service (LOS). Failure to make the General Plan's recommended improvements would result in an unacceptable LOS F.

Relationship to General Plan Development:

The project is required to accommodate the traffic generated from the Ontario Ranch development as identified in the Ontario Ranch land use database.

Allocation To General Plan Buildout: 100.00%

Reference Document:

Master Plan of Streets and Highways (September, 2011).

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

DRAFT

PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$750,421	$750,421
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$4,548,005	$4,548,005
4. Contingency	$0	$0	$0	$0	$454,800	$454,800
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$5,753,226	$5,753,226

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Milliken Avenue From Riverside To Edison **ST -016**

Submitting Departments: Engineering Department

Project Description:

Construct the additional lanes beyond the curb adjacent lane on the west half of Milliken Avenue from Riverside Drive to Edison Avenue (about 6,500 linear feet). The project segment, which may include one or more traffic signals included on ST-024, will be one of the key arterials/collectors servicing the Ontario Ranch area. Project costs include the raised landscape median and all lanes except the curb adjacent lane. The construction of the curb adjacent lane and frontage improvements will be constructed as a condition of approval. Contingency is included at 10% of the estimated construction cost. Project administration, consisting of engineering, construction management and contract administration is included at 15% of the combined construction and contingency costs.

Justification / Consequences of Avoidance:

The City of Ontario's General Plan has identified these improvements as necessary to maintain an acceptable level of service (LOS). Failure to make the General Plan's recommended improvements would result in an unacceptable LOS F.

Relationship to General Plan Development:

The project is required to accommodate the traffic generated from the Ontario Ranch development as identified in the Ontario Ranch land use database.

Allocation To General Plan Buildout: 100.00%

Reference Document:

Master Plan of Streets and Highways (September, 2011).

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$613,508	$613,508
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$3,718,231	$3,718,231
4. Contingency	$0	$0	$0	$0	$371,823	$371,823
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$4,703,562	$4,703,562

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Milliken Avenue From Edison To Bellegrave **ST -017**

Submitting Departments: Engineering Department

Project Description:

Construct the additional lanes beyond the curb adjacent lane on the west half of Milliken Avenue from Edison Avenue to Bellegrave Avenue (about 4,500 linear feet). The project segment, which may include one or more traffic signals included on ST-024, will be one of the key arterials/collectors servicing the Ontario Ranch area. Project costs include the raised landscape median and all lanes except the curb adjacent lane. The construction of the curb adjacent lane and frontage improvements will be constructed as a condition of approval. Contingency is included at 10% of the estimated construction cost. Project administration, consisting of engineering, construction management and contract administration is included at 15% of the combined construction and contingency costs.

Justification / Consequences of Avoidance:

The City of Ontario's General Plan has identified these improvements as necessary to maintain an acceptable level of service (LOS). Failure to make the General Plan's recommended improvements would result in an unacceptable LOS F

Relationship to General Plan Development:

The project is required to accommodate the traffic generated from the Ontario Ranch development as identified in the Ontario Ranch land use database.

Allocation To General Plan Buildout: 100.00%

Reference Document:

Master Plan of Streets and Highways (September, 2011).

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$313,832	$313,832
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$1,902,015	$1,902,015
4. Contingency	$0	$0	$0	$0	$190,202	$190,202
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$2,406,049	$2,406,049

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Hellman Avenue From Riverside To Merrill **ST -018**

Submitting Departments: Engineering Department

Project Description:

Construct the additional lanes beyond the curb adjacent lane in each direction on Hellman Avenue from Riverside Drive to Merrill Avenue (about 13,200 linear feet). The project segment, which may include one or more traffic signals included on ST-024, will be one of the key arterials/collectors servicing the Ontario Ranch area. Project costs include the raised landscape median and all lanes except the curb adjacent lane. The construction of the curb adjacent lane and frontage improvements will be constructed as a condition of approval. Contingency is included at 10% of the estimated construction cost. Project administration, consisting of engineering, construction management and contract administration is included at 15% of the combined construction and contingency costs.

Justification / Consequences of Avoidance:

The City of Ontario's General Plan has identified these improvements as necessary to maintain an acceptable level of service (LOS). Failure to make the General Plan's recommended improvements would result in an unacceptable LOS F.

Relationship to General Plan Development:

The project is required to accommodate the traffic generated from the Ontario Ranch development as identified in the Ontario Ranch land use database.

Allocation To General Plan Buildout: 100.00%

Reference Document:

Master Plan of Streets and Highways (September, 2011).

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$510,792	$510,792
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$3,095,698	$3,095,698
4. Contingency	$0	$0	$0	$0	$309,568	$309,568
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$3,916,058	$3,916,058

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Riverside Drive From Euclid To Milliken **ST -019**

Submitting Departments: Engineering Department

Project Description:

Construct the additional lanes beyond the curb adjacent lane in each direction on Riverside Drive from Euclid Avenue to Milliken Avenue (about 27,800 linear feet). The project segment, which may include one or more traffic signals included on ST-024, will be one of the key arterials/collectors servicing the Ontario Ranch area. Project costs include the raised landscape median and all lanes except the curb adjacent lane. The construction of the curb adjacent lane and frontage improvements will be constructed as a condition of approval. Contingency is included at 10% of the estimated construction cost. Project administration, consisting of engineering, construction management and contract administration is included at 15% of the combined construction and contingency costs.

Justification / Consequences of Avoidance:

The City of Ontario's General Plan has identified these improvements as necessary to maintain an acceptable level of service (LOS). Failure to make the General Plan's recommended improvements would result in an unacceptable LOS F.

Relationship to General Plan Development:

The project is required to accommodate the traffic generated from the Ontario Ranch development as identified in the Ontario Ranch land use database.

Allocation To General Plan Buildout: 100.00%

Reference Document:

Master Plan of Streets and Highways (September, 2011).

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$595,823	$595,823
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$3,611,049	$3,611,049
4. Contingency	$0	$0	$0	$0	$361,105	$361,105
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$4,567,977	$4,567,977

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Schaefer Avenue From Euclid To Haven **ST -020**

Submitting Departments: Engineering Department

Project Description:

Construct the additional lanes beyond the curb adjacent lane in each direction on Schaefer Avenue from Euclid tto Haven (22,400 linear feet). The project segment, which may include one or more traffic signals included on ST-024, will be one of the key arterials/collectors servicing the Ontario Ranch area. Project costs include the raised landscape median and all lanes except the curb adjacent lane. The construction of the curb adjacent lane and frontage improvements will be constructed as a condition of approval with the exception from Campus Drive to 426' east of Campus Avenue. Contingency is included at 10% of the estimated construction cost. Project administration, consisting of engineering, construction management and contract administration is included at 15% of the combined construction and contingency costs. (Amended 09/14, text and cost).

Justification / Consequences of Avoidance:

The City of Ontario's General Plan has identified these improvements as necessary to maintain an acceptable level of service (LOS). Failure to make the General Plan's recommended improvements would result in an unacceptable LOS F.

Relationship to General Plan Development:

The project is required to accommodate the traffic generated from the Ontario Ranch development as identified in the Ontario Ranch land use database.

Allocation To General Plan Buildout: 100.00%

Reference Document:

Master Plan of Streets and Highways (September, 2011).

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$843,954	$843,954
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$5,114,876	$5,114,876
4. Contingency	$0	$0	$0	$0	$511,488	$511,488
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$6,470,318	$6,470,318

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Turner Avenue From Riverside To Schaefer **ST -021**

Submitting Departments: Engineering Department

Project Description:

Construct the additional lanes beyond the curb adjacent lane in each direction on Turner Avenue from Riverside Drive to Schaefer Avenue (about 1,100 linear feet). The project segment, which may include one or more traffic signals included on ST-024, will be one of the key arterials/collectors servicing the Ontario Ranch area. Project costs include the raised landscape median and all lanes except the curb adjacent lane. The construction of the curb adjacent lane and frontage improvements will be constructed as a condition of approval. Contingency is included at 10% of the estimated construction cost. Project administration, consisting of engineering, construction management and contract administration is included at 15% of the combined construction and contingency costs.

Justification / Consequences of Avoidance:

The City of Ontario's General Plan has identified these improvements as necessary to maintain an acceptable level of service (LOS). Failure to make the General Plan's recommended improvements would result in an unacceptable LOS F.

Relationship to General Plan Development:

The project is required to accommodate the traffic generated from the Ontario Ranch development as identified in the Ontario Ranch land use database.

Allocation To General Plan Buildout: 100.00%

Reference Document:

Master Plan of Streets and Highways (September, 2011).

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$40,989	$40,989
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$248,425	$248,425
4. Contingency	$0	$0	$0	$0	$24,843	$24,843
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$314,257	$314,257

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Vineyard Avenue From Riverside To Merrill **ST -022**

Submitting Departments: Engineering Department

Project Description:

Construct the additional lanes beyond the curb adjacent lane in each direction on Vineyard Avenue from Riverside Drive to Merrill Avenue (about 13,200 linear feet). The project segment, which may include one or more traffic signals included on ST-024, will be one of the key arterials/collectors servicing the Ontario Ranch area. Project costs include the raised landscape median and all lanes except the curb adjacent lane. The construction of the curb adjacent lane and frontage improvements will be constructed as a condition of approval. Contingency is included at 10% of the estimated construction cost. Project administration, consisting of engineering, construction management and contract administration is included at 15% of the combined construction and contingency costs.

Justification / Consequences of Avoidance:

The City of Ontario's General Plan has identified these improvements as necessary to maintain an acceptable level of service (LOS). Failure to make the General Plan's recommended improvements would result in an unacceptable LOS F.

Relationship to General Plan Development:

The project is required to accommodate the traffic generated from the Ontario Ranch development as identified in the Ontario Ranch land use database.

Allocation To General Plan Buildout: 100.00%

Reference Document:

Master Plan of Streets and Highways (September, 2011).

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$1,500,770	$1,500,770
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$9,095,576	$9,095,576
4. Contingency	$0	$0	$0	$0	$909,558	$909,558
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$11,505,904	$11,505,904

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Walker Avenue From Riverside To Merrill **ST -023**

Submitting Departments: Engineering Department

Project Description:

Construct the additional lanes beyond the curb adjacent lane in each direction on Walker Avenue from Riverside Drive to Merrill Avenue (about 13,200 linear feet). The project segment, which may include one or more traffic signals included on ST-024, will be one of the key arterials/collectors servicing the Ontario Ranch area. Project costs include the raised landscape median and all lanes except the curb adjacent lane. The construction of the curb adjacent lane and frontage improvements will be constructed as a condition of approval. Contingency is included at 10% of the estimated construction cost. Project administration, consisting of engineering, construction management and contract administration is included at 15% of the combined construction and contingency costs.

Justification / Consequences of Avoidance:

The City of Ontario's General Plan has identified these improvements as necessary to maintain an acceptable level of service (LOS). Failure to make the General Plan's recommended improvements would result in an unacceptable LOS F.

Relationship to General Plan Development:

The project is required to accommodate the traffic generated from the Ontario Ranch development as identified in the Ontario Ranch land use database.

Allocation To General Plan Buildout: 100.00%

Reference Document:

Master Plan of Streets and Highways (September, 2011).

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$510,692	$510,692
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$3,095,092	$3,095,092
4. Contingency	$0	$0	$0	$0	$309,508	$309,508
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$3,915,292	$3,915,292

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Ontario Ranch Traffic Control System **ST -024**

Submitting Departments: Engineering Department

Project Description:

Construct the Ontario Traffic Signal and Interconnect Control System. The improvements include the 1/2 mile backbone signals (consisting of 46 new signals and sixteen signal modifications, signal interconnect and intelligent transportation system costs) and key 1/4 mile signals (consisting of 56 new signals). Contingency is included at 10% of the estimated construction cost. Project administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction and contingency costs. (Amended 09/14, text and costs).

Justification / Consequences of Avoidance:

The project will allow for reliable and redundant communication to traffic signals within the Ontario Ranch area. Failure to implement these improvements will result in significant delays to manage traffic incidents as the City's traffic demands reach build out.

Relationship to General Plan Development:

The project is consistent with the General Plan's Mobility Element in that it supplements the design and maintenance of the City's roadway network within the Ontario Ranch area.

Allocation To General Plan Buildout: 100.00%

Reference Document:

New Model Colony Transportation Program Implimentation Plan, Februrary 2001.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$3,366,795	$3,366,795
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$20,404,820	$20,404,820
4. Contingency	$0	$0	$0	$0	$2,040,482	$2,040,482
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$25,812,097	$25,812,097

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Non-Dev. ROW, Frontage Imps. & SCE Pole Relocations **ST -025**

Submitting Departments: Engineering Department

Project Description:

The project consists of four components: 1) ROW acquisition/construction of last lane improvements, including curb adjacent lane pavement and frontage improvements for non-developer (SCE, SOCALF, SBCFCD) properties fronting arterial/collector roadways (1.2 million SF at $6/SF), 2) Relocation 405 existing SCE transmission poles (at $53,000/pole) which impact the future construction of the ultimate width collector and arterial roadways, 3) Construction of the last lane improvements, including curb adjacent lane pavement and full frontage improvements of any arterial/collector street contiguous to the Great Park (17,500 LF at $250/LF)and 4), Construction of the full width improvements including curb adjacent lane improvements and full frontage improvements of Grand Park Street along the 1,600 LF of future high school frontage.

Justification / Consequences of Avoidance:

Construction of improvements along non-developer frontage is required to provide uniform street cross-section and continuous path of travel for pedestrian, bicycle and vehicle traffic to ensure that an acceptable level of services is maintained.

Relationship to General Plan Development:

The project is required to accommodate the traffic generated from the Ontario Ranch development as identified in the Ontario Ranch land use database.

Allocation To General Plan Buildout: 100.00%

Reference Document:

2012 Street Development Impact Fee (DIF) Program Memo, May 8, 2012.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

DRAFT

PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$5,526,312	$5,526,312
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$9,000,000	$9,000,000
3. Construction	$0	$0	$0	$0	$33,492,808	$33,492,808
4. Contingency	$0	$0	$0	$0	$3,349,282	$3,349,282
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$51,368,402	$51,368,402

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Additional SCE Pole Relocation **ST -026**

Submitting Departments: Engineering Department

Project Description:

The project consist of the relocation of Southern California Edison transmission poles at the northeast corner of Archibald Avenue and Ontario Ranch Road. Contingency is included at 10% of the estimated construction cost. Project administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction and contingency costs

Justification / Consequences of Avoidance:

Construction of improvements along non-developer frontage is required to provide a uniform street cross section and continuous path of travel for pedestrians, bicycle and vehicle traffic, to ensure that an acceptable level of service (LOS) is maintained.

Relationship to General Plan Development:

The project is required to accommodate the traffic generated from Ontario Ranch development as identified in the Ontario Ranch land-use database.

Allocation To General Plan Buildout: 100.00%

Reference Document:

2012 Street Development Impact Fee (DIF) Program Memo, May 8, 2012.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$86,609	$86,609
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$524,901	$524,901
4. Contingency	$0	$0	$0	$0	$52,490	$52,490
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$664,000	$664,000

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Project No Longer Needed **ST -027**

Submitting Departments: Engineering Department

Project Description:
Project no longer needed.

Justification / Consequences of Avoidance:
The project has been left in as a place holder to maintain the previous project numbering system.

Relationship to General Plan Development:
Project no longer needed.

Allocation To General Plan Buildout: 0.00%

Reference Document:
Not applicable.

Project Timing:
Project no longer needed.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$0	$0

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Project No Longer Needed **ST -028**

Submitting Departments: Engineering Department

Project Description:
Project no longer needed.

Justification / Consequences of Avoidance:
The project has been left in as a place holder to maintain the previous project numbering system.

Relationship to General Plan Development:
Project no longer needed.

Allocation To General Plan Buildout: 0.00%

Reference Document:
Not applicable.

Project Timing:
Project no longer needed.

DRAFT

PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$0	$0

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: OR Offsite Cantu Galleano Widening, I-15 To Milliken **ST -029**

Submitting Departments: Engineering Department

Project Description:

The project consists of financial contribution towards the cost of constructing I-15 and Cantu Galleano street widening in Riverside County. The project is limited to a calculated financial contribution and results in no overhead or contingency being added to the total cost.

Justification / Consequences of Avoidance:

The City of Ontario's General Plan has identified these improvements as necessary to maintain an acceptable level of service (LOS). Failure to make the General Plan's recommended improvements would result in an unacceptable LOS F.

Relationship to General Plan Development:

The project is required to accommodate the traffic generated from the Ontario Ranch development as identified in the Ontario Ranch land use database.

Allocation To General Plan Buildout: 100.00%

Reference Document:

New Model Colony Transportation Program Implimentation Plan, Februrary 2001.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

DRAFT

PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$2,343,127	$2,343,127
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$2,343,127	$2,343,127

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: OR Offsite Euclid Avenue Improvements, Merrill To US-71 **ST -030**

Submitting Departments: Engineering Department

Project Description:

The project consists of financial contribution towards the construction cost of the expansion of Euclid Avenue (SR-83) from Merrill Avenue to SR-71. Approximately 24% of the additional traffic will be generated by new development within the Ontario Ranch area as identified in the NMC Transportation Program Implementation Plan, February 2001. The project is limited to a calculated financial contribution and results in no overhead or contingency being added to the total cost.

Justification / Consequences of Avoidance:

The City of Ontario's General Plan has identified these improvements as necessary to maintain an acceptable level of service (LOS). Failure to make the General Plan's recommended improvements would result in an unacceptable LOS F.

Relationship to General Plan Development:

The project is required to accommodate the traffic generated from the Ontario Ranch development as identified in the Ontario Ranch land use database.

Allocation To General Plan Buildout: 100.00%

Reference Document:

New Model Colony Transportation Program Implimentation Plan, Februrary 2001.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$6,487,700	$6,487,700
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$6,487,700	$6,487,700

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: OR Offsite Archibald Avenue Bridge Over The Santa Ana River **ST -031**

Submitting Departments: Engineering Department

Project Description:

The project consists of financial contribution towards the cost of the Archibald Avenue Bridge over the Santa Ana River. The estimate represents 5.4% of the total construction cost as identified in the NMC Transportation Program Implementation Plan, February 2001. The project is limited to a calculated financial contribution and results in no overhead or contingency being added to the total cost.

Justification / Consequences of Avoidance:

The City of Ontario's General Plan has identified these improvements as necessary to maintain an acceptable level of service (LOS). Failure to make the General Plan's recommended improvements would result in an unacceptable LOS F.

Relationship to General Plan Development:

The project is required to accommodate the traffic generated from the Ontario Ranch development as identified in the Ontario Ranch land use database.

Allocation To General Plan Buildout: 100.00%

Reference Document:

New Model Colony Transportation Program Implimentation Plan, Februrary 2001.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$265,561	$265,561
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$265,561	$265,561

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: OR Offsite Hamner Avenue Bridge Over The Santa Ana River **ST -032**

Submitting Departments: Engineering Department

Project Description:

The project consists of financial contribution towards the construction cost of the Hamner Avenue Bridge over the Santa Ana River. The project is not within city control. The estimate represents 12.5% of the total construction cost as identified in the NMC Transportation Program Implementation Plan, February 2001. The project is limited to a calculated financial contribution and results in no overhead or contingency being added to the total cost.

Justification / Consequences of Avoidance:

The City of Ontario's General Plan has identified these improvements as necessary to maintain an acceptable level of service (LOS). Failure to make the General Plan's recommended improvements would result in an unacceptable LOS F.

Relationship to General Plan Development:

The project is required to accommodate the traffic generated from the Ontario Ranch development as identified in the Ontario Ranch land use database.

Allocation To General Plan Buildout: 100.00%

Reference Document:

New Model Colony Transportation Program Implimentation Plan, Februrary 2001.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$614,318	$614,318
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$614,318	$614,318

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: General City Street Lights **ST -033**

Submitting Departments: Engineering Department

Project Description:

The project consists of the construction of approximately 600 street lights in various locations in the General City lacking adequate street lighting at roughly $6,200 per light pole to complete the system of 11,500 existing street lights. Contingency is included at 10% of the estimated construction cost. Project administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction and contingency costs.

Justification / Consequences of Avoidance:

The City of Ontario has identified these improvements as necessary to illuminate remaining sections of streets. Failure to implement these improvements would result in unsatisfactory illumination levels in areas of new development. The city conforms to guidelines recommended by the Illuminating Engineering Society (IES).

Relationship to General Plan Development:

The General Plan's Roadway System Section requires roadways to comply with industry standard design and safety practices.

Allocation To General Plan Buildout: 100.00%

Reference Document:

2012 Street Development Impact Fee (DIF) Program Memo, May 8, 2012.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

DRAFT

PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$449,910	$449,910
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$2,726,731	$2,726,731
4. Contingency	$0	$0	$0	$0	$272,674	$272,674
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$3,449,315	$3,449,315

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: General City Traffic Signals **ST -034**

Submitting Departments: Engineering Department

Project Description:

Construct twenty-four (24) new and modify seven (7) existing traffic signals, including emergency vehicle pre-emption and battery backup system modifications within the General City. Contingency is included at 10% of the estimated construction cost. Project administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction and contingency costs

Justification / Consequences of Avoidance:

The project will allow for reliable and redundant communication to traffic signals within the General City. Failure to implement these improvements will result in significant delays to manage traffic incidents as the City's traffic demands reach build out

Relationship to General Plan Development:

The project is consistent with the General Plan's Mobility Element in that it supplements the design and maintenance of the city's roadway network.

Allocation To General Plan Buildout: 100.00%

Reference Document:

2012 Street Development Impact Fee (DIF) Program Memo, May 8, 2012.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

DRAFT

PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$2,163,608	$2,163,608
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$13,112,772	$13,112,772
4. Contingency	$0	$0	$0	$0	$1,311,276	$1,311,276
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$16,587,656	$16,587,656

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Benson Avenue From Mission To Philadelphia **ST -035**

Submitting Departments: Engineering Department

Project Description:

Widen the east side of Benson Avenue to reflect current Master Plan of Streets and Highways from Mission Boulevard to Philadelphia Avenue (about 3,400 linear feet). Project cost includes reconstruction and relocation of existing curb & gutter, landscape parkway, sidewalk, streetlights and transmission poles to their ultimate location. Right of way acquisition is included at 20% of the estimated construction cost. Contingency is included at 10% of the estimated construction cost. Project administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction, ROW and contingency costs. (Amended 09/14, Measure I percent change).

Justification / Consequences of Avoidance:

The City of Ontario's General Plan has identified these improvements as necessary to maintain an acceptable level of service (LOS). Failure to make the General Plan's recommended improvements would result in an unacceptable LOS F.

Relationship to General Plan Development:

The project is required to accommodate the traffic generated from the General City development as identified in the General City area land use database.

Allocation To General Plan Buildout: 44.00%

Reference Document:

Master Plan of Streets and Highways (September, 2011).

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$102,106	$102,106
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$115,854	$115,854
3. Construction	$0	$0	$0	$0	$618,822	$618,822
4. Contingency	$0	$0	$0	$0	$61,882	$61,882
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$898,664	$898,664

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Mountain Avenue From Sixth To Holt **ST -036**

Submitting Departments: Engineering Department

Project Description:

Widen Mountain Avenue to reflect current Master Plan of Streets and Highways from Sixth Street to Holt Boulevard (about 7,800 linear feet). Project cost includes reconstruction and relocation of existing curb & gutter, parkway, sidewalk, streetlights, raised landscaped median and modification of traffic signals to their ultimate location. Right of way acquisition is included at 20% of the estimated construction cost. Contingency is included at 10% of the estimated construction cost. Project administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction, ROW and contingency costs. (Amended 09/14, cost and percent change).

Justification / Consequences of Avoidance:

The City of Ontario's General Plan has identified these improvements as necessary to maintain an acceptable level of service (LOS). Failure to make the General Plan's recommended improvements would result in an unacceptable LOS F.

Relationship to General Plan Development:

The project is required to accommodate the traffic generated from the General City development as identified in the General City area land use database.

Allocation To General Plan Buildout: 44.00%

Reference Document:

Master Plan of Streets and Highways (September, 2011).

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

DRAFT

PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$227,793	$227,793
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$883,753	$883,753
3. Construction	$0	$0	$0	$0	$1,380,558	$1,380,558
4. Contingency	$0	$0	$0	$0	$138,055	$138,055
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$2,630,159	$2,630,159

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Project Completed Or No Longer Needed **ST -037**

Submitting Departments: Engineering Department

Project Description:
Project completed or no longer needed.

Justification / Consequences of Avoidance:
The project has been left in as a place holder to maintain the previous project numbering system.

Relationship to General Plan Development:
Project no longer needed.

Allocation To General Plan Buildout: 0.00%

Reference Document:
Master Plan of Streets and Highways (September, 2011).

Project Timing:
Project no longer needed.

DRAFT

PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$0	$0

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Bon View Avanue From Holt To Mission **ST -038**

Submitting Departments: Engineering Department

Project Description:

Widen Bon View Avenue to reflect current Master Plan of Streets and Highways from Holt Boulevard to Mission Boulevard (about 3,000 linear feet). Project cost includes reconstruction and relocation of existing curb & gutter, landscape parkway, sidewalk, streetlights, modification of traffic signals and transmission poles to their ultimate location. Right of way acquisition is included at 20% of the estimated construction cost. Contingency is included at 10% of the estimated construction cost. Project administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction, ROW and contingency costs. (Amended 09/14, text change only).

Justification / Consequences of Avoidance:

The City of Ontario's General Plan has identified these improvements as necessary to maintain an acceptable level of service (LOS). Failure to make the General Plan's recommended improvements would result in an unacceptable LOS F.

Relationship to General Plan Development:

The project is required to accommodate the traffic generated from the General City development as identified in the General City area land use database.

Allocation To General Plan Buildout: 44.00%

Reference Document:

Master Plan of Streets and Highways (September, 2011).

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

DRAFT

PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$133,249	$133,249
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$151,190	$151,190
3. Construction	$0	$0	$0	$0	$807,564	$807,564
4. Contingency	$0	$0	$0	$0	$80,755	$80,755
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$1,172,758	$1,172,758

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Bon View Avenue From Mission To Belmont **ST -039**

Submitting Departments: Engineering Department

Project Description:

Widen Bon view Avenue to reflect current Master Plan of Streets and Highways from Mission Boulevard to Belmont Street (about 900 linear feet). Project cost includes reconstruction and relocation of existing curb & gutter, landscape parkway, sidewalk, streetlights and modification of traffic signals to their ultimate location. Right of way acquisition is included at 20% of the estimated construction cost. Contingency is included at 10% of the estimated construction cost. Project administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction, ROW and contingency costs. (Amended 09/14, Measure I percent change).

Justification / Consequences of Avoidance:

The City of Ontario's General Plan has identified these improvements as necessary to maintain an acceptable level of service (LOS). Failure to make the General Plan's recommended improvements would result in an unacceptable LOS F.

Relationship to General Plan Development:

The project is required to accommodate the traffic generated from the General City development as identified in the General City area land use database.

Allocation To General Plan Buildout: 44.00%

Reference Document:

Master Plan of Streets and Highways (September, 2011).

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$74,932	$74,932
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$85,023	$85,023
3. Construction	$0	$0	$0	$0	$454,136	$454,136
4. Contingency	$0	$0	$0	$0	$45,414	$45,414
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$659,505	$659,505

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Project No Longer Needed **ST -040**

Submitting Departments: Engineering Department

Project Description:
Project deleted. Project title had been "Cucamonga Avenue from Mission to Belmont".

Justification / Consequences of Avoidance:
The project has been left in as a place holder to maintain the previous project numbering system.

Relationship to General Plan Development:
Project no longer needed.

Allocation To General Plan Buildout: 0.00%

Reference Document:
None.

Project Timing:
Project no longer needed.

DRAFT

PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$0	$0

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Project No Longer Needed **ST -041**

Submitting Departments: Engineering Department

Project Description:
Project deleted.

Justification / Consequences of Avoidance:
The project has been left in as a place holder to maintain the previous project numbering system.

Relationship to General Plan Development:
Project no longer needed.

Allocation To General Plan Buildout: 0.00%

Reference Document:
None.

Project Timing:
Project no longer needed.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$0	$0

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Grove Avenue From I-10 Freeway To Holt **ST -042**

Submitting Departments: Engineering Department

Project Description:

Widen Grove Avenue to reflect current Master Plan of Streets and Highways from I-10 Freeway to Holt Boulevard (about 3,400 linear feet). Project cost includes reconstruction and relocation of existing curb & gutter, landscape parkway, sidewalk, streetlights and raised landscape median to their ultimate location. The estimated cost is based on the 2010 Grove/I-10 PSR. Contingency is included at 10% of the estimated construction cost. Project administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction and contingency costs.

Justification / Consequences of Avoidance:

The City of Ontario's General Plan has identified these improvements as necessary to maintain an acceptable level of service (LOS). Failure to make the General Plan's recommended improvements would result in an unacceptable LOS F.

Relationship to General Plan Development:

The project is required to accommodate the traffic generated from the General City development as identified in the General City area land use database.

Allocation To General Plan Buildout: 44.00%

Reference Document:

Master Plan of Streets and Highways (September, 2011).

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$3,204,472	$3,204,472
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$13,326,000	$13,326,000
3. Construction	$0	$0	$0	$0	$19,421,040	$19,421,040
4. Contingency	$0	$0	$0	$0	$1,942,104	$1,942,104
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$37,893,616	$37,893,616

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Turner Avenue From Inland Empire Boulevard To Fourth **ST -043**

Submitting Departments: Engineering Department

Project Description:

Widen Turner Avenue to reflect current Master Plan of Streets and Highways from Inland Empire Boulevard to Fourth Street (about 2,200 linear feet). Project cost includes construction of curb & gutter, landscape parkway, sidewalk, streetlights and modification of traffic signals to their ultimate location. Contingency is included at 10% of the estimated construction cost. Project administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction and contingency costs. (Amended 09/14, Measure I percent change).

Justification / Consequences of Avoidance:

The City of Ontario's General Plan has identified these improvements as necessary to maintain an acceptable level of service (LOS). Failure to make the General Plan's recommended improvements would result in an unacceptable LOS F.

Relationship to General Plan Development:

The project is required to accommodate the traffic generated from the General City development as identified in the General City area land use database.

Allocation To General Plan Buildout: 44.00%

Reference Document:

Master Plan of Streets and Highways (September, 2011).

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

DRAFT

PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$96,642	$96,642
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$585,704	$585,704
4. Contingency	$0	$0	$0	$0	$58,569	$58,569
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$740,915	$740,915

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Archibald Avenue From Fourth To Guasti Park Entrance **ST -044**

Submitting Departments: Engineering Department

Project Description:

Widen Archibald Avenue to reflect current Master Plan of Streets and Highways from Fourth Street to Guasti Park entrance (about 1,900 linear feet). Project cost includes reconstruction and relocation of existing curb & gutter, landscape parkway, sidewalk, streetlights, raised landscape median and modification of traffic signals to their ultimate location. Right of way acquisition is included at 20% of the estimated construction cost. Contingency is included at 10% of the estimated construction cost. Project administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction, ROW and contingency costs. (Amended 09/14, Measure I percent change).

Justification / Consequences of Avoidance:

The City of Ontario's General Plan has identified these improvements as necessary to maintain an acceptable level of service (LOS). Failure to make the General Plan's recommended improvements would result in an unacceptable LOS F.

Relationship to General Plan Development:

The project is required to accommodate the traffic generated from the General City development as identified in the General City area land use database.

Allocation To General Plan Buildout: 44.00%

Reference Document:

Master Plan of Streets and Highways (September, 2011).

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$224,009	$224,009
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$276,027	$276,027
3. Construction	$0	$0	$0	$0	$1,357,636	$1,357,636
4. Contingency	$0	$0	$0	$0	$135,764	$135,764
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$1,993,436	$1,993,436

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Milliken Avenue From SR-60 To Riverside **ST -045**

Submitting Departments: Engineering Department

Project Description:

Widen the west side of Milliken Avenue to reflect current Master Plan of Streets and Highways from SR-60 to Riverside Drive (about 1,700 linear feet). Project cost includes the median and all lanes except the curb adjacent lane. The construction of the curb adjacent lane and frontage improvements are the responsibility of the developer. Contingency is included at 10% of the estimated construction cost. Project administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction and contingency costs. (Amended 09/14, Measure I percent change).

Justification / Consequences of Avoidance:

The City of Ontario's General Plan has identified these improvements as necessary to maintain an acceptable level of service (LOS). Failure to make the General Plan's recommended improvements would result in an unacceptable LOS F.

Relationship to General Plan Development:

The project is required to accommodate the traffic generated from the General City development as identified in the General City area land use database.

Allocation To General Plan Buildout: 44.00%

Reference Document:

Master Plan of Streets and Highways (September, 2011).

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$51,555	$51,555
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$312,456	$312,456
4. Contingency	$0	$0	$0	$0	$31,246	$31,246
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$395,257	$395,257

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Project Is No Longer Needed **ST -046**

Submitting Departments: Engineering Department

Project Description:
The project is completed.

Justification / Consequences of Avoidance:
The project has been left in as a place holder to maintain the previous project numbering system.

Relationship to General Plan Development:
Project is completed.

Allocation To General Plan Buildout: 0.00%

Reference Document:
S:\engineering\LAND DEVELOPMENT\DIF\2011 DIF Update\Bridges\Bridge DIF 11NOV09.

Project Timing:
Project is completed.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$0	$0

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Etiwanda Avenue At Airport Drive **ST -047**

Submitting Departments: Engineering Department

Project Description:

Widen the west side of Etiwanda Avenue at Airport Drive to reflect current Master Plan of Streets and Highways. Project cost includes reconstruction and relocation of existing curb & gutter, landscape parkway, sidewalk, streetlights and modification of traffic signals to their ultimate location. Contingency is included at 10% of the estimated construction cost. Project administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction and contingency costs. (Amended 09/14, Measure I percent change).

Justification / Consequences of Avoidance:

The City of Ontario's General Plan has identified these improvements as necessary to maintain an acceptable level of service (LOS). Failure to make the General Plan's recommended improvements would result in an unacceptable LOS F.

Relationship to General Plan Development:

The project is required to accommodate the traffic generated from the General City development as identified in the General City area land use database.

Allocation To General Plan Buildout: 17.73%

Reference Document:

Master Plan of Streets and Highways (September, 2011).

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$1,112,980	$1,112,980
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$200,000	$200,000
3. Construction	$0	$0	$0	$0	$6,745,340	$6,745,340
4. Contingency	$0	$0	$0	$0	$674,535	$674,535
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$8,732,855	$8,732,855

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Eighth Street From West Cucamonga Creek To Grove **ST -048**

Submitting Departments: Engineering Department

Project Description:

Widen Eighth Street to reflect current Master Plan of Streets and Highways from West Cucamonga Creek to Grove Avenue (about 1,400 linear feet). Project cost includes construction of curb & gutter, landscape parkway, sidewalk, streetlights and modification of traffic signals to their ultimate location. Contingency is included at 10% of the estimated construction cost. Project administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction and contingency costs. (Amended 09/14, Measure I percent change).

Justification / Consequences of Avoidance:

The City of Ontario's General Plan has identified these improvements as necessary to maintain an acceptable level of service (LOS). Failure to make the General Plan's recommended improvements would result in an unacceptable LOS F.

Relationship to General Plan Development:

The project is required to accommodate the traffic generated from the General City development as identified in the General City area land use database.

Allocation To General Plan Buildout: 44.00%

Reference Document:

Master Plan of Streets and Highways (September, 2011).

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$21,083	$21,083
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$127,776	$127,776
4. Contingency	$0	$0	$0	$0	$12,778	$12,778
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$161,637	$161,637

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Project No Longer Needed **ST -049**

Submitting Departments: Engineering Department

Project Description:
The project has been completed.

Justification / Consequences of Avoidance:
The project has been left in as a place holder to maintain the previous project numbering system.

Relationship to General Plan Development:
The project is completed.

Allocation To General Plan Buildout: 0.00%

Reference Document:
Not applicable.

Project Timing:
The project is completed.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$0	$0

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Fourth Street From Palmetto To San Antonio **ST -050**

Submitting Departments: Engineering Department

Project Description:

Widen Fourth Street to reflect current Master Plan of Streets and Highways from Palmetto Avenue to San Antonio Avenue (about 2,100 linear feet). Project cost includes reconstruction and relocation of existing curb & gutter, landscape parkway, sidewalk and streetlights to their ultimate location. Right of way acquisition is included at 20% of the estimated construction cost. Contingency is included at 10% of the estimated construction cost. Project administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction, ROW and contingency costs.

Justification / Consequences of Avoidance:

The City of Ontario's General Plan has identified these improvements as necessary to maintain an acceptable level of service (LOS). Failure to make the General Plan's recommended improvements would result in an unacceptable LOS F.

Relationship to General Plan Development:

The project is required to accommodate the traffic generated from the General City development as identified in the General City area land use database.

Allocation To General Plan Buildout: 44.00%

Reference Document:

Master Plan of Streets and Highways (September, 2011).

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$139,153	$139,153
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$157,891	$157,891
3. Construction	$0	$0	$0	$0	$843,357	$843,357
4. Contingency	$0	$0	$0	$0	$84,336	$84,336
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$1,224,737	$1,224,737

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Fourth Street From Campus To Cucamonga **ST -051**

Submitting Departments: Engineering Department

Project Description:

Widen Fourth Street to reflect current Master Plan of Streets and Highways from Campus Avenue to Cucamonga Avenue (about 2,500 linear feet). Project cost includes reconstruction and relocation of existing curb & gutter, landscape parkway, sidewalk and streetlights to their ultimate location. Right of way acquisition is included at 20% of the estimated construction cost. Contingency is included at 10% of the estimated construction cost. Project administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction, ROW and contingency costs.

Justification / Consequences of Avoidance:

The City of Ontario's General Plan has identified these improvements as necessary to maintain an acceptable level of service (LOS). Failure to make the General Plan's recommended improvements would result in an unacceptable LOS F.

Relationship to General Plan Development:

The project is required to maintain existing traffic flow along this segment and provide additional capacity for anticipated additional GC traffic demands.

Allocation To General Plan Buildout: 44.00%

Reference Document:

Master Plan of Streets and Highways (September, 2011).

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$115,364	$115,364
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$130,897	$130,897
3. Construction	$0	$0	$0	$0	$699,165	$699,165
4. Contingency	$0	$0	$0	$0	$69,917	$69,917
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$1,015,343	$1,015,343

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Fourth Street From Vineyard To Archibald **ST -052**

Submitting Departments: Engineering Department

Project Description:

Widen Fourth Street to reflect current Master Plan of Streets and Highways from Vineyard Avenue to Archibald Avenue (about 5,300 linear feet). Project cost includes construction of curb & gutter, landscape parkway, sidewalk, streetlights, raised landscape median and traffic signal modification to their ultimate location. Contingency is included at 10% of the estimated construction cost. Project administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction and contingency costs.

Justification / Consequences of Avoidance:

The City of Ontario's General Plan has identified these improvements as necessary to maintain an acceptable level of service (LOS). Failure to make the General Plan's recommended improvements would result in an unacceptable LOS F.

Relationship to General Plan Development:

The project is required to accommodate the traffic generated from the General City development as identified in the General City area land use database.

Allocation To General Plan Buildout: 100.00%

Reference Document:

Master Plan of Streets and Highways (September, 2011).

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$85,431	$85,431
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$517,767	$517,767
4. Contingency	$0	$0	$0	$0	$51,777	$51,777
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$654,975	$654,975

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Holt Boulevard From Benson To Vineyard **ST -053**

Submitting Departments: Engineering Department

Project Description:

Widen Holt Boulevard to reflect current Master Plan of Streets and Highways from Benson Avenue to Vineyard Avenue (about 23,100 linear feet). Project cost includes reconstruction and relocation of existing curb & gutter, landscape parkway, sidewalk, streetlights, raised landscape median and modification of traffic signals to their ultimate location. Right of way acquisition is included at 20% of the estimated construction cost. Contingency is included at 10% of the estimated construction cost. Project administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction, ROW and contingency costs. (Amended 09/14, cost change).

Justification / Consequences of Avoidance:

The City of Ontario's General Plan has identified these improvements as necessary to maintain an acceptable level of service (LOS). Failure to make the General Plan's recommended improvements would result in an unacceptable LOS F.

Relationship to General Plan Development:

The project is required to accommodate the traffic generated from the General City development as identified in the General City area land use database.

Allocation To General Plan Buildout: 44.00%

Reference Document:

Master Plan of Streets and Highways (September, 2011).

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

DRAFT

PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$2,665,213	$2,665,213
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$30,464,400	$30,464,400
3. Construction	$0	$0	$0	$0	$16,152,798	$16,152,798
4. Contingency	$0	$0	$0	$0	$1,615,278	$1,615,278
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$50,897,689	$50,897,689

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Guasti Road From Holt To Archibald **ST -054**

Submitting Departments: Engineering Department

Project Description:

Widen Guasti Road to reflect current Master Plan of Streets and Highways from Holt Boulevard to Archibald Avenue (about 3,700 linear feet). Project cost includes construction of curb & gutter, landscape parkway, sidewalk, streetlights and modification of traffic signals to their ultimate location. Contingency is included at 10% of the estimated construction cost. Project administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction and contingency costs. (Amended 09/14, Measure I percent change).

Justification / Consequences of Avoidance:

The City of Ontario's General Plan has identified these improvements as necessary to maintain an acceptable level of service (LOS). Failure to make the General Plan's recommended improvements would result in an unacceptable LOS F.

Relationship to General Plan Development:

The project is required to accommodate the traffic generated from the General City development as identified in the General City area land use database.

Allocation To General Plan Buildout: 44.00%

Reference Document:

Master Plan of Streets and Highways (September, 2011).

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$126,100	$126,100
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$764,247	$764,247
4. Contingency	$0	$0	$0	$0	$76,425	$76,425
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$966,772	$966,772

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: State Street From Benson To Grove **ST -055**

Submitting Departments: Engineering Department

Project Description:

Widen State Street to reflect current Master Plan of Streets and Highways from Benson Avenue to Grove Avenue (about 15,800 linear feet). Project cost includes reconstruction and relocation of existing curb & gutter, landscape parkway, sidewalk, streetlights and modification of traffic signals to their ultimate location. Right of way acquisition is included at 20% of the estimated construction cost. Contingency is included at 10% of the estimated construction cost. Project administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction, ROW and contingency costs. (Amended 09/14, cost and percent change).

Justification / Consequences of Avoidance:

The City of Ontario's General Plan has identified these improvements as necessary to maintain an acceptable level of service (LOS). Failure to make the General Plan's recommended improvements would result in an unacceptable LOS F.

Relationship to General Plan Development:

The project is required to accommodate the traffic generated from the General City development as identified in the General City area land use database.

Allocation To General Plan Buildout: 44.00%

Reference Document:

Master Plan of Streets and Highways (September, 2011).

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$526,896	$526,896
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$756,143	$756,143
3. Construction	$0	$0	$0	$0	$3,193,315	$3,193,315
4. Contingency	$0	$0	$0	$0	$319,332	$319,332
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$4,795,686	$4,795,686

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Airport Drive Under The I-15 Freeway **ST -056**

Submitting Departments: Engineering Department

Project Description:

Widen Airport Drive under I-15 Freeway (about 600 linear feet) to reflect current Master Plan of Streets and Highways. Project cost includes widening and retaining wall project. Contingency is included at 10% of the estimated construction cost. Project administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction and contingency costs.

Justification / Consequences of Avoidance:

The City of Ontario's General Plan has identified these improvements as necessary to maintain an acceptable level of service (LOS). Failure to make the General Plan's recommended improvements would result in an unacceptable LOS F.

Relationship to General Plan Development:

The project is required to accommodate the traffic generated from the General City development as identified in the General City area land use database.

Allocation To General Plan Buildout: 44.00%

Reference Document:

Master Plan of Streets and Highways (September, 2011).

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$391,896	$391,896
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$2,375,130	$2,375,130
4. Contingency	$0	$0	$0	$0	$237,513	$237,513
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$3,004,539	$3,004,539

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Project No Longer Needed **ST -057**

Submitting Departments: Engineering Department

Project Description:
The project has been removed.

Justification / Consequences of Avoidance:
The project has been left in as a place holder to maintain the previous project numbering system.

Relationship to General Plan Development:
Project no longer needed.

Allocation To General Plan Buildout: 0.00%

Reference Document:
Not applicable.

Project Timing:
Project no longer needed.

DRAFT

PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$0	$0

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Mission Boulevard From Cypress To Grove **ST -058**

Submitting Departments: Engineering Department

Project Description:

Widen Mission Boulevard to reflect current Master Plan of Streets and Highways from Cypress Avenue to Grove Avenue (about 10,500 linear feet). Project cost includes construction of curb & gutter, streetlights and modification of traffic signals to their ultimate location. Contingency is included at 10% of the estimated construction cost. Project administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction and contingency costs.

Justification / Consequences of Avoidance:

The City of Ontario's General Plan has identified these improvements as necessary to maintain an acceptable level of service (LOS). Failure to make the General Plan's recommended improvements would result in an unacceptable LOS F.

Relationship to General Plan Development:

The project is required to accommodate the traffic generated from the General City development as identified in the General City area land use database.

Allocation To General Plan Buildout: 44.00%

Reference Document:

Master Plan of Streets and Highways (September, 2011).

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

DRAFT

PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$716,454	$716,454
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$4,342,148	$4,342,148
4. Contingency	$0	$0	$0	$0	$434,215	$434,215
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$5,492,817	$5,492,817

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Mission Boulevard From Grove To Milliken **ST -059**

Submitting Departments: Engineering Department

Project Description:

Widen Mission Boulevard to reflect current Master Plan of Streets and Highways from Grove Avenue to Milliken Avenue (about 22,800 linear feet). Project cost includes construction of streetlights, raised landscape median and modification of traffic signals to their ultimate location. Contingency is included at 10% of the estimated construction cost. Project administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction and contingency costs.

Justification / Consequences of Avoidance:

The City of Ontario's General Plan has identified these improvements as necessary to maintain an acceptable level of service (LOS). Failure to make the General Plan's recommended improvements would result in an unacceptable LOS F.

Relationship to General Plan Development:

The project is required to accommodate the traffic generated from the General City development as identified in the General City area land use database.

Allocation To General Plan Buildout: 44.00%

Reference Document:

Master Plan of Streets and Highways (September, 2011).

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$1,412,376	$1,412,376
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$8,559,859	$8,559,859
4. Contingency	$0	$0	$0	$0	$855,987	$855,987
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$10,828,222	$10,828,222

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Phillips Street From Benson To Mountain **ST -060**

Submitting Departments: Engineering Department

Project Description:

Widen Phillips Street to reflect current Master Plan of Streets and Highways from Benson Avenue to Mountain Avenue (about 500 linear feet). Project cost includes construction of curb & gutter, landscape parkway, sidewalk, streetlights and modification of traffic signals to ultimate location. Right of way acquisition is included at 20% of the estimated construction cost. Contingency is included at 10% of the estimated construction cost. Project administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction, ROW and contingency costs. (Amended 09/14, Measure I percent change).

Justification / Consequences of Avoidance:

The City of Ontario's General Plan has identified these improvements as necessary to maintain an acceptable level of service (LOS). Failure to make the General Plan's recommended improvements would result in an unacceptable LOS F.

Relationship to General Plan Development:

The project is required to accommodate the traffic generated from the General City development as identified in the General City area land use database.

Allocation To General Plan Buildout: 44.00%

Reference Document:

Master Plan of Streets and Highways (September, 2011).

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

DRAFT

PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$62,994	$62,994
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$73,435	$73,435
3. Construction	$0	$0	$0	$0	$381,789	$381,789
4. Contingency	$0	$0	$0	$0	$38,180	$38,180
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$556,398	$556,398

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Project No Longer Needed **ST -061**

Submitting Departments: Engineering Department

Project Description:
The project has been completed.

Justification / Consequences of Avoidance:
The project has been left in as a place holder to maintain the previous project numbering system.

Relationship to General Plan Development:
The project is completed.

Allocation To General Plan Buildout: 0.00%

Reference Document:
Not applicable.

Project Timing:
The project is completed.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$0	$0

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Acacia Street From Baker To Vineyard **ST -062**

Submitting Departments: Engineering Department

Project Description:

Widen Acacia Street to reflect current Master Plan of Streets and Highways from Baker Avenue to Vineyard Avenue. Project cost includes construction of missing curb & gutter, landscape parkway, sidewalk and streetlights to their ultimate location. Contingency is included at 10% of the estimated construction cost. Project administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction and contingency costs. (Amended 09/14, Measure I percent change).

Justification / Consequences of Avoidance:

The City of Ontario's General Plan has identified these improvements as necessary to maintain an acceptable level of service (LOS). Failure to make the General Plan's recommended improvements would result in an unacceptable LOS F.

Relationship to General Plan Development:

The project is required to accommodate the traffic generated from the General City development as identified in the General City area land use database.

Allocation To General Plan Buildout: 44.00%

Reference Document:

Master Plan of Streets and Highways (September, 2011).

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$9,478	$9,478
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$57,440	$57,440
4. Contingency	$0	$0	$0	$0	$5,744	$5,744
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$72,662	$72,662

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Francis Street From Benson To Campus **ST -063**

Submitting Departments: Engineering Department

Project Description:

Widen Francis Street to reflect current Master Plan of Streets and Highways from Benson Avenue to Campus Avenue (about 8,100 linear feet). Project cost includes reconstruction and relocation of existing curb & gutter, landscape parkway, sidewalk, streetlights and modification of traffic signals to their ultimate location. Right of way acquisition is included at 20% of the estimated construction cost. Contingency is included at 10% of the estimated construction cost. Project administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction, ROW and contingency costs.

Justification / Consequences of Avoidance:

The City of Ontario's General Plan has identified these improvements as necessary to maintain an acceptable level of service (LOS). Failure to make the General Plan's recommended improvements would result in an unacceptable LOS F.

Relationship to General Plan Development:

The project is required to accommodate the traffic generated from the General City development as identified in the General City area land use database.

Allocation To General Plan Buildout: 44.00%

Reference Document:

Master Plan of Streets and Highways (September, 2011).

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$530,276	$530,276
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$431,485	$431,485
3. Construction	$0	$0	$0	$0	$3,213,788	$3,213,788
4. Contingency	$0	$0	$0	$0	$321,378	$321,378
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$4,496,927	$4,496,927

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Jurupa Street From Archibald To East Of Turner **ST -064**

Submitting Departments: Engineering Department

Project Description:

Widen Jurupa Street to reflect current Master Plan of Streets and Highways from Archibald Avenue to east of Turner Avenue (about 3,000 linear feet). Project cost includes construction of curb & gutter, sidewalk, streetlights and modification of traffic signals to their ultimate location. Contingency is included at 10% of the estimated construction cost. Project administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction and contingency costs.

Justification / Consequences of Avoidance:

The City of Ontario's General Plan has identified these improvements as necessary to maintain an acceptable level of service (LOS). Failure to make the General Plan's recommended improvements would result in an unacceptable LOS F.

Relationship to General Plan Development:

The project is required to accommodate the traffic generated from the General City development as identified in the General City area land use database.

Allocation To General Plan Buildout: 44.00%

Reference Document:

Master Plan of Streets and Highways (September, 2011).

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$99,411	$99,411
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$602,483	$602,483
4. Contingency	$0	$0	$0	$0	$60,247	$60,247
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$762,141	$762,141

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Philadelphia Street From Campus To Grove **ST -065**

Submitting Departments: Engineering Department

Project Description:

Widen Philadelphia Street to reflect current Master Plan of Streets and Highways from Campus Avenue to Grove Avenue (about 1,500 linear feet). Project cost includes reconstruction and relocation of existing curb & gutter, landscape parkway, sidewalk and streetlights to their ultimate location. Right of way acquisition is included at 20% of the estimated construction cost. Contingency is included at 10% of the estimated construction cost. Project administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction, ROW and contingency costs.

Justification / Consequences of Avoidance:

The City of Ontario's General Plan has identified these improvements as necessary to maintain an acceptable level of service (LOS). Failure to make the General Plan's recommended improvements would result in an unacceptable LOS F.

Relationship to General Plan Development:

The project is required to accommodate the traffic generated from the General City development as identified in the General City area land use database.

Allocation To General Plan Buildout: 44.00%

Reference Document:

Master Plan of Streets and Highways (September, 2011).

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$96,310	$96,310
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$109,279	$109,279
3. Construction	$0	$0	$0	$0	$583,699	$583,699
4. Contingency	$0	$0	$0	$0	$58,370	$58,370
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$847,658	$847,658

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Philadelphia From E/O Vineyard To Cucamonga Creek **ST -066**

Submitting Departments: Engineering Department

Project Description:

Widen Philadelphia Street to reflect current Master Plan of Streets and Highways from East of Vineyard Avenue to Cucamonga Creek (about 2,200 linear feet). Project cost includes construction of curb & gutter, landscape parkway, sidewalk and streetlights to their ultimate location. Contingency is included at 10% of the estimated construction cost. Project administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction and contingency costs.

Justification / Consequences of Avoidance:

The City of Ontario's General Plan has identified these improvements as necessary to maintain an acceptable level of service (LOS). Failure to make the General Plan's recommended improvements would result in an unacceptable LOS F.

Relationship to General Plan Development:

The project is required to accommodate the traffic generated from the General City development as identified in the General City area land use database.

Allocation To General Plan Buildout: 44.00%

Reference Document:

Master Plan of Streets and Highways (September, 2011).

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$68,261	$68,261
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$413,706	$413,706
4. Contingency	$0	$0	$0	$0	$41,371	$41,371
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$523,338	$523,338

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Project No Longer Needed **ST -067**

Submitting Departments: Engineering Department

Project Description:
The project has been completed.

Justification / Consequences of Avoidance:
The project has been left in as a place holder to maintain the previous project numbering system.

Relationship to General Plan Development:
The project is completed

Allocation To General Plan Buildout: 0.00%

Reference Document:
Not applicable.

Project Timing:
The project is completed

DRAFT

PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$0	$0

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Project No Longer Needed **ST -068**

Submitting Departments: Engineering Department

Project Description:
The project has been completed.

Justification / Consequences of Avoidance:
The project has been left in as a place holder to maintain the previous project numbering system.

Relationship to General Plan Development:
The project is completed.

Allocation To General Plan Buildout: 0.00%

Reference Document:
Not applicable.

Project Timing:
The project is completed.

DRAFT

PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$0	$0

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Grove Avenue Bridge Over West Cucamonga Creek **ST -069**

Submitting Departments: Engineering Department

Project Description:

Widen the Grove Avenue Bridge over the West Cucamonga Creek. Contingency is included at 25% of the estimated construction cost. Project administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction and contingency costs.

Justification / Consequences of Avoidance:

The City of Ontario's General Plan has identified these improvements as necessary to maintain an acceptable level of service (LOS). Failure to make the General Plan's recommended improvements would result in an unacceptable LOS F.

Relationship to General Plan Development:

The project is required to accommodate the traffic generated from the General City development as identified in the General City area land use database.

Allocation To General Plan Buildout: 44.00%

Reference Document:

Master Plan of Streets and Highways (September, 2011).

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$188,188	$188,188
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$654,565	$654,565
4. Contingency	$0	$0	$0	$0	$98,184	$98,184
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$940,937	$940,937

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Project No Longer Needed **ST -070**

Submitting Departments: Engineering Department

Project Description:
The project has been completed.

Justification / Consequences of Avoidance:
The project has been left in as a place holder to maintain the previous project numbering system.

Relationship to General Plan Development:
The project is completed.

Allocation To General Plan Buildout: 0.00%

Reference Document:
Not applicable.

Project Timing:
The project is completed.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$0	$0

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Holt Boulevard Bridge Over West Cucamonga Creek **ST -071**

Submitting Departments: Engineering Department

Project Description:

Widen the Holt Boulevard Bridge over the West Cucamonga Creek. Contingency is included at 25% of the estimated construction cost. Project administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction and contingency costs.

Justification / Consequences of Avoidance:

The City of Ontario's General Plan has identified these improvements as necessary to maintain an acceptable level of service (LOS). Failure to make the General Plan's recommended improvements would result in an unacceptable LOS F.

Relationship to General Plan Development:

The Project is required to maintain existing traffic flow along this segment and provide additional capacity for anticipated additional traffic demands

Allocation To General Plan Buildout: 44.00%

Reference Document:

Master Plan of Streets and Highways (September, 2011).

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$49,987	$49,987
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$173,869	$173,869
4. Contingency	$0	$0	$0	$0	$26,080	$26,080
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$249,936	$249,936

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Mission Boulevard Bridge Over West Cucamonga Creek **ST -072**

Submitting Departments: Engineering Department

Project Description:

Widen the Mission Boulevard Bridge over the West Cucamonga Creek. Contingency is included at 25% of the estimated construction cost. Project administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction and contingency costs.

Justification / Consequences of Avoidance:

The City of Ontario's General Plan has identified these improvements as necessary to maintain an acceptable level of service (LOS). Failure to make the General Plan's recommended improvements would result in an unacceptable LOS F.

Relationship to General Plan Development:

The Project is required to maintain existing traffic flow along this segment and provide additional capacity for anticipated additional traffic demands.

Allocation To General Plan Buildout: 44.00%

Reference Document:

Master Plan of Streets and Highways (September, 2011).

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$139,964	$139,964
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$486,832	$486,832
4. Contingency	$0	$0	$0	$0	$73,025	$73,025
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$699,821	$699,821

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Project No Longer Needed **ST -073**

Submitting Departments: Engineering Department

Project Description:
The project has been completed.

Justification / Consequences of Avoidance:
The project has been left in as a place holder to maintain the previous project numbering system.

Relationship to General Plan Development:
The project is completed.

Allocation To General Plan Buildout: 0.00%

Reference Document:
Not applicable.

Project Timing:
The project is completed.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$0	$0

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Francis Street Bridge Over West Cucamonga Creek **ST -074**

Submitting Departments: Engineering Department

Project Description:

Widen the Francis Street Bridge over the West Cucamonga Creek. Contingency is included at 25% of the estimated construction cost. Project administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction and contingency costs.

Justification / Consequences of Avoidance:

The City of Ontario's General Plan has identified these improvements as necessary to maintain an acceptable level of service (LOS). Failure to make the General Plan's recommended improvements would result in an unacceptable LOS F.

Relationship to General Plan Development:

The Project is required to maintain existing traffic flow along this segment and provide additional capacity for anticipated additional traffic demands.

Allocation To General Plan Buildout: 44.00%

Reference Document:

Master Plan of Streets and Highways (September, 2011).

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$44,988	$44,988
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$156,481	$156,481
4. Contingency	$0	$0	$0	$0	$23,473	$23,473
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$224,942	$224,942

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Eighth Street Bridge Over Cucamonga Creek **ST -075**

Submitting Departments: Engineering Department

Project Description:

Widen the south side of the Eighth Street Bridge over the Cucamonga Creek. Contingency is included at 25% of the estimated construction cost. Project administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction and contingency costs.

Justification / Consequences of Avoidance:

The City of Ontario's General Plan has identified these improvements as necessary to maintain an acceptable level of service (LOS). Failure to make the General Plan's recommended improvements would result in an unacceptable LOS F

Relationship to General Plan Development:

The Project is required to maintain existing traffic flow along this segment and provide additional capacity for anticipated additional traffic demands.

Allocation To General Plan Buildout: 44.00%

Reference Document:

Master Plan of Streets and Highways (September, 2011).

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$384,902	$384,902
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$1,338,790	$1,338,790
4. Contingency	$0	$0	$0	$0	$200,818	$200,818
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$1,924,510	$1,924,510

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Sixth Street Bridge Over Cucamonga Creek **ST -076**

Submitting Departments: Engineering Department

Project Description:

Widen the Sixth Street Bridge over the Cucamonga Creek. Contingency is included at 25% of the estimated construction cost. Project administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction and contingency costs.

Justification / Consequences of Avoidance:

The City of Ontario's General Plan has identified these improvements as necessary to maintain an acceptable level of service (LOS). Failure to make the General Plan's recommended improvements would result in an unacceptable LOS F.

Relationship to General Plan Development:

The Project is required to maintain existing traffic flow along this segment and provide additional capacity for anticipated additional traffic demands

Allocation To General Plan Buildout: 44.00%

Reference Document:

Master Plan of Streets and Highways (September, 2011).

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$307,275	$307,275
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$1,068,781	$1,068,781
4. Contingency	$0	$0	$0	$0	$160,317	$160,317
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$1,536,373	$1,536,373

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Fourth Street Bridge Over Cucamonga Creek **ST -077**

Submitting Departments: Engineering Department

Project Description:

Widen the south side of the Fourth Street Bridge over the Cucamonga Creek. Contingency is included at 25% of the estimated construction cost. Project administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction and contingency costs.

Justification / Consequences of Avoidance:

The City of Ontario's General Plan has identified these improvements as necessary to maintain an acceptable level of service (LOS). Failure to make the General Plan's recommended improvements would result in an unacceptable LOS F.

Relationship to General Plan Development:

The Project is required to maintain existing traffic flow along this segment and provide additional capacity for anticipated additional traffic demands.

Allocation To General Plan Buildout: 100.00%

Reference Document:

Master Plan of Streets and Highways (September, 2011).

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$158,048	$158,048
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$549,732	$549,732
4. Contingency	$0	$0	$0	$0	$82,460	$82,460
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$790,240	$790,240

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Project No Longer Needed **ST -078**

Submitting Departments: Engineering Department

Project Description:
The project has been completed.

Justification / Consequences of Avoidance:
The project has been left in as a place holder to maintain the previous project numbering system.

Relationship to General Plan Development:
Project is completed.

Allocation To General Plan Buildout: 0.00%

Reference Document:
Not applicable.

Project Timing:
Project is completed.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$0	$0

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Holt Boulevard Bridge Over Cucamonga Creek **ST -079**

Submitting Departments: Engineering Department

Project Description:

Widen the North and South Holt Boulevard Bridges over the Cucamonga Creek. Contingency is included at 25% of the estimated construction cost. Project administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction and contingency costs.

Justification / Consequences of Avoidance:

The City of Ontario's General Plan has identified these improvements as necessary to maintain an acceptable level of service (LOS). Failure to make the General Plan's recommended improvements would result in an unacceptable LOS F.

Relationship to General Plan Development:

The Project is required to maintain existing traffic flow along this segment and provide additional capacity for anticipated additional traffic demands.

Allocation To General Plan Buildout: 44.00%

Reference Document:

Master Plan of Streets and Highways (September, 2011).

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$558,681	$558,681
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$1,943,238	$1,943,238
4. Contingency	$0	$0	$0	$0	$291,486	$291,486
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$2,793,405	$2,793,405

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Project No Longer Needed **ST -080**

Submitting Departments: Engineering Department

Project Description:
The project has been completed.

Justification / Consequences of Avoidance:
The project has been left in as a place holder to maintain the previous project numbering system.

Relationship to General Plan Development:
The project is completed

Allocation To General Plan Buildout: 0.00%

Reference Document:
Not applicable.

Project Timing:
The project is completed

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$0	$0

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Mission Boulevard Bridge Over Cucmonga Creek **ST -081**

Submitting Departments: Engineering Department

Project Description:

Widen the North and South Mission Boulevard Bridges over the Cucamonga Creek. Contingency is included at 25% of the estimated construction cost. Project administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction and contingency costs.

Justification / Consequences of Avoidance:

The City of Ontario's General Plan has identified these improvements as necessary to maintain an acceptable level of service (LOS). Failure to make the General Plan's recommended improvements would result in an unacceptable LOS F.

Relationship to General Plan Development:

The Project is required to maintain existing traffic flow along this segment and provide additional capacity for anticipated additional traffic demands.

Allocation To General Plan Buildout: 44.00%

Reference Document:

Master Plan of Streets and Highways (September, 2011).

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$409,896	$409,896
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$1,425,724	$1,425,724
4. Contingency	$0	$0	$0	$0	$213,858	$213,858
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$2,049,478	$2,049,478

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Francis Street Bridge Over Cucamonga Creek **ST -082**

Submitting Departments: Engineering Department

Project Description:

Widen the Francis Street Bridge over the Cucamonga Creek. Contingency is included at 25% of the estimated construction cost. Project administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction and contingency costs.

Justification / Consequences of Avoidance:

The City of Ontario's General Plan has identified these improvements as necessary to maintain an acceptable level of service (LOS). Failure to make the General Plan's recommended improvements would result in an unacceptable LOS F.

Relationship to General Plan Development:

The Project is required to maintain existing traffic flow along this segment and provide additional capacity for anticipated additional traffic demands.

Allocation To General Plan Buildout: 44.00%

Reference Document:

Master Plan of Streets and Highways (September, 2011).

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$374,904	$374,904
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$1,304,015	$1,304,015
4. Contingency	$0	$0	$0	$0	$195,603	$195,603
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$1,874,522	$1,874,522

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Philadelphia Street Bridge Over Cucamonga Creek **ST -083**

Submitting Departments: Engineering Department

Project Description:

Widen the Philadelphia Street Bridge over the Cucamonga Creek. Contingency is included at 25% of the estimated construction cost. Project administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction and contingency costs.

Justification / Consequences of Avoidance:

The City of Ontario's General Plan has identified these improvements as necessary to maintain an acceptable level of service (LOS). Failure to make the General Plan's recommended improvements would result in an unacceptable LOS F.

Relationship to General Plan Development:

The Project is required to maintain existing traffic flow along this segment and provide additional capacity for anticipated additional traffic demands.

Allocation To General Plan Buildout: 44.00%

Reference Document:

Master Plan of Streets and Highways (September, 2011).

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$44,593	$44,593
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$155,105	$155,105
4. Contingency	$0	$0	$0	$0	$23,265	$23,265
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$222,963	$222,963

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Riverside Drive Bridge Over Cucamonga Creek **ST -084**

Submitting Departments: Engineering Department

Project Description:

Widen the north side of the Riverside Drive Bridge over the Cucamonga Creek. Contingency is included at 25% of the estimated construction cost. Project administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction and contingency costs

Justification / Consequences of Avoidance:

The City of Ontario's General Plan has identified these improvements as necessary to maintain an acceptable level of service (LOS). Failure to make the General Plan's recommended improvements would result in an unacceptable LOS F.

Relationship to General Plan Development:

The Project is required to maintain existing traffic flow along this segment and provide additional capacity for anticipated additional traffic demands.

Allocation To General Plan Buildout: 44.00%

Reference Document:

Master Plan of Streets and Highways (September, 2011).

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$218,727	$218,727
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$760,788	$760,788
4. Contingency	$0	$0	$0	$0	$114,118	$114,118
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$1,093,633	$1,093,633

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Archibald Avenue Bridge Over Upper Deer Creek **ST -085**

Submitting Departments: Engineering Department

Project Description:

Widen the Archibald Avenue Bridge over the Upper Deer Creek. Contingency is included at 25% of the estimated construction cost. Project administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction and contingency costs.

Justification / Consequences of Avoidance:

The City of Ontario's General Plan has identified these improvements as necessary to maintain an acceptable level of service (LOS). Failure to make the General Plan's recommended improvements would result in an unacceptable LOS F.

Relationship to General Plan Development:

The Project is required to maintain existing traffic flow along this segment and provide additional capacity for anticipated additional traffic demands.

Allocation To General Plan Buildout: 44.00%

Reference Document:

Master Plan of Streets and Highways (September, 2011).

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$251,407	$251,407
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$874,457	$874,457
4. Contingency	$0	$0	$0	$0	$131,168	$131,168
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$1,257,032	$1,257,032

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Archibald Avenue Bridge Over Upper Deer Creek Spillway **ST -086**

Submitting Departments: Engineering Department

Project Description:

Widen the Archibald Avenue Bridge over the Upper Deer Creek Spillway. Contingency is included at 25% of the estimated construction cost. Project administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction and contingency costs.

Justification / Consequences of Avoidance:

The City of Ontario's General Plan has identified these improvements as necessary to maintain an acceptable level of service (LOS). Failure to make the General Plan's recommended improvements would result in an unacceptable LOS F.

Relationship to General Plan Development:

The Project is required to maintain existing traffic flow along this segment and provide additional capacity for anticipated additional traffic demands.

Allocation To General Plan Buildout: 44.00%

Reference Document:

Master Plan of Streets and Highways (September, 2011).

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$351,969	$351,969
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$1,224,241	$1,224,241
4. Contingency	$0	$0	$0	$0	$183,636	$183,636
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$1,759,846	$1,759,846

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Project Completed Or No Longer Needed **ST -087**

Submitting Departments: Engineering Department

Project Description:
Project has been completed or is no longer needed

Justification / Consequences of Avoidance:
The project has been left in as a place holder to maintain the previous project numbering system.

Relationship to General Plan Development:
Project is completed or no longer necessary.

Allocation To General Plan Buildout: 0.00%

Reference Document:
Master Plan of Streets and Highways (September, 2011).

Project Timing:
Project is completed or no longer necessary.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$0	$0

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Project Completed Or No Longer Needed **ST -088**

Submitting Departments: Engineering Department

Project Description:
The project, previously referred to as "Walnut Street Bridge over lower Deer Creek Reconstruction" is no longer needed and has been removed.

Justification / Consequences of Avoidance:
The project has been left in as a place holder to maintain the previous project numbering system.

Relationship to General Plan Development:
The project is no longer needed.

Allocation To General Plan Buildout: 0.00%

Reference Document:
Not applicable.

Project Timing:
The project is no longer needed.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$0	$0

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Archibald Avenue Bridge Over Lower Deer Creek **ST -089**

Submitting Departments: Engineering Department

Project Description:

Widen the Archibald Avenue Bridge over the Lower Deer Creek. Contingency is included at 25% of the estimated construction cost. Project administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction and contingency costs.

Justification / Consequences of Avoidance:

The City of Ontario's General Plan has identified these improvements as necessary to maintain an acceptable level of service (LOS). Failure to make the General Plan's recommended improvements would result in an unacceptable LOS F.

Relationship to General Plan Development:

The Project is required to maintain existing traffic flow along this segment and provide additional capacity for anticipated additional traffic demands.

Allocation To General Plan Buildout: 100.00%

Reference Document:

Master Plan of Streets and Highways (September, 2011).

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$74,393	$74,393
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$258,758	$258,758
4. Contingency	$0	$0	$0	$0	$38,813	$38,813
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$371,964	$371,964

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Project No Longer Needed **ST -090**

Submitting Departments: Engineering Department

Project Description:
The project has been completed.

Justification / Consequences of Avoidance:
The project has been left in as a place holder to maintain the previous project numbering system.

Relationship to General Plan Development:
The project is completed.

Allocation To General Plan Buildout: 0.00%

Reference Document:
Not applicable.

Project Timing:
The project is completed.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$0	$0

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Grove Avenue Grade Separation Under UPRR/Alhambra Line **ST -091**

Submitting Departments: Engineering Department

Project Description:

Widen the north Grove Avenue grade separation under the Union Pacific Railroad Alhambra Line. Contingency is included at 10% of the estimated construction cost. Project administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction and contingency costs.

Justification / Consequences of Avoidance:

The General Plan identifies this segment of Grove Avenue as six lanes. This project will widen the existing roadway underpass from four to six lanes. Failure to implement these improvements will result in unsatisfactory roadway capacity.

Relationship to General Plan Development:

The General Plan's Roadway Section identifies this segment of Grove Avenue as six lanes.

Allocation To General Plan Buildout: 44.00%

Reference Document:

2012 Street Development Impact Fee (DIF) Program Memo, May 8, 2012.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$1,439,233	$1,439,233
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$8,722,624	$8,722,624
4. Contingency	$0	$0	$0	$0	$872,262	$872,262
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$11,034,119	$11,034,119

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Milliken (N) Grade Separation Under UPRR/Alhambra **ST -092**

Submitting Departments: Engineering Department

Project Description:

Construct the north Milliken Avenue grade separation under the Union Pacific Railroad Alhambra Line.

Justification / Consequences of Avoidance:

The project will eliminate conflicts and delays associated with at-grade roadway/rail road crossings. Failure to implement these improvements will result in increased delays as both vehicle and rail traffic is expected to increase.

Relationship to General Plan Development:

The General Plan's Goods Movement Section identifies the elimination of the at-grade rail crossing at this location.

Allocation To General Plan Buildout: 0.72%

Reference Document:

2012 Street Development Impact Fee (DIF) Program Memo, May 8, 2012.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$26,735,802	$26,735,802
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$26,735,802	$26,735,802

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Project Has Been Completed **ST -093**

Submitting Departments: Engineering Department

Project Description:
The project has been completed.

Justification / Consequences of Avoidance:
The project has been left in as a place holder to maintain the previous project numbering system.

Relationship to General Plan Development:
Project has been completed.

Allocation To General Plan Buildout: 0.00%

Reference Document:
2012 Street Development Impact Fee (DIF) Program Memo, May 8, 2012.

Project Timing:
Project has been completed.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$0	$0

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Project Has Been Completed **ST -094**

Submitting Departments: Engineering Department

Project Description:
Project has been completed.

Justification / Consequences of Avoidance:
The project has been left in as a place holder to maintain the previous project numbering system.

Relationship to General Plan Development:
Project has been completed.

Allocation To General Plan Buildout: 0.00%

Reference Document:
2012 Street Development Impact Fee (DIF) Program Memo, May 8, 2012.

Project Timing:
Project has been completed.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$0	$0

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Archibald (S) Line Grade Separation Over UPRR/LA **ST -095**

Submitting Departments: Engineering Department

Project Description:

Construct the south Archibald Avenue grade separation over the Union Pacific Railroad Los Angeles Line. Contingency is included at 10% of the estimated construction cost. Project administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction and contingency costs.

Justification / Consequences of Avoidance:

The project will eliminate conflicts and delays associated with at-grade roadway/rail road crossings. Failure to implement these improvements will result in increased delays as both vehicle and rail traffic is expected to increase.

Relationship to General Plan Development:

The General Plan's Goods Movement Section identifies the elimination of the at-grade rail crossing at this location.

Allocation To General Plan Buildout: 25.20%

Reference Document:

2012 Street Development Impact Fee (DIF) Program Memo, May 8, 2012.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$7,764,677	$7,764,677
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$47,058,651	$47,058,651
4. Contingency	$0	$0	$0	$0	$4,705,866	$4,705,866
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$59,529,194	$59,529,194

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: San Antonio (S) Line Grade Separation Under UPRR/Alhambra **ST -096**

Submitting Departments: Engineering Department

Project Description:

Construct the San Antonio Avenue grade separation under the Union Pacific Railroad Los Angeles and Alhambra Lines. Contingency is included at 10% of the estimated construction cost. Project administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction and contingency costs. (Amended 09/14, percent change).

Justification / Consequences of Avoidance:

The project will eliminate conflicts and delays associated with at-grade roadway/rail road crossings. Failure to implement these improvements will result in increased delays as both vehicle and rail traffic is expected to increase.

Relationship to General Plan Development:

The General Plan's Goods Movement Section identifies the elimination of the at-grade rail crossing at this location.

Allocation To General Plan Buildout: 44.00%

Reference Document:

2012 Street Development Impact Fee (DIF) Program Memo, May 8, 2012.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$3,248,453	$3,248,453
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$19,687,589	$19,687,589
4. Contingency	$0	$0	$0	$0	$1,968,758	$1,968,758
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$24,904,800	$24,904,800

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Campus (S) Line Grade Separation Under UPRR/Alhambra **ST -097**

Submitting Departments: Engineering Department

Project Description:

Construct the Campus Avenue grade separation under the Union Pacific Railroad Los Angeles and Alhambra Lines. Contingency is included at 10% of the estimated construction cost. Project administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction and contingency costs. (Amended 09/14, percent change).

Justification / Consequences of Avoidance:

The project will eliminate conflicts and delays associated with at-grade roadway/rail road crossings. Failure to implement these improvements will result in increased delays as both vehicle and rail traffic is expected to increase

Relationship to General Plan Development:

The General Plan's Goods Movement Section identifies the elimination of the at-grade rail crossing at this location.

Allocation To General Plan Buildout: 44.00%

Reference Document:

2012 Street Development Impact Fee (DIF) Program Memo, May 8, 2012.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$3,248,453	$3,248,453
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$19,687,589	$19,687,589
4. Contingency	$0	$0	$0	$0	$1,968,758	$1,968,758
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$24,904,800	$24,904,800

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Project No Longer Needed **ST -098**

Submitting Departments: Engineering Department

Project Description:
The project no longer needed.

Justification / Consequences of Avoidance:
The project has been left in as a place holder to maintain the previous project numbering system.

Relationship to General Plan Development:
The project is no longer needed.

Allocation To General Plan Buildout: 0.00%

Reference Document:
Not applicable.

Project Timing:
The project is no longer needed.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$0	$0

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Vine (S) Line Grade Separation Under UPRR/LA Line **ST -099**

Submitting Departments: Engineering Department

Project Description:

Construct the south Vine Avenue grade separation under the Union Pacific Railroad Los Angeles Line. Contingency is included at 10% of the estimated construction cost. Project administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction and contingency costs.

Justification / Consequences of Avoidance:

The project will eliminate conflicts and delays associated with at-grade roadway/rail road crossings. Failure to implement these improvements will result in increased delays as both vehicle and rail traffic is expected to increase.

Relationship to General Plan Development:

The General Plan's Goods Movement Section identifies the elimination of the at-grade rail crossing at this location.

Allocation To General Plan Buildout: 0.00%

Reference Document:

2012 Street Development Impact Fee (DIF) Program Memo, May 8, 2012.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$2,842,396	$2,842,396
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$17,226,640	$17,226,640
4. Contingency	$0	$0	$0	$0	$1,722,664	$1,722,664
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$21,791,700	$21,791,700

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Sultana (S) Line Grade Separation Under UPRR/LA Line **ST -100**

Submitting Departments: Engineering Department

Project Description:

Construct the south Sultana Avenue grade separation under the Union Pacific Railroad Los Angeles Line. Contingency is included at 10% of the estimated construction cost. Project administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction and contingency costs.

Justification / Consequences of Avoidance:

The project will eliminate conflicts and delays associated with at-grade roadway/rail road crossings. Failure to implement these improvements will result in increased delays as both vehicle and rail traffic is expected to increase.

Relationship to General Plan Development:

The General Plan's Goods Movement Section identifies the elimination of the at-grade rail crossing at this location.

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Allocation To General Plan Buildout: 20.00%

Reference Document:

2012 Street Development Impact Fee (DIF) Program Memo, May 8, 2012.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$2,842,396	$2,842,396
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$17,226,640	$17,226,640
4. Contingency	$0	$0	$0	$0	$1,722,664	$1,722,664
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$21,791,700	$21,791,700

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Bon View (S) Grade Separation Under UPRR/LA Line **ST -101**

Submitting Departments: Engineering Department

Project Description:

Construct the south Bon View Avenue grade separation under the Union Pacific Railroad Los Angeles Line. Contingency is included at 10% of the estimated construction cost. Project administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction and contingency costs.

Justification / Consequences of Avoidance:

The project will eliminate conflicts and delays associated with at-grade roadway/rail road crossings. Failure to implement these improvements will result in increased delays as both vehicle and rail traffic is expected to increase.

Relationship to General Plan Development:

The General Plan's Goods Movement Section identifies the elimination of the at-grade rail crossing at this location.

Allocation To General Plan Buildout: 0.00%

Reference Document:

2012 Street Development Impact Fee (DIF) Program Memo, May 8, 2012.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$2,842,396	$2,842,396
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$17,226,640	$17,226,640
4. Contingency	$0	$0	$0	$0	$1,722,664	$1,722,664
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$21,791,700	$21,791,700

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Pavement Management System Rehabilitation Program **ST -102**

Submitting Departments: Engineering Department

Project Description:

Reconstruct street segments as identified by the Pavement Management Program. These street segments represent ordinary wear and tear on existing streets and existing business demands. Contingency is included at 10% of the estimated construction cost. Project administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction and contingency costs

Justification / Consequences of Avoidance:

The City of Ontario has identified these improvements as necessary to maintain an acceptable level of service (LOS). Failure to make the recommended improvements would result in an unacceptable LOS F.

Relationship to General Plan Development:

The project is required to merely maintain and maximize existing traffic flow along all existing City street segments.

Allocation To General Plan Buildout: 0.00%

Reference Document:

The street segments within this project are generated by the City's Pavement Management Program.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$3,634,427	$3,634,427
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$22,026,831	$22,026,831
4. Contingency	$0	$0	$0	$0	$2,202,683	$2,202,683
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$27,863,941	$27,863,941

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Circulation System Maintenance Vehicles **ST -103**

Submitting Departments: Engineering Department

Project Description:

Acquire additional circulation system maintenance vehicles proportional to the increase in both lane miles constructed and trip-ends generated new development in both the Ontario Ranch and General City areas.

Justification / Consequences of Avoidance:

The existing inventory of circulation system maintenance vehicles would be incapable of maintaining the near doubling of street lane-miles, bridges and traffic signals.

Relationship to General Plan Development:

The project is required merely to maintain the City's capacity to maintain all roads that are accepted upon dedication to the City after construction.

Allocation To General Plan Buildout: 100.00%

Reference Document:

Based upon proportional analysis of existing fleet and equipment and future additional infrastructure.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$3,595,574	$3,595,574
TOTAL COST:	$0	$0	$0	$0	$3,595,574	$3,595,574

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Great Park Bridge Over Archibald Avenue **ST -104**

Submitting Departments: Engineering Department

Project Description:

Construct a decorative bridge including end monuments over Archibald Avenue along the proposed Great Park greenbelt to allow for safe pedestrian/cyclist access from the east and west side of the park.

Justification / Consequences of Avoidance:

The project is necessary to maximize the use of the full park without obstructing traffic on Archibald Avenue.

Relationship to General Plan Development:

The project is required to accommodate the traffic generated from the Ontario Ranch areadevelopment as identified in the Ontario ranch area land use database.

Allocation To General Plan Buildout: 100.00%

Reference Document:

Project estimate dated September 9, 2002.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$675,370	$675,370
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$4,093,157	$4,093,157
4. Contingency	$0	$0	$0	$0	$409,316	$409,316
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$5,177,843	$5,177,843

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: SR-60 At Vineyard Interchange Reconstruction/Expansion **ST -105**

Submitting Departments: Engineering Department

Project Description:

The project consists of improvements and capacity expansion of the SR-60 at Vineyard Avenue Interchange. Contingency is included at 10% of the estimated construction cost. Project administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction and contingency costs

Justification / Consequences of Avoidance:

These improvements are necessary to increase the interchange's capacity to accommodate anticipated growth in the Ontario Ranch area. Failure to implement these improvements will result in unsatisfactory interchange capacity.

Relationship to General Plan Development:

The General Plan's Mobility Element promotes local and regional transportation solutions. The project will relieve congestion by distributing demand in conformance with the General Plan.

Allocation To General Plan Buildout: 56.30%

Reference Document:

SANBAG Nexus Study.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$6,877,244	$6,877,244
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$41,680,266	$41,680,266
4. Contingency	$0	$0	$0	$0	$4,168,027	$4,168,027
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$52,725,537	$52,725,537

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: SR-60 At Archibald Interchange Reconstruction/Expansion **ST -106**

Submitting Departments: Engineering Department

Project Description:

The project consists of improvements and capacity expansion of the SR-60 at Archibald Avenue Interchange.

Justification / Consequences of Avoidance:

These improvements are necessary to increase the interchange's capacity to accommodate anticipated growth in the Ontario Ranch area. Failure to implement these improvements will result in unsatisfactory interchange capacity.

Relationship to General Plan Development:

The General Plan's Mobility Element promotes local and regional transportation solutions. The project will relieve congestion by distributing demand in conformance with the General Plan.

Allocation To General Plan Buildout: 35.94%

Reference Document:

SANBAG Nexus Study, Table 5.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$1,479,190	$1,479,190
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$1,650,000	$1,650,000
3. Construction	$0	$0	$0	$0	$8,964,789	$8,964,789
4. Contingency	$0	$0	$0	$0	$896,479	$896,479
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$12,990,458	$12,990,458

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: SR-60 At Euclid Interchange Reconstruction/Expansion **ST -107**

Submitting Departments: Engineering Department

Project Description:

The project consists of improvements and capacity expansion of the SR-60 at Euclid Avenue Interchange. Contingency is included at 10% of the estimated construction cost. Project administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction and contingency costs.

Justification / Consequences of Avoidance:

These improvements are necessary to increase the interchange's capacity to accommodate anticipated growth in the Ontario Ranch area. Failure to implement these improvements will result in unsatisfactory interchange capacity.

Relationship to General Plan Development:

The General Plan's Mobility Element promotes local and regional transportation solutions. The project will relieve congestion by distributing demand in conformance with the General Plan.

Allocation To General Plan Buildout: 25.40%

Reference Document:

SANBAG Nexus Study.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$771,611	$771,611
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$4,676,429	$4,676,429
4. Contingency	$0	$0	$0	$0	$467,643	$467,643
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$5,915,683	$5,915,683

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: SR-60 At Grove Interchange Reconstruction/Expansion **ST -108**

Submitting Departments: Engineering Department

Project Description:

The project consists of improvements and capacity expansion of the SR-60 at Grove Avenue Interchange. Contingency is included at 10% of the estimated construction cost. Project administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction and contingency costs.

Justification / Consequences of Avoidance:

These improvements are necessary to increase the interchange's capacity to accommodate anticipated growth in the Ontario Ranch area. Failure to implement these improvements will result in unsatisfactory interchange capacity.

Relationship to General Plan Development:

The General Plan's Mobility Element promotes local and regional transportation solutions. The project will relieve congestion by distributing demand in conformance with the General Plan.

Allocation To General Plan Buildout: 47.70%

Reference Document:

SANBAG Nexus Study.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$6,839,444	$6,839,444
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$41,451,175	$41,451,175
4. Contingency	$0	$0	$0	$0	$4,145,118	$4,145,118
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$52,435,737	$52,435,737

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: SR-60 At Mountain Interchange Reconstruction/Expansion **ST -109**

Submitting Departments: Engineering Department

Project Description:

The project consists of improvements and capacity expansion of the SR-60 at Mountain Avenue Interchange. Contingency is included at 10% of the estimated construction cost. Project administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction and contingency costs.

Justification / Consequences of Avoidance:

These improvements are necessary to increase the interchange's capacity to accommodate anticipated growth in the Ontario Ranch area. Failure to implement these improvements will result in unsatisfactory interchange capacity

Relationship to General Plan Development:

The General Plan's Mobility Element promotes local and regional transportation solutions. The project will relieve congestion by distributing demand in conformance with the General Plan.

Allocation To General Plan Buildout: 23.30%

Reference Document:

SANBAG Nexus Study.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$2,030,283	$2,030,283
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$12,304,743	$12,304,743
4. Contingency	$0	$0	$0	$0	$1,230,474	$1,230,474
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$15,565,500	$15,565,500

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Project No Longer Needed. **ST -110**

Submitting Departments: Engineering Department

Project Description:
.tHE project is no longer needed.

Justification / Consequences of Avoidance:
The project has been left in as a place holder to maintain the previous project numbering system.

Relationship to General Plan Development:
The project is no longer needed.

Allocation To General Plan Buildout: 0.00%

Reference Document:
Not applicable.

Project Timing:
The project is no longer needed

DRAFT

PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$0	$0

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: I-10 Freeway At Grove/Fourth **ST -111**

Submitting Departments: Engineering Department

Project Description:

The project consists of improvements and capacity expansion of the I-10 at Grove/Fourth Interchange. Project administration consisting of engineering, construction management and contract administration is included at 10% of the construction costs and contingency at 10% of construction costs.

Justification / Consequences of Avoidance:

The interchange improvements are intended to provide operational, safety and capacity improvements to the interchange system and provide a better and more uniform access for freeway traffic to local destinations (and vice versa); including to and from the Ontario International Airport. Failure to implement these improvements will result in critical deficiencies that will be further exacerbated by future growth.

Relationship to General Plan Development:

The General Plan's Mobility Element promotes local and regional transportation solutions. The project will relieve congestion by distributing demand in conformance with the General Plan.

Allocation To General Plan Buildout: 10.90%

Reference Document:

DRAFT PSR estimate.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$15,272,196	$15,272,196
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$65,458,400	$65,458,400
3. Construction	$0	$0	$0	$0	$92,558,764	$92,558,764
4. Contingency	$0	$0	$0	$0	$9,255,876	$9,255,876
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$182,545,236	$182,545,236

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Traffic Signal System Control And Operations Center **ST -112**

Submitting Departments: Engineering Department

Project Description:

Construct improvements to the Traffic Signal System Control and Operations Center. Contingency is included at 10% of the estimated construction cost. Project administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction and contingency costs.

Justification / Consequences of Avoidance:

The project will create a traffic management facility where signal timing plans and traffic management plans can be quickly and efficiently implemented in order to reduce congestion, handle varying traffic conditions and improve road safety. Failure to implement the improvements will result in significant delays to manage traffic incidents as the city's traffic demands reach build out.

Relationship to General Plan Development:

The project is consistent with the General Plan's Mobility Element in that it supplements the design and maintenance of the City's roadway network.

Allocation To General Plan Buildout: 100.00%

Reference Document:

2012 Street Development Impact Fee (DIF) Program Memo, May 8, 2012.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$297,628	$297,628
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$1,803,803	$1,803,803
4. Contingency	$0	$0	$0	$0	$180,380	$180,380
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$2,281,811	$2,281,811

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: General City Backbone Signal Interconnect **ST -113**

Submitting Departments: Engineering Department

Project Description:

Construct improvements to the General City area Backbone Signal Interconnect system. Contingency is included at 10% of the estimated construction cost. Project administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction and contingency costs.

Justification / Consequences of Avoidance:

The project will allow for reliable and redundant communication to traffic signals within the General City. Failure to implement these improvements will result in significant delays to manage traffic incidents as the City's traffic demands reach build out.

Relationship to General Plan Development:

The project is consistent with the General Plan's Mobility Element in that it supplements the design and maintenance of the City's roadway network.

Allocation To General Plan Buildout: 20.00%

Reference Document:

2012 Street Development Impact Fee (DIF) Program Memo, May 8, 2012.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$351,916	$351,916
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$2,132,822	$2,132,822
4. Contingency	$0	$0	$0	$0	$213,282	$213,282
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$2,698,020	$2,698,020

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: I-10 At Euclid Avenue Eastbound On Ramp **ST -114**

Submitting Departments: Engineering Department

Project Description:

The project consists of improvements and capacity expansion of the I-10 at Euclid Avenue eastbound on ramp. Contingency is included at 10% of the estimated construction cost. Project administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction and contingency costs.

Justification / Consequences of Avoidance:

These improvements are necessary to increase the interchange's capacity to accommodate anticipated growth in the General City area. Failure to implement these improvements will result in unsatisfactory interchange capacity.

Relationship to General Plan Development:

The General Plan's Mobility Element promotes local and regional transportation solutions. The project will relieve congestion by distributing demand in conformance with the General Plan.

Allocation To General Plan Buildout: 7.00%

Reference Document:

SANBAG Nexus Study.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$1,205,655	$1,205,655
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$7,306,999	$7,306,999
4. Contingency	$0	$0	$0	$0	$730,700	$730,700
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$9,243,354	$9,243,354

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Project No Longer Needed **ST -115**

Submitting Departments: Engineering Department

Project Description:
The project has been completed.

Justification / Consequences of Avoidance:
The project has been left in as a place holder to maintain the previous project numbering system.

Relationship to General Plan Development:
The project is completed.

Allocation To General Plan Buildout: 0.00%

Reference Document:
Not applicable.

Project Timing:
The project is completed.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$0	$0

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: I-10 At Vineyard Interchange Reconstruction/Expansion **ST -116**

Submitting Departments: Engineering Department

Project Description:

The project consists of intersection and landscaping improvements of the I-10 at Vineyard Avenue interchange. The I-10 Corridor project will be reconstructing the interchange as a project cost.

Justification / Consequences of Avoidance:

These improvements are necessary to increase the interchange's capacity to accommodate anticipated growth in the General City area. Failure to implement these improvements will result in unsatisfactory interchange capacity.

Relationship to General Plan Development:

The General Plan's Mobility Element promotes local and regional transportation solutions. The project will relieve congestion by distributing demand in conformance with the General Plan.

Allocation To General Plan Buildout: 40.00%

Reference Document:

09/08/16 Letter to City from SANBAG.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$321,061	$321,061
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$277,000	$277,000
3. Construction	$0	$0	$0	$0	$1,945,829	$1,945,829
4. Contingency	$0	$0	$0	$0	$194,584	$194,584
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$2,738,474	$2,738,474

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Ontario Ranch Street/Trails Separation **ST -117**

Submitting Departments: Engineering Department

Project Description:

The project consists of grade separation of trails from streets in the Ontario Ranch area wherever practical or needed. Contingency is included at 10% of the estimated construction cost. Project administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction and contingency costs

Justification / Consequences of Avoidance:

The project will eliminate conflicts and delays associated with at-grade roadway and trail crossings.

Relationship to General Plan Development:

The project benefits future development within the Ontario Ranch area.

Allocation To General Plan Buildout: 100.00%

Reference Document:

The reference used for this project consists of a memo from Public Works - Engineering staff.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$303,659	$303,659
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$1,840,356	$1,840,356
4. Contingency	$0	$0	$0	$0	$184,035	$184,035
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$2,328,050	$2,328,050

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Hellman Avenue Bridge Over Cucamonga Creek **ST -118**

Submitting Departments: Engineering Department

Project Description:

Widen the Hellman Avenue Bridge over the Cucamonga Creek. Contingency is included at 25% of the estimated construction cost. Project administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction and contingency costs.

Justification / Consequences of Avoidance:

The City of Ontario's General Plan has identified these improvements as necessary to maintain an acceptable level of service (LOS). Failure to make the General Plan's recommended improvements would result in an unacceptable LOS F.

Relationship to General Plan Development:

The Project is required to maintain existing traffic flow along this segment and provide additional capacity for anticipated additional traffic demands.

Allocation To General Plan Buildout: 100.00%

Reference Document:

Master Plan of Streets and Highways (September, 2011).

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$436,653	$436,653
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$1,518,794	$1,518,794
4. Contingency	$0	$0	$0	$0	$227,820	$227,820
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$2,183,267	$2,183,267

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Project Completed Or No Longer Necessary **ST -119**

Submitting Departments: Engineering Department

Project Description:
Project has been completed.

Justification / Consequences of Avoidance:
The project has been left in as a place holder to maintain the previous project numbering system.

Relationship to General Plan Development:
Project has been completed.

Allocation To General Plan Buildout: 100.00%

Reference Document:
Master Plan of Streets and Highways (September, 2011).

Project Timing:
Project has been completed.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$0	$0

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Project Has Been Completed Or No Longer Necessary **ST -120**

Submitting Departments: Engineering Department

Project Description:
The project has been completed.

Justification / Consequences of Avoidance:
The project has been left in as a place holder to maintain the previous project numbering system.

Relationship to General Plan Development:
The project has been completed.

Allocation To General Plan Buildout: 100.00%

Reference Document:
Master Plan of Streets and Highways (September, 2011).

Project Timing:
The timing of the capital construction or acquisition described herein, was not included in the he project has been completed.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$0	$0

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Schaefer Avenue Bridge Over Cucamonga Creek **ST -121**

Submitting Departments: Engineering Department

Project Description:

Construct the Schaefer Avenue Bridge over the Cucamonga Creek. Contingency is included at 25% of the estimated construction cost. Project administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction and contingency costs.

Justification / Consequences of Avoidance:

The City of Ontario's General Plan has identified these improvements as necessary to maintain an acceptable level of service (LOS). Failure to make the General Plan's recommended improvements would result in an unacceptable LOS F.

Relationship to General Plan Development:

The Project is required to maintain existing traffic flow along this segment and provide additional capacity for anticipated additional traffic demands.

Allocation To General Plan Buildout: 100.00%

Reference Document:

Master Plan of Streets and Highways (September, 2011).

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$1,389,352	$1,389,352
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$4,832,527	$4,832,527
4. Contingency	$0	$0	$0	$0	$724,879	$724,879
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$6,946,758	$6,946,758

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Schaefer Avenue Bridge Over Cucamonga Creek Spillway **ST -122**

Submitting Departments: Engineering Department

Project Description:

Construct the Schaefer Avenue Bridge over the Cucamonga Creek Spillway. Contingency is included at 25% of the estimated construction cost. Project administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction and contingency costs.

Justification / Consequences of Avoidance:

The City of Ontario's General Plan has identified these improvements as necessary to maintain an acceptable level of service (LOS). Failure to make the General Plan's recommended improvements would result in an unacceptable LOS F.

Relationship to General Plan Development:

The Project is required to maintain existing traffic flow along this segment and provide additional capacity for anticipated additional traffic demands.

Allocation To General Plan Buildout: 100.00%

Reference Document:

Master Plan of Streets and Highways (September, 2011).

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$2,469,959	$2,469,959
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$8,591,160	$8,591,160
4. Contingency	$0	$0	$0	$0	$1,288,673	$1,288,673
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$12,349,792	$12,349,792

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Edison Avenue Bridge Over Cucamonga Creek **ST -123**

Submitting Departments: Engineering Department

Project Description:

Construct the Edison Avenue Bridge over the Cucamonga Creek. Contingency is included at 25% of the estimated construction cost. Project administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction and contingency costs.

Justification / Consequences of Avoidance:

The City of Ontario's General Plan has identified these improvements as necessary to maintain an acceptable level of service (LOS). Failure to make the General Plan's recommended improvements would result in an unacceptable LOS F.

Relationship to General Plan Development:

The Project is required to maintain existing traffic flow along this segment and provide additional capacity for anticipated additional traffic demands.

Allocation To General Plan Buildout: 100.00%

Reference Document:

Master Plan of Streets and Highways (September, 2011).

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$3,599,082	$3,599,082
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$12,518,547	$12,518,547
4. Contingency	$0	$0	$0	$0	$1,877,783	$1,877,783
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$17,995,412	$17,995,412

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Eucalyptus Avenue Bridge Over Cucamonga Creek **ST -124**

Submitting Departments: Engineering Department

Project Description:

Construct the Eucalyptus Avenue Bridge over the Cucamonga Creek. Contingency is included at 25% of the estimated construction cost. Project administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction and contingency costs.

Justification / Consequences of Avoidance:

The City of Ontario's General Plan has identified these improvements as necessary to maintain an acceptable level of service (LOS). Failure to make the General Plan's recommended improvements would result in an unacceptable LOS F.

Relationship to General Plan Development:

The Project is required to maintain existing traffic flow along this segment and provide additional capacity for anticipated additional traffic demands.

Allocation To General Plan Buildout: 100.00%

Reference Document:

Master Plan of Streets and Highways (September, 2011).

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$2,200,000	$2,200,000
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$7,652,174	$7,652,174
4. Contingency	$0	$0	$0	$0	$1,147,826	$1,147,826
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$11,000,000	$11,000,000

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Merrill Avenue Bridge Over Cucamonga Creek **ST -125**

Submitting Departments: Engineering Department

Project Description:

Construct the Merrill Avenue Bridge over the Cucamonga Creek. Contingency is included at 25% of the estimated construction cost. Project administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction and contingency costs.

Justification / Consequences of Avoidance:

The City of Ontario's General Plan has identified these improvements as necessary to maintain an acceptable level of service (LOS). Failure to make the General Plan's recommended improvements would result in an unacceptable LOS F.

Relationship to General Plan Development:

The Project is required to maintain existing traffic flow along this segment and provide additional capacity for anticipated additional traffic demands.

Allocation To General Plan Buildout: 100.00%

Reference Document:

Master Plan of Streets and Highways (September, 2011).

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$2,200,000	$2,200,000
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$7,652,174	$7,652,174
4. Contingency	$0	$0	$0	$0	$1,147,826	$1,147,826
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$11,000,000	$11,000,000

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Share Of Common City Yard Improvements **ST -126**

Submitting Departments: Engineering Department

Project Description:

Construct the following improvements: 1) Reconfigure some 60,000 square feet of a recently acquired warehouse and office space. 2) Pave approximately ten acres of currently dirt parking lot, primarily for the refuse operation refueling area. 3) Construct additional fleet maintenance operations bays. 4) Construct a new welding shop. 5) Increase security through additional fencing and lighting. 6) Construct additional CNG fueling stations and 7) reconfigure a recently acquired 24,000 square foot building into covered parking to maximize fleet lifetime. The combined improvements have a total projected cost of $38.2 million and are spread between all City operations that make use of the City yard.

Justification / Consequences of Avoidance:

This amount represents the proportional amount of a total estimated $38.2 million in structural improvements to the City maintenance yard necessary to meet the increasing demands for greater circulation system maintenance capacity. The City has acquired adequate land and has existing structural capacity for the various maintenance demands. This demand for additional structural capacity results from the doubling of all public infrastructures from the Ontario Ranch area and remaining portions of the General City area.

Relationship to General Plan Development:

The project benefits both existing and future development within the General City and Ontario Ranch areas.

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Allocation To General Plan Buildout: 100.00%

Reference Document:

Based upon an analysis of demands on City yard capacity and expansion needs.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$249,858	$249,858
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$1,448,450	$1,448,450
4. Contingency	$0	$0	$0	$0	$217,268	$217,268
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$1,915,576	$1,915,576

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Ontario Ranch Bus Stop Shelters **ST -127**

Submitting Departments: Engineering Department

Project Description:

Construct the Ontario Ranch bus stop shelters. The improvements include 218 bus stops throughout the Ontario Ranch area. Labor for the installation is included at 10% of the materials cost and contingency is included at 10% of total construction and labor costs. (Added 09/14, project added).

Justification / Consequences of Avoidance:

The project will allow for future bus shelter installations at currently identified locations which will be furnished with a bus pad or bus turnout.

Relationship to General Plan Development:

The project is consistent with the General Plan's Mobility Element in that it supplies a reliable alternative transportation system and provides a viable alternative to the automobile.

Allocation To General Plan Buildout: 100.00%

Reference Document:

New Model Colony Bus Facility Justification Study, August 2007 and memo RE: ST-128.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$402,891	$402,891
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$2,441,758	$2,441,758
4. Contingency	$0	$0	$0	$0	$244,175	$244,175
5. Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$3,088,824	$3,088,824

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Ontario Ranch Design Studies **ST -128**

Submitting Departments: Engineering Department

Project Description:

Recovery of costs incurred by the Ontario Ranch Construction group expended on behalf of all other developments. The Master Plan studies include: 1. Master Plan of Infrastructure Alignments, 2. GIS System Integration Traffic Studies, Rights-of-way Studies, Streetscape Master Plan and the Pavement design document. (Added 09/14, study reimbursement costs).

Justification / Consequences of Avoidance:

The studies were necessary to develop infrastructure requirements that define and benefit all development in the Ontario Ranch area.

Relationship to General Plan Development:

The project is consistent with the General Plan's Mobility Element in that it supplements the design and maintenance of the City's Roadway Network.

Allocation To General Plan Buildout: 100.00%

Reference Document:

Ontario Ranch (formerly NMC) Construction Agreement.

Project Timing:

As needed and as available.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction Labor	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Studies	$0	$0	$0	$0	$1,074,109	$1,074,109
TOTAL COST:	$0	$0	$0	$0	$1,074,109	$1,074,109

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Fourth Street Under The I-10 Freeway **ST -129**

Submitting Departments: Engineering Department

Project Description:

The project consists of the widening of Fourth Street under the I-10 Freeway. The I-10 Corridor Project costs will incude the reconstructing the bridge. The cost of improvements will be shared with SANBAG at 53.68% share and the City at 46.32% share per cooperative agreement 17-1001713.

Justification / Consequences of Avoidance:

These improvements are necessary to increase the interchanges capacity to accommodate anticipated growth in the General City area. The

Relationship to General Plan Development:

The project is consistent with the General Plan's Mobility Element in that it supplements the design and maintenance of the City's Roadway Network

Allocation To General Plan Buildout: 46.23%

Reference Document:

None, staff projections.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$2,421,791	$2,421,791
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$2,190,600	$2,190,600
3. Construction	$0	$0	$0	$0	$14,677,517	$14,677,517
4. Contingency	$0	$0	$0	$0	$1,467,751	$1,467,751
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$20,757,659	$20,757,659

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Guasti Road Extension From 1,530' E/O Haven Easterly 310' **ST -130**

Submitting Departments: Engineering Department

Project Description:

Extend Guasti Road to reflect current Master Plan of Streets and Highways from 1,530 feet east of Haven (about 310 feet). Project costs include street, curb, gutter, landscaped parkway, sidewalk, street lights, truck filter and abandoning/constructing a water meter and fire double detector check.

Justification / Consequences of Avoidance:

The City of Ontario's General Plan has identified these improvements as necessary to maintain an acceptable level of service (LOS) in light of additional lane mile demands created by new development. Failure to make these General Plan recommended improvements would result in an unacceptable LOS F.

Relationship to General Plan Development:

The project is consistent with the General Plan's Mobility Element in that it supplements the design and maintenance of the City's Roadway Network

Allocation To General Plan Buildout: 100.00%

Reference Document:

None, staff projections.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$79,223	$79,223
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$480,138	$480,138
4. Contingency	$0	$0	$0	$0	$48,014	$48,014
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$607,375	$607,375

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Local Circulation (Streets, Bridges & Signals) System

Project Title / Ref#: Ontario Traffic Study **ST -131**

Submitting Departments: Engineering Department

Project Description:
The project consists of the recollection for the costs of this study from all beneficiaries with the Ontario Ranch area.

Justification / Consequences of Avoidance:
To recoved the costs of this traffic study fro the ultimate beneficiaries.

Relationship to General Plan Development:
Related to the costs of developing the Ontario Ranch Area, thus recoverable from impact fees.

Allocation To General Plan Buildout: 100.00%

Reference Document:
None, staff projections.

Project Timing:
The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$94,815	$94,815
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$94,815	$94,815

City of Ontario

Storm Drainage

Collection System

DRAFT

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan - All Plan Areas

Storm Drainage Collection System Facilities

MFP 2021-2022 Update

		FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build	Project Build Out Total
SD -001	Euclid Avenue, Riverside To Merrill	$0	$0	$0	$0	$9,631,342	$9,631,342
SD -002	Grove Avenue, Grove Basin To Merrill	$0	$0	$0	$0	$12,233,373	$12,233,373
SD -003	Project Is Completed Or No Longer Needed	$0	$0	$0	$0	$0	$0
SD -004	Project Is Completed Or No Longer Needed	$0	$0	$0	$0	$0	$0
SD -005	Merrill Avenue, Euclid To Bon View	$0	$0	$0	$0	$7,046,489	$7,046,489
SD -006	Campus Avenue, 920' N/O Eucalyptus To Merrill	$0	$0	$0	$0	$1,607,718	$1,607,718
SD -007	Bon View, 1,320' N/O Chino To Merrill	$0	$0	$0	$0	$8,511,617	$8,511,617
SD -008	Euclid Avenue Laterals	$0	$0	$0	$0	$6,659,804	$6,659,804
SD -009	Project Completed Or No Longer Needed	$0	$0	$0	$0	$0	$0
SD -010	Project Completed Or No Longer Needed	$0	$0	$0	$0	$0	$0
SD -011	Project Completed Or No Longer Needed	$0	$0	$0	$0	$0	$0
SD -012	Project Completed Or No Longer Needed	$0	$0	$0	$0	$0	$0
SD -013	Walker Avenue, Eucalyptus To Chino	$0	$0	$0	$0	$7,125,547	$7,125,547
SD -014	Merrill Avenue, Vineyard To 1420' W/O Walker	$0	$0	$0	$0	$7,114,980	$7,114,980
SD -015	Ontario Ranch Road, Walker To 880' E/O Walker	$0	$0	$0	$0	$1,180,896	$1,180,896
SD -016	Schaefer Avenue, Walker To 1,950' E/O Walker	$0	$0	$0	$0	$1,193,236	$1,193,236
SD -017	Project Completed Or No Longer Needed	$0	$0	$0	$0	$0	$0
SD -018	Project Completed Or No Longer Needed	$0	$0	$0	$0	$0	$0
SD -019	Project Completed Or No Longer Needed	$0	$0	$0	$0	$0	$0
SD -020	Hellman Avenue, Chino Avenue To 1,500' N/O Chino	$0	$0	$0	$0	$577,059	$577,059

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CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan - All Plan Areas

Storm Drainage Collection System Facilities

MFP 2021-2022 Update

		FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build	Project Build Out Total
SD -021	Project Completed Or No Longer Needed	$0	$0	$0	$0	$0	$0
SD -022	Eucalyptus Avenue, Archibald To 1,300' E/O Archibald	$0	$0	$0	$0	$1,010,627	$1,010,627
SD -023	Project Completed Or No Longer Necessary	$0	$0	$0	$0	$0	$0
SD -024	Project Completed Or No Longer Needed	$0	$0	$0	$0	$0	$0
SD -025	Turner Avenue, Riverside To County Line Channel	$0	$0	$0	$0	$1,635,875	$1,635,875
SD -026	Turner Avenue Laterals	$0	$0	$0	$0	$1,263,485	$1,263,485
SD -027	Haven Avenue, Riverside To County Line Channel	$0	$0	$0	$0	$2,788,957	$2,788,957
SD -028	Ontario Ranch Road Between Haven And Mill Creek	$0	$0	$0	$0	$332,068	$332,068
SD -029	Haven Avenue Laterals E/O Haven And N/O Schaefer	$0	$0	$0	$0	$2,180,511	$2,180,511
SD -030	Haven Avenue Laterals	$0	$0	$0	$0	$339,199	$339,199
SD -031	Project Completed Or No Longer Needed	$0	$0	$0	$0	$0	$0
SD -032	Mill Creek, Riverside To County Line Channel	$0	$0	$0	$0	$9,556,477	$9,556,477
SD -033	Eucalyptus Avenue Between Mill Creek And Milliken	$0	$0	$0	$0	$388,556	$388,556
SD -034	Eucalyptus Avenue Between Haven And Mill Creek	$0	$0	$0	$0	$693,363	$693,363
SD -035	Project Completed Or No Longer Needed	$0	$0	$0	$0	$0	$0
SD -036	Schaefer Avenue Between Mill Creek And Milliken	$0	$0	$0	$0	$1,818,996	$1,818,996
SD -037	Hellman Avenue, Schaefer To Ontaro Ranch Road And Laterals	$0	$0	$0	$0	$4,986,124	$4,986,124
SD -038	Project Completed Or No Longer Needed	$0	$0	$0	$0	$0	$0
SD -039	Edison-Hellman/Vineyard, Hellman-ER/Merrill To C. Creek	$0	$0	$0	$0	$4,889,904	$4,889,904
SD -040	Eucalyptus Avenue, Hellman To Cucamonga Channel	$0	$0	$0	$0	$1,232,619	$1,232,619

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CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan - All Plan Areas

Storm Drainage Collection System Facilities

MFP 2021-2022 Update

		FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build	Project Build Out Total
SD -041	Merrill Avenue, Cucamonga Channel To Walker	$0	$0	$0	$0	$14,553,658	$14,553,658
SD -042	Project Completed Or No Longer Needed	$0	$0	$0	$0	$0	$0
SD -043	Project Completed Or No Longer Needed	$0	$0	$0	$0	$0	$0
SD -044	Project Completed Or No Longer Needed	$0	$0	$0	$0	$0	$0
SD -045	Eucalyptus Avenue, Cucamonga Channel To W/O Archibald	$0	$0	$0	$0	$724,868	$724,868
SD -046	Edison Avenue Laterals E/O Cucamonga Channel	$0	$0	$0	$0	$1,144,929	$1,144,929
SD -047	Project Completed Or No Longer Needed	$0	$0	$0	$0	$0	$0
SD -048	Chino Avenue, Cucamonga Channel To N/O Chino	$0	$0	$0	$0	$595,564	$595,564
SD -049	Milliken Avenue, Riverside To County Line Channel	$0	$0	$0	$0	$2,517,255	$2,517,255
SD -050	Offsite Euclid Avenue Storm Drain	$0	$0	$0	$0	$21,110,125	$21,110,125
SD -051	Project Completed Or No Longer Needed	$0	$0	$0	$0	$0	$0
SD -052	Project Is Completed Or No Longer Needed	$0	$0	$0	$0	$0	$0
SD -053	Project Is Completed Or No Longer Needed	$0	$0	$0	$0	$0	$0
SD -054	Project Is Completed Or No Longer Needed	$0	$0	$0	$0	$0	$0
SD -055	Project Is Completed Or No Longer Necessary	$0	$0	$0	$0	$0	$0
SD -056	Sixth Street, Glenn To Cucamonga Channel	$0	$0	$0	$0	$7,780,102	$7,780,102
SD -057	G Street, Berlyn To West Cucamonga Channel & Various Streets	$0	$0	$0	$0	$6,732,172	$6,732,172
SD -058	Grove Avenue, 60 Freeway To Riverside Drive	$0	$0	$0	$0	$2,205,860	$2,205,860
SD -059	Campus Avenue, Cedar To Riverside	$0	$0	$0	$0	$3,681,523	$3,681,523
SD -060	D And I Streets, Grove To West Cucamonga Channel	$0	$0	$0	$0	$1,432,227	$1,432,227

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CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan - All Plan Areas

Storm Drainage Collection System Facilities

MFP 2021-2022 Update

		FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build	Project Build Out Total
SD -061	Inland Empire Blvd., Vineyard To Cucamonga Channel	$0	$0	$0	$0	$704,711	$704,711
SD -062	Sultana Avenue, Phillips To Philadelphia	$0	$0	$0	$0	$4,342,519	$4,342,519
SD -063	Fourth Street, El Dorado To Cucamonga Channel	$0	$0	$0	$0	$2,489,751	$2,489,751
SD -064	Baker, Vineyard, Carlos, Hellman - Acacia To Philadelphia	$0	$0	$0	$0	$2,730,804	$2,730,804
SD -065	Bon View Avenue, 60 Freeway To Riverside	$0	$0	$0	$0	$2,572,056	$2,572,056
SD -066	Cucamonga Avenue, 60 Freeway To Riverside	$0	$0	$0	$0	$2,482,871	$2,482,871
SD -067	Bon View Avenue, Misison To Francis	$0	$0	$0	$0	$3,678,744	$3,678,744
SD -068	Cucamonga Avenue, Phillips To Francis	$0	$0	$0	$0	$2,273,929	$2,273,929
SD -069	Storm Drainage Maintenance Vehicles	$0	$0	$0	$0	$578,539	$578,539
SD -070	Boulder Avenue, I To State	$0	$0	$0	$0	$12,939,211	$12,939,211
SD -071	Benson Avenue, State To I Street	$0	$0	$0	$0	$4,090,142	$4,090,142
SD -072	Mountain Avenue, Philadelphia To Phillips	$0	$0	$0	$0	$7,791,496	$7,791,496
SD -073	San Antonio Avenue, Francis To Cypress Channel	$0	$0	$0	$0	$10,490,213	$10,490,213
SD -074	San Sevaine Channel	$0	$0	$0	$0	$1,875,549	$1,875,549
SD -075	Storm Drain Master Plan	$0	$0	$0	$0	$484,000	$484,000
SD -076	Project Completed Or No Longer Needed	$0	$0	$0	$0	$0	$0
SD -077	Campus Avenue, State To Francis (Phase 2 Of SD-053)	$0	$0	$0	$0	$4,291,433	$4,291,433
SD -078	Parco Avenue, Philadelphia To 60 Freeway (Phase 2 Of SD-055)	$0	$0	$0	$0	$921,951	$921,951
SD -079	Grove Avenue, Francis To 60 Freeway (Phase 2 Of SD-058)	$0	$0	$0	$0	$1,423,685	$1,423,685
SD -080	Sultana Avenue, State To Phillips (Phase 2 Of SD-062)	$0	$0	$0	$0	$3,436,111	$3,436,111

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CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan - All Plan Areas

Storm Drainage Collection System Facilities

MFP 2021-2022 Update

		FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build	Project Build Out Total
SD -101	Archibald Avenue, Inland Empire To Airport Drive	$0	$0	$0	$0	$2,250,187	$2,250,187
SD -102	Fifth Street, Balboa To Cucamonga Channel	$0	$0	$0	$0	$1,424,679	$1,424,679
SD -103	Share Of Common City Yard Improvements	$0	$0	$0	$0	$1,739,460	$1,739,460
SD -104	Project Completed Or No Longer Needed	$0	$0	$0	$0	$0	$0
SD -105	Ontario Ranch Storm Drain Design Studies	$0	$0	$0	$0	$1,053,500	$1,053,500
	TOTALS	$0	$0	$0	$0	$299,014,967	$299,014,967

Notes:
1) If project timing is not a component of this effort, then all projects default to their "Thru Build Out" amount.

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CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities

Project Title / Ref#: Euclid Avenue, Riverside To Merrill **SD -001**

Submitting Departments: Engineering Department

Project Description:

Construct 13,200 linear feet of storm drain system along Euclid Avenue from Riverside Drive to Merrill Avenue, identified as EULD-XIV-1 in the City of Ontario Master Plan of Drainage (March 2012). Contingency is included at 10% of the estimated construction cost. Project Administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction/contingency cost.

Justification / Consequences of Avoidance:

These drainage improvements are needed to provide efficient and timely storm water removal. Storm water will increase in amounts proportional to the percentage of development on an acre due to the decrease in the amount of pervious (i.e. dirt/turf) surface available for infiltration. The cumulative amount of development will create significant amounts of storm water run-off that must be dealt with safely and quickly. Potential flooding of major and secondary arterials including most residential and business areas may occur as development continues to increase the City's overall percentage of impervious surface (i.e. buildings, parking lots, streets, etc.). Additionally, emergency vehicle response maybe impacted due to unmitigated flooding conditions.

Relationship to General Plan Development:

The project is related to the collection and removal of storm water from the Ontario Ranch (OR) area and is likely totally within that area. The amount of any project costs not fully attributed to the OR area (if any) represents the percentage of storm water collected or moved by that segment of pipe was not generated by rainfall within the OR area.

Allocation To General Plan Buildout: 100.00%

Reference Document:

Master Plan of Storm Drainage, March 2012, as amended by the change in the ENR Construction Cost Index since 03/2012.

Project Timing:

The timing of the capital construction or acquisition herein, is not included in the scope of this engagement, thus all project costs default to the "Build-out" column. In general, OR projects will be constructed as needed and as DIF receipts are collected. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$1,256,262	$1,256,262
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$7,613,709	$7,613,709
4. Contingency	$0	$0	$0	$0	$761,371	$761,371
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$9,631,342	$9,631,342

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities

Project Title / Ref#: Grove Avenue, Grove Basin To Merrill **SD -002**

Submitting Departments: Engineering Department

Project Description:

Construct 11,900 linear feet of storm drain system along Grove Avenue from Grove Basin (located south of Riverside Drive) to Merrill Avenue, identified as GROV-XIII-1 in the City of Ontario Master Plan of Drainage (March 2012). Contingency is included at 10% of the estimated construction cost. Project Administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction/contingency cost.

Justification / Consequences of Avoidance:

These drainage improvements are needed to provide efficient and timely storm water removal. Storm water will increase in amounts proportional to the percentage of development on an acre due to the decrease in the amount of pervious (i.e. dirt/turf) surface available for infiltration. The cumulative amount of development will create significant amounts of storm water run-off that must be dealt with safely and quickly. Potential flooding of major and secondary arterials including most residential and business areas may occur as development continues to increase the City's overall percentage of impervious surface (i.e. buildings, parking lots, streets, etc.). Additionally, emergency vehicle response maybe impacted due to unmitigated flooding conditions.

Relationship to General Plan Development:

The project is related to the collection and removal of storm water from the Ontario Ranch (OR) area and is likely totally within that area. The amount of any project costs not fully attributed to the OR area (if any) represents the percentage of storm water collected or moved by that segment of pipe was not generated by rainfall within the OR area.

Allocation To General Plan Buildout: 100.00%

Reference Document:

Master Plan of Storm Drainage, March 2012, as amended by the change in the ENR Construction Cost Index since 03/2012.

Project Timing:

The timing of the capital construction or acquisition herein, is not included in the scope of this engagement, thus all project costs default to the "Build-out" column. In general, OR projects will be constructed as needed and as DIF receipts are collected. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$1,595,658	$1,595,658
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$9,670,651	$9,670,651
4. Contingency	$0	$0	$0	$0	$967,064	$967,064
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$12,233,373	$12,233,373

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities
Project Title / Ref#: Project Is Completed Or No Longer Needed **SD -003**
Submitting Departments: Engineering Department

Project Description:
This project is no longer needed.

Justification / Consequences of Avoidance:
The project has been left in as a place holder to maintain the previous project numbering system.

Relationship to General Plan Development:
Separate project is not needed.

Allocation To General Plan Buildout: 0.00%

Reference Document:
Not applicable.

Project Timing:
Separate project is not needed.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$0	$0

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities
Project Title / Ref#: Project Is Completed Or No Longer Needed **SD -004**
Submitting Departments: Engineering Department

Project Description:
The project is no longer needed.

Justification / Consequences of Avoidance:
No longer needed.

Relationship to General Plan Development:
The project is no longer needed.

Allocation To General Plan Buildout: 0.00%

Reference Document:
This project has been completed, no longer needed or has been merged into a differnt project segment.

Project Timing:
The project is no longer needed.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$0	$0

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities

Project Title / Ref#: Merrill Avenue, Euclid To Bon View **SD -005**

Submitting Departments: Engineering Department

Project Description:

Construct 4,300 linear feet of storm drain system along Merrill Avenue from Euclid Avenue to Bon View Avenue, identified as MERL-XIV-1 in the City of Ontario Master Plan of Drainage (March 2012). Contingency is included at 10% of the estimated construction cost. Project Administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction/contingency cost.

Justification / Consequences of Avoidance:

These drainage improvements are needed to provide efficient and timely storm water removal. Storm water will increase in amounts proportional to the percentage of development on an acre due to the decrease in the amount of pervious (i.e. dirt/turf) surface available for infiltration. The cumulative amount of development will create significant amounts of storm water run-off that must be dealt with safely and quickly. Potential flooding of major and secondary arterials including most residential and business areas may occur as development continues to increase the City's overall percentage of impervious surface (i.e. buildings, parking lots, streets, etc.). Additionally, emergency vehicle response maybe impacted due to unmitigated flooding conditions.

Relationship to General Plan Development:

The project is related to the collection and removal of storm water from the Ontario Ranch (OR) area and is likely totally within that area. The amount of any project costs not fully attributed to OR area (if any) represents the percentage of storm water collected or moved by that segment of pipe was not generated by rainfall within the OR area.

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Allocation To General Plan Buildout: 100.00%

Reference Document:

Master Plan of Storm Drainage, March 2012, as amended by the change in the ENR Construction Cost Index since 03/2012.

Project Timing:

The timing of the capital construction or acquisition herein, is not included in the scope of this engagement, thus all project costs default to the "Build-out" column. In general, OR projects will be constructed as needed and as DIF receipts are collected. All costs are at nominal, or current dollar value.

PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$919,106	$919,106
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$5,570,348	$5,570,348
4. Contingency	$0	$0	$0	$0	$557,035	$557,035
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$7,046,489	$7,046,489

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities

Project Title / Ref#: Campus Avenue, 920' N/O Eucalyptus To Merrill **SD -006**

Submitting Departments: Engineering Department

Project Description:

Construct 3,500 linear feet of storm drain system along Campus Avenue from 920 feet north of Eucalyptus Avenue to Merrill Avenue, identified as MERL-XIV-2 in the City of Ontario Master Plan of Drainage (March 2012). Contingency is included at 10% of the estimated construction cost. Project Administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction/contingency cost.

Justification / Consequences of Avoidance:

These drainage improvements are needed to provide efficient and timely storm water removal. Storm water will increase in amounts proportional to the percentage of development on an acre due to the decrease in the amount of pervious (i.e. dirt/turf) surface available for infiltration. The cumulative amount of development will create significant amounts of storm water run-off that must be dealt with safely and quickly. Potential flooding of major and secondary arterials including most residential and business areas may occur as development continues to increase the City's overall percentage of impervious surface (i.e. buildings, parking lots, streets, etc.). Additionally, emergency vehicle response maybe impacted due to unmitigated flooding conditions.

Relationship to General Plan Development:

The project is related to the collection and removal of storm water from the Ontario Ranch (OR) area and is likely totally within that area. The amount of any project costs not fully attributed to OR area (if any) represents the percentage of storm water collected or moved by that segment of pipe was not generated by rainfall within the OR area.

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Allocation To General Plan Buildout: 100.00%

Reference Document:

Master Plan of Storm Drainage, March 2012, as amended by the change in the ENR Construction Cost Index since 03/2012.

Project Timing:

The timing of the capital construction or acquisition herein, is not included in the scope of this engagement, thus all project costs default to the "Build-out" column. In general, OR projects will be constructed as needed and as DIF receipts are collected. All costs are at nominal, or current dollar value.

PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$209,702	$209,702
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$1,270,923	$1,270,923
4. Contingency	$0	$0	$0	$0	$127,093	$127,093
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$1,607,718	$1,607,718

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities

Project Title / Ref#: Bon View, 1,320' N/O Chino To Merrill **SD -007**

Submitting Departments: Engineering Department

Project Description:

Construct 11,800 linear feet of storm drain system along Bon View Avenue from 1300 feet south of Riverside Drive to Merrill Avenue, identified as BNVW-XIV-1 in the City of Ontario Master Plan of Drainage (March 2012). Contingency is included at 10% of the estimated construction cost. Project Administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction/contingency cost.

Justification / Consequences of Avoidance:

These drainage improvements are needed to provide efficient and timely storm water removal. Storm water will increase in amounts proportional to the percentage of development on an acre due to the decrease in the amount of pervious (i.e. dirt/turf) surface available for infiltration. The cumulative amount of development will create significant amounts of storm water run-off that must be dealt with safely and quickly. Potential flooding of major and secondary arterials including most residential and business areas may occur as development continues to increase the City's overall percentage of impervious surface (i.e. buildings, parking lots, streets, etc.). Additionally, emergency vehicle response maybe impacted due to unmitigated flooding conditions.

Relationship to General Plan Development:

The project is related to the collection and removal of storm water from the Ontario Ranch area and is likely totally within that area. The amount of any project costs not fully attributed to OR area (if any) represents the percentage of storm water collected or moved by that segment of pipe was not generated by rainfall within the OR area.

Allocation To General Plan Buildout: 100.00%

Reference Document:

Master Plan of Storm Drainage, March 2012, as amended by the change in the ENR Construction Cost Index since 03/2012.

Project Timing:

The timing of the capital construction or acquisition herein, is not included in the scope of this engagement, thus all project costs default to the "Build-out" column. In general, OR projects will be constructed as needed and as DIF receipts are collected. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$1,110,211	$1,110,211
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$6,728,551	$6,728,551
4. Contingency	$0	$0	$0	$0	$672,855	$672,855
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$8,511,617	$8,511,617

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities

Project Title / Ref#: Euclid Avenue Laterals **SD -008**

Submitting Departments: Engineering Department

Project Description:

Construct 10,400 linear feet of storm drain system along Chino Avenue from Euclid Avenue to Campus Avenue, Schaefer Avenue from Euclid Avenue to Campus Avenue, Edison Avenue from Euclid Avenue to Campus Avenue and Eucalyptus Avenue from Euclid Avenue to 1,100 feet east of Euclid Avenue, identified as EULD-XIV-2, EULD-XIV-3, EULD-XIV-4 and EULD-XIV-5 in the City of Ontario Master Plan of Drainage (March 2012). Contingency is included at 10% of the estimated construction cost. Project Administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction/contingency cost.

Justification / Consequences of Avoidance:

These drainage improvements are needed to provide efficient and timely storm water removal. Storm water will increase in amounts proportional to the percentage of development on an acre due to the decrease in the amount of pervious (i.e. dirt/turf) surface available for infiltration. The cumulative amount of development will create significant amounts of storm water run-off that must be dealt with safely and quickly. Potential flooding of major and secondary arterials including most residential and business areas may occur as development continues to increase the City's overall percentage of impervious surface (i.e. buildings, parking lots, streets, etc.). Additionally, emergency vehicle response maybe impacted due to unmitigated flooding conditions.

Relationship to General Plan Development:

The project is related to the collection and removal of storm water from the Ontario Ranch (OR) area and is likely totally within that area. The amount of any project costs not fully attributed to OR area (if any) represents the percentage of storm water collected or moved by that segment of pipe was not generated by rainfall within the OR area.

Allocation To General Plan Buildout: 100.00%

Reference Document:

Master Plan of Storm Drainage, March 2012, as amended by the change in the ENR Construction Cost Index since 03/2012.

Project Timing:

The timing of the capital construction or acquisition herein, is not included in the scope of this engagement, thus all project costs default to the "Build-out" column. In general, OR projects will be constructed as needed and as DIF receipts are collected. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$868,670	$868,670
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$5,264,667	$5,264,667
4. Contingency	$0	$0	$0	$0	$526,467	$526,467
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$6,659,804	$6,659,804

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities
Project Title / Ref#: Project Completed Or No Longer Needed **SD -009**
Submitting Departments: Engineering Department

Project Description:
The project is no longer needed.

Justification / Consequences of Avoidance:
The project has been left in as a place holder to maintain the previous project numbering system.

Relationship to General Plan Development:
Separate project is not needed.

Allocation To General Plan Buildout: 0.00%

Reference Document:
Not applicable.

Project Timing:
Separate project is not needed.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$0	$0

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities
Project Title / Ref#: Project Completed Or No Longer Needed **SD -010**
Submitting Departments: Engineering Department

Project Description:
The project is no longer needed.

Justification / Consequences of Avoidance:
The project has been left in as a place holder to maintain the previous project numbering system.

Relationship to General Plan Development:
Project is not needed.

Allocation To General Plan Buildout: 0.00%

Reference Document:
Not applicable.

Project Timing:
Project is not needed.

DRAFT

PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$0	$0

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities
Project Title / Ref#: Project Completed Or No Longer Needed **SD -011**
Submitting Departments: Engineering Department

Project Description:
The project is no longer needed.

Justification / Consequences of Avoidance:
The project has been left in as a place holder to maintain the previous project numbering system.

Relationship to General Plan Development:
Separate project is not needed.

Allocation To General Plan Buildout: 0.00%

Reference Document:
Not applicable.

Project Timing:
Separate project is not needed.

DRAFT

PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$0	$0

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities
Project Title / Ref#: Project Completed Or No Longer Needed **SD -012**
Submitting Departments: Engineering Department

Project Description:
This project is no longer needed.

Justification / Consequences of Avoidance:
The project has been left in as a place holder to maintain the previous project numbering system.

Relationship to General Plan Development:
Separate project is not needed.

Allocation To General Plan Buildout: 0.00%

Reference Document:
Not applicable.

Project Timing:
Separate project is not needed.

DRAFT

PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$0	$0

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities

Project Title / Ref#: Walker Avenue, Eucalyptus To Chino **SD -013**

Submitting Departments: Engineering Department

Project Description:

Construct 9,300 linear feet of storm drain system along Walker Avenue from Eucalyptus Avenue to Chino Avenue, identified as WLKR-XII-1 in the City of Ontario Master Plan of Drainage (March 2012, amended 2017). Contingency is included at 10% of the estimated construction cost. Project Administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction/contingency cost.

Justification / Consequences of Avoidance:

These drainage improvements are needed to provide efficient and timely storm water removal. Storm water will increase in amounts proportional to the percentage of development on an acre due to the decrease in the amount of pervious (i.e. dirt/turf) surface available for infiltration. The cumulative amount of development will create significant amounts of storm water run-off that must be dealt with safely and quickly. Potential flooding of major and secondary arterials including most residential and business areas may occur as development continues to increase the City's overall percentage of impervious surface (i.e. buildings, parking lots, streets, etc.). Additionally, emergency vehicle response maybe impacted due to unmitigated flooding conditions.

Relationship to General Plan Development:

The project is related to the collection and removal of storm water from the Ontario Ranch (OR) area and is likely totally within that area. The amount of any project costs not fully attributed to OR area (if any) represents the percentage of storm water collected or moved by that segment of pipe was not generated by rainfall within the OR area.

Allocation To General Plan Buildout: 100.00%

Reference Document:

Master Plan of Storm Drainage, March 2012, as amended by the change in the ENR Construction Cost Index since 03/2012.

Project Timing:

The timing of the capital construction or acquisition herein, is not included in the scope of this engagement, thus all project costs default to the "Build-out" column. In general, OR projects will be constructed as needed and as DIF receipts are collected. All costs are at nominal, or current dollar value.

DRAFT

PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$929,419	$929,419
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$5,632,843	$5,632,843
4. Contingency	$0	$0	$0	$0	$563,285	$563,285
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$7,125,547	$7,125,547

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities

Project Title / Ref#: Merrill Avenue, Vineyard To 1420' W/O Walker **SD -014**

Submitting Departments: Engineering Department

Project Description:

Construct 3,970 linear feet of storm drain system along Merrill Avenue from Vineyard Avenue to 1420' west of Walker Avenue, identified as WLKR-XII-1 and WLKR XII-2 in the City of Ontario Master Plan of Drainage (March 2012, amended 2017). Contingency is included at 10% of the estimated construction cost. Project Administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction/contingency cost.

Justification / Consequences of Avoidance:

These drainage improvements are needed to provide efficient and timely storm water removal. Storm water will increase in amounts proportional to the percentage of development on an acre due to the decrease in the amount of pervious (i.e. dirt/turf) surface available for infiltration. The cumulative amount of development will create significant amounts of storm water run-off that must be dealt with safely and quickly. Potential flooding of major and secondary arterials including most residential and business areas may occur as development continues to increase the City's overall percentage of impervious surface (i.e. buildings, parking lots, streets, etc.). Additionally, emergency vehicle response maybe impacted due to unmitigated flooding conditions.

Relationship to General Plan Development:

The project is related to the collection and removal of storm water from the Ontario Ranch (OR) area and is likely totally within that area. The amount of any project costs not fully attributed to OR area (if any) represents the percentage of storm water collected or moved by that segment of pipe was not generated by rainfall within the OR area.

Allocation To General Plan Buildout: 100.00%

Reference Document:

Master Plan of Storm Drainage, March 2012, as amended by the change in the ENR Construction Cost Index since 03/2012.

Project Timing:

The timing of the capital construction or acquisition herein, is not included in the scope of this engagement, thus all project costs default to the "Build-out" column. In general, OR projects will be constructed as needed and as DIF receipts are collected. All costs are at nominal, or current dollar value.

DRAFT

PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$928,041	$928,041
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$5,624,490	$5,624,490
4. Contingency	$0	$0	$0	$0	$562,449	$562,449
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$7,114,980	$7,114,980

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities

Project Title / Ref#: Ontario Ranch Road, Walker To 880' E/O Walker **SD -015**

Submitting Departments: Engineering Department

Project Description:

Construct 1,900 linear feet of storm drain system along Ontario Ranch Road (Edison) from Walker Avenue to 1,900 feet east of Walker Avenue, identified as WLKR-XII-3 in the City of Ontario Master Plan of Drainage (March 2012). Contingency is included at 10% of the estimated construction cost. Project Administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction/contingency cost.

Justification / Consequences of Avoidance:

These drainage improvements are needed to provide efficient and timely storm water removal. Storm water will increase in amounts proportional to the percentage of development on an acre due to the decrease in the amount of pervious (i.e. dirt/turf) surface available for infiltration. The cumulative amount of development will create significant amounts of storm water run-off that must be dealt with safely and quickly. Potential flooding of major and secondary arterials including most residential and business areas may occur as development continues to increase the City's overall percentage of impervious surface (i.e. buildings, parking lots, streets, etc.). Additionally, emergency vehicle response maybe impacted due to unmitigated flooding conditions.

Relationship to General Plan Development:

The project is related to the collection and removal of storm water from the Ontario Ranch (OR) area and is likely totally within that area. The amount of any project costs not fully attributed to OR area (if any) represents the percentage of storm water collected or moved by that segment of pipe was not generated by rainfall within the OR area.

Allocation To General Plan Buildout: 100.00%

Reference Document:

Master Plan of Storm Drainage, March 2012, as amended by the change in the ENR Construction Cost Index since 03/2012.

Project Timing:

The timing of the capital construction or acquisition herein, is not included in the scope of this engagement, thus all project costs default to the "Build-out" column. In general, OR projects will be constructed as needed and as DIF receipts are collected. All costs are at nominal, or current dollar value.

DRAFT

PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$154,030	$154,030
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$933,515	$933,515
4. Contingency	$0	$0	$0	$0	$93,351	$93,351
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$1,180,896	$1,180,896

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities

Project Title / Ref#: Schaefer Avenue, Walker To 1,950' E/O Walker **SD -016**

Submitting Departments: Engineering Department

Project Description:

Construct 2,000 linear feet of storm drain system along Schaefer Avenue from Walker Avenue to 2,000 feet east of Walker Avenue, identified as WLKR-XII-4 in the City of Ontario Master Plan of Drainage (March 2012). Contingency is included at 10% of the estimated construction cost. Project Administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction/contingency cost.

Justification / Consequences of Avoidance:

These drainage improvements are needed to provide efficient and timely storm water removal. Storm water will increase in amounts proportional to the percentage of development on an acre due to the decrease in the amount of pervious (i.e. dirt/turf) surface available for infiltration. The cumulative amount of development will create significant amounts of storm water run-off that must be dealt with safely and quickly. Potential flooding of major and secondary arterials including most residential and business areas may occur as development continues to increase the City's overall percentage of impervious surface (i.e. buildings, parking lots, streets, etc.). Additionally, emergency vehicle response maybe impacted due to unmitigated flooding conditions.

Relationship to General Plan Development:

The project is related to the collection and removal of storm water from the Ontario Ranch (OR) area and is likely totally within that area. The amount of any project costs not fully attributed to OR area (if any) represents the percentage of storm water collected or moved by that segment of pipe was not generated by rainfall within the OR area.

Allocation To General Plan Buildout: 100.00%

Reference Document:

Master Plan of Storm Drainage, March 2012, as amended by the change in the ENR Construction Cost Index since 03/2012.

Project Timing:

The timing of the capital construction or acquisition herein, is not included in the scope of this engagement, thus all project costs default to the "Build-out" column. In general, OR projects will be constructed as needed and as DIF receipts are collected. All costs are at nominal, or current dollar value.

DRAFT

PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P Build-Out	Total all Years
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$155,639	$155,639
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$943,270	$943,270
5. Equipment / Other	$0	$0	$0	$0	$94,327	$94,327
TOTAL COST:	$0	$0	$0	$0	$1,193,236	$1,193,236

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities
Project Title / Ref#: Project Completed Or No Longer Needed **SD -017**
Submitting Departments: Engineering Department

Project Description:
.Project no longer needed.

Justification / Consequences of Avoidance:
The project has been left in as a place holder to maintain the previous project numbering system.

Relationship to General Plan Development:
Separate project is not needed.

Allocation To General Plan Buildout: 0.00%

Reference Document:
Not applicable.

Project Timing:
Separate project is not needed.

DRAFT

PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$0	$0

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities
Project Title / Ref#: Project Completed Or No Longer Needed **SD -018**
Submitting Departments: Engineering Department

Project Description:
.Project completed or no longer needed.

Justification / Consequences of Avoidance:
The project has been left in as a place holder to maintain the previous project numbering system.

Relationship to General Plan Development:
Separate project is not needed.

Allocation To General Plan Buildout: 0.00%

Reference Document:
Not applicable.

Project Timing:
Separate project is no needed.

DRAFT

PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$0	$0

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities
Project Title / Ref#: Project Completed Or No Longer Needed **SD -019**
Submitting Departments: Engineering Department

Project Description:
This project is completed or no longer needed.

Justification / Consequences of Avoidance:
The project has been left in as a place holder to maintain the previous project numbering system.

Relationship to General Plan Development:
Project is not needed.

Allocation To General Plan Buildout: 0.00%

Reference Document:
Not applicable.

Project Timing:
Project is not needed.

DRAFT

PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$0	$0

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities

Project Title / Ref#: Hellman Avenue, Chino Avenue To 1,500' N/O Chino **SD -020**

Submitting Departments: Engineering Department

Project Description:

Construct 1,500 linear feet of storm drain system along Hellman Avenue from Chino Avenue to 1,500 feet north of Chino Avenue, identified as CHIN-XI-2 in the City of Ontario Master Plan of Drainage (March 2012). Contingency is included at 10% of the estimated construction cost. Project Administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction/contingency cost.

Justification / Consequences of Avoidance:

These drainage improvements are needed to provide efficient and timely storm water removal. Storm water will increase in amounts proportional to the percentage of development on an acre due to the decrease in the amount of pervious (i.e. dirt/turf) surface available for infiltration. The cumulative amount of development will create significant amounts of storm water run-off that must be dealt with safely and quickly. Potential flooding of major and secondary arterials including most residential and business areas may occur as development continues to increase the City's overall percentage of impervious surface (i.e. buildings, parking lots, streets, etc.). Additionally, emergency vehicle response maybe impacted due to unmitigated flooding conditions.

Relationship to General Plan Development:

The project is related to the collection and removal of storm water from the Ontario Ranch (OR) area and is likely totally within that area. The amount of any project costs not fully attributed to OR area (if any) represents the percentage of storm water collected or moved by that segment of pipe was not generated by rainfall within the OR area.

Allocation To General Plan Buildout: 100.00%

Reference Document:

Master Plan of Storm Drainage, March 2012, as amended by the change in the ENR Construction Cost Index since 03/2012.

Project Timing:

The timing of the capital construction or acquisition herein, is not included in the scope of this engagement, thus all project costs default to the "Build-out" column. In general, OR projects will be constructed as needed and as DIF receipts are collected. All costs are at nominal, or current dollar value.

DRAFT

PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$75,269	$75,269
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$456,173	$456,173
4. Contingency	$0	$0	$0	$0	$45,617	$45,617
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$577,059	$577,059

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities
Project Title / Ref#: Project Completed Or No Longer Needed **SD -021**
Submitting Departments: Engineering Department

Project Description:
.Project completed or no longer needed.

Justification / Consequences of Avoidance:
The project has been left in as a place holder to maintain the previous project numbering system.

Relationship to General Plan Development:
Project completed or no longer needed.

Allocation To General Plan Buildout: 0.00%

Reference Document:
This project has been completed, no longer needed or has been merged into a differnt project segment.

Project Timing:
Project completed or no longer needed.

DRAFT

PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$0	$0

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities

Project Title / Ref#: Eucalyptus Avenue, Archibald To 1,300' E/O Archibald **SD -022**

Submitting Departments: Engineering Department

Project Description:

Construct 2,200 linear feet of storm drain system along Eucalyptus Avenue from Archibald Avenue to 1,300 feet east of Archibald Avenue, identified as ARCH-X-2 in the City of Ontario Master Plan of Drainage (March 2012). Contingency is included at 10% of the estimated construction cost. Project Administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction/contingency cost.

Justification / Consequences of Avoidance:

These drainage improvements are needed to provide efficient and timely storm water removal. Storm water will increase in amounts proportional to the percentage of development on an acre due to the decrease in the amount of pervious (i.e. dirt/turf) surface available for infiltration. The cumulative amount of development will create significant amounts of storm water run-off that must be dealt with safely and quickly. Potential flooding of major and secondary arterials including most residential and business areas may occur as development continues to increase the City's overall percentage of impervious surface (i.e. buildings, parking lots, streets, etc.). Additionally, emergency vehicle response maybe impacted due to unmitigated flooding conditions.

Relationship to General Plan Development:

The project is related to the collection and removal of storm water from the Ontario Ranch (OR) area and is likely totally within that area. The amount of any project costs not fully attributed to OR area (if any) represents the percentage of storm water collected or moved by that segment of pipe was not generated by rainfall within the OR area.

Allocation To General Plan Buildout: 100.00%

Reference Document:

Master Plan of Storm Drainage, March 2012, as amended by the change in the ENR Construction Cost Index since 03/2012.

Project Timing:

The timing of the capital construction or acquisition herein, is not included in the scope of this engagement, thus all project costs default to the "Build-out" column. In general, OR projects will be constructed as needed and as DIF receipts are collected. All costs are at nominal, or current dollar value.

DRAFT

PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$131,821	$131,821
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$798,915	$798,915
4. Contingency	$0	$0	$0	$0	$79,891	$79,891
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$1,010,627	$1,010,627

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities
Project Title / Ref#: Project Completed Or No Longer Necessary **SD -023**
Submitting Departments: Engineering Department

Project Description:
Project completed or no longer needed.

Justification / Consequences of Avoidance:
The project has been left in as a place holder to maintain the previous project numbering system.

Relationship to General Plan Development:
Project completed or no longer needed.

Allocation To General Plan Buildout: 0.00%

Reference Document:
This project has been completed, no longer needed or has been merged into a differnt project segment.

Project Timing:
Project completed or no longer needed.

DRAFT

PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$0	$0

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities
Project Title / Ref#: Project Completed Or No Longer Needed **SD -024**
Submitting Departments: Engineering Department

Project Description:
Project no longer needed.

Justification / Consequences of Avoidance:
The project has been left in as a place holder to maintain the previous project numbering system.

Relationship to General Plan Development:
Separate project is not needed.

Allocation To General Plan Buildout: 0.00%

Reference Document:
Not applicable.

Project Timing:
Separate project is not needed.

DRAFT

PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$0	$0

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities

Project Title / Ref#: Turner Avenue, Riverside To County Line Channel **SD -025**

Submitting Departments: Engineering Department

Project Description:

Construct 14,720 linear feet of storm drain system along Turner Avenue from Riverside Drive to the County Line Channel (located along Bellegrave Avenue), identified as TRNR-X-1 in the City of Ontario Master Plan of Drainage (March 2012). Contingency is included at 10% of the estimated construction cost. Project Administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction/contingency cost.

Justification / Consequences of Avoidance:

These drainage improvements are needed to provide efficient and timely storm water removal. Storm water will increase in amounts proportional to the percentage of development on an acre due to the decrease in the amount of pervious (i.e. dirt/turf) surface available for infiltration. The cumulative amount of development will create significant amounts of storm water run-off that must be dealt with safely and quickly. Potential flooding of major and secondary arterials including most residential and business areas may occur as development continues to increase the City's overall percentage of impervious surface (i.e. buildings, parking lots, streets, etc.). Additionally, emergency vehicle response maybe impacted due to unmitigated flooding conditions.

Relationship to General Plan Development:

The project is related to the collection and removal of storm water from the Ontario Ranch (OR) area and is likely totally within that area. The amount of any project costs not fully attributed to OR area (if any) represents the percentage of storm water collected or moved by that segment of pipe was not generated by rainfall within the OR area.

Allocation To General Plan Buildout: 100.00%

Reference Document:

Master Plan of Storm Drainage, March 2012, as amended by the change in the ENR Construction Cost Index since 03/2012.

Project Timing:

The timing of the capital construction or acquisition herein, is not included in the scope of this engagement, thus all project costs default to the "Build-out" column. In general, OR projects will be constructed as needed and as DIF receipts are collected. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$213,376	$213,376
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$1,293,182	$1,293,182
4. Contingency	$0	$0	$0	$0	$129,317	$129,317
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$1,635,875	$1,635,875

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities

Project Title / Ref#: Turner Avenue Laterals **SD -026**

Submitting Departments: Engineering Department

Project Description:

Construct 5,740 linear feet of storm drain system east of Turner Avenue between Schaefer Avenue and Bellegrave Avenue, identified as TRNR-X-2, TRNR-X-3 and TRNR-X-4 in the City of Ontario Master Plan of Drainage (March 2012). Contingency is included at 10% of the estimated construction cost. Project Administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction/contingency cost.

Justification / Consequences of Avoidance:

These drainage improvements are needed to provide efficient and timely storm water removal. Storm water will increase in amounts proportional to the percentage of development on an acre due to the decrease in the amount of pervious (i.e. dirt/turf) surface available for infiltration. The cumulative amount of development will create significant amounts of storm water run-off that must be dealt with safely and quickly. Potential flooding of major and secondary arterials including most residential and business areas may occur as development continues to increase the City's overall percentage of impervious surface (i.e. buildings, parking lots, streets, etc.). Additionally, emergency vehicle response maybe impacted due to unmitigated flooding conditions.

Relationship to General Plan Development:

The project is related to the collection and removal of storm water from the Ontario Ranch (OR) area and is likely totally within that area. The amount of any project costs not fully attributed to OR area (if any) represents the percentage of storm water collected or moved by that segment of pipe was not generated by rainfall within the OR area.

Allocation To General Plan Buildout: 100.00%

Reference Document:

Master Plan of Storm Drainage, March 2012, as amended by the change in the ENR Construction Cost Index since 03/2012.

Project Timing:

The timing of the capital construction or acquisition herein, is not included in the scope of this engagement, thus all project costs default to the "Build-out" column. In general, OR projects will be constructed as needed and as DIF receipts are collected. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$164,802	$164,802
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$998,802	$998,802
4. Contingency	$0	$0	$0	$0	$99,881	$99,881
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$1,263,485	$1,263,485

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities

Project Title / Ref#: Haven Avenue, Riverside To County Line Channel **SD -027**

Submitting Departments: Engineering Department

Project Description:

Construct 12,230 linear feet of storm drain system along Haven Avenue from Riverside Drive to the County Line Channel (located along Bellegrave Avenue), identified as HAVN-X-1 in the City of Ontario Master Plan of Drainage (March 2012). Contingency is included at 10% of the estimated construction cost. Project Administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction/contingency cost.

Justification / Consequences of Avoidance:

These drainage improvements are needed to provide efficient and timely storm water removal. Storm water will increase in amounts proportional to the percentage of development on an acre due to the decrease in the amount of pervious (i.e. dirt/turf) surface available for infiltration. The cumulative amount of development will create significant amounts of storm water run-off that must be dealt with safely and quickly. Potential flooding of major and secondary arterials including most residential and business areas may occur as development continues to increase the City's overall percentage of impervious surface (i.e. buildings, parking lots, streets, etc.). Additionally, emergency vehicle response maybe impacted due to unmitigated flooding conditions.

Relationship to General Plan Development:

The project is related to the collection and removal of storm water from the Ontario Ranch (OR) area and is likely totally within that area. The amount of any project costs not fully attributed to OR area (if any) represents the percentage of storm water collected or moved by that segment of pipe was not generated by rainfall within the OR area.

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Allocation To General Plan Buildout: 100.00%

Reference Document:

Master Plan of Storm Drainage, March 2012, as amended by the change in the ENR Construction Cost Index since 03/2012.

Project Timing:

The timing of the capital construction or acquisition herein, is not included in the scope of this engagement, thus all project costs default to the "Build-out" column. In general, OR projects will be constructed as needed and as DIF receipts are collected. All costs are at nominal, or current dollar value.

PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$363,777	$363,777
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$2,204,709	$2,204,709
4. Contingency	$0	$0	$0	$0	$220,471	$220,471
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$2,788,957	$2,788,957

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities

Project Title / Ref#: Ontario Ranch Road Between Haven And Mill Creek **SD -028**

Submitting Departments: Engineering Department

Project Description:

Construct 1,000 linear feet of storm drain system along Ontairo Ranch Road (Edison) from Haven Avenue to 1,000 feet east of Haven Avenue, identified as HAVN-X-2 in the City of Ontario Master Plan of Drainage (March 2012). Contingency is included at 10% of the estimated construction cost. Project Administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction/contingency cost.

Justification / Consequences of Avoidance:

These drainage improvements are needed to provide efficient and timely storm water removal. Storm water will increase in amounts proportional to the percentage of development on an acre due to the decrease in the amount of pervious (i.e. dirt/turf) surface available for infiltration. The cumulative amount of development will create significant amounts of storm water run-off that must be dealt with safely and quickly. Potential flooding of major and secondary arterials including most residential and business areas may occur as development continues to increase the City's overall percentage of impervious surface (i.e. buildings, parking lots, streets, etc.). Additionally, emergency vehicle response maybe impacted due to unmitigated flooding conditions.

Relationship to General Plan Development:

The project is related to the collection and removal of storm water from the Ontario Ranch (OR) area and is likely totally within that area. The amount of any project costs not fully attributed to OR area (if any) represents the percentage of storm water collected or moved by that segment of pipe was not generated by rainfall within the OR area.

Allocation To General Plan Buildout: 100.00%

Reference Document:

Master Plan of Storm Drainage, March 2012, as amended by the change in the ENR Construction Cost Index since 03/2012.

Project Timing:

The timing of the capital construction or acquisition herein, is not included in the scope of this engagement, thus all project costs default to the "Build-out" column. In general, OR projects will be constructed as needed and as DIF receipts are collected. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$43,313	$43,313
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$262,504	$262,504
4. Contingency	$0	$0	$0	$0	$26,251	$26,251
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$332,068	$332,068

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities

Project Title / Ref#: Haven Avenue Laterals E/O Haven And N/O Schaefer **SD -029**

Submitting Departments: Engineering Department

Project Description:

Construct 4,300 linear feet of storm drain system north of Schaefer Avenue and east of Haven Avenue, identified as HAVN-X-3 in the City of Ontario Master Plan of Drainage (March 2012). Contingency is included at 10% of the estimated construction cost. Project Administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction/contingency cost.

Justification / Consequences of Avoidance:

These drainage improvements are needed to provide efficient and timely storm water removal. Storm water will increase in amounts proportional to the percentage of development on an acre due to the decrease in the amount of pervious (i.e. dirt/turf) surface available for infiltration. The cumulative amount of development will create significant amounts of storm water run-off that must be dealt with safely and quickly. Potential flooding of major and secondary arterials including most residential and business areas may occur as development continues to increase the City's overall percentage of impervious surface (i.e. buildings, parking lots, streets, etc.). Additionally, emergency vehicle response maybe impacted due to unmitigated flooding conditions.

Relationship to General Plan Development:

The project is related to the collection and removal of storm water from the Ontario Ranch (OR) area and is likely totally within that area. The amount of any project costs not fully attributed to OR area (if any) represents the percentage of storm water collected or moved by that segment of pipe was not generated by rainfall within the OR area.

Allocation To General Plan Buildout: 100.00%

Reference Document:

Master Plan of Storm Drainage, March 2012, as amended by the change in the ENR Construction Cost Index since 03/2012.

Project Timing:

The timing of the capital construction or acquisition herein, is not included in the scope of this engagement, thus all project costs default to the "Build-out" column. In general, OR projects will be constructed as needed and as DIF receipts are collected. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$284,414	$284,414
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$1,723,725	$1,723,725
4. Contingency	$0	$0	$0	$0	$172,372	$172,372
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$2,180,511	$2,180,511

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities

Project Title / Ref#: Haven Avenue Laterals **SD -030**

Submitting Departments: Engineering Department

Project Description:

Construct 720 linear feet of storm drain system along Chino Avenue from Haven Avenue to 720 feet east of Haven Avenue, identified as HAVN-X-4 in the City of Ontario Master Plan of Drainage (March 2012). Contingency is included at 10% of the estimated construction cost. Project Administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction/contingency cost.

Justification / Consequences of Avoidance:

These drainage improvements are needed to provide efficient and timely storm water removal. Storm water will increase in amounts proportional to the percentage of development on an acre due to the decrease in the amount of pervious (i.e. dirt/turf) surface available for infiltration. The cumulative amount of development will create significant amounts of storm water run-off that must be dealt with safely and quickly. Potential flooding of major and secondary arterials including most residential and business areas may occur as development continues to increase the City's overall percentage of impervious surface (i.e. buildings, parking lots, streets, etc.). Additionally, emergency vehicle response maybe impacted due to unmitigated flooding conditions.

Relationship to General Plan Development:

The project is related to the collection and removal of storm water from the Ontario Ranch (OR) area and is likely totally within that area. The amount of any project costs not fully attributed to OR area (if any) represents the percentage of storm water collected or moved by that segment of pipe was not generated by rainfall within the OR area.

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Allocation To General Plan Buildout: 100.00%

Reference Document:

Master Plan of Storm Drainage, March 2012, as amended by the change in the ENR Construction Cost Index since 03/2012.

Project Timing:

The timing of the capital construction or acquisition herein, is not included in the scope of this engagement, thus all project costs default to the "Build-out" column. In general, OR projects will be constructed as needed and as DIF receipts are collected. All costs are at nominal, or current dollar value.

PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$44,243	$44,243
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$268,142	$268,142
4. Contingency	$0	$0	$0	$0	$26,814	$26,814
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$339,199	$339,199

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities
Project Title / Ref#: Project Completed Or No Longer Needed **SD -031**
Submitting Departments: Engineering Department

Project Description:
Project completed or no longer needed.

Justification / Consequences of Avoidance:
The project has been left in as a place holder to maintain the previous project numbering system.

Relationship to General Plan Development:
Separate project is not needed.

Allocation To General Plan Buildout: 0.00%

Reference Document:
Not applicable.

Project Timing:
Separate project is not needed.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$0	$0

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities

Project Title / Ref#: Mill Creek, Riverside To County Line Channel **SD -032**

Submitting Departments: Engineering Department

Project Description:

Construct 12,255 linear feet of storm drain system along Mill Creek Avenue from Riverside Drive to the County Line Channel (located along Bellegrave Avenue), identified as MLCR-X-1 in the City of Ontario Master Plan of Drainage (March 2012). Contingency is included at 10% of the estimated construction cost. Project Administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction/contingency cost.

Justification / Consequences of Avoidance:

These drainage improvements are needed to provide efficient and timely storm water removal. Storm water will increase in amounts proportional to the percentage of development on an acre due to the decrease in the amount of pervious (i.e. dirt/turf) surface available for infiltration. The cumulative amount of development will create significant amounts of storm water run-off that must be dealt with safely and quickly. Potential flooding of major and secondary arterials including most residential and business areas may occur as development continues to increase the City's overall percentage of impervious surface (i.e. buildings, parking lots, streets, etc.). Additionally, emergency vehicle response maybe impacted due to unmitigated flooding conditions.

Relationship to General Plan Development:

The project is related to the collection and removal of storm water from the Ontario Ranch (OR) area and is likely totally within that area. The amount of any project costs not fully attributed to OR area (if any) represents the percentage of storm water collected or moved by that segment of pipe was not generated by rainfall within the OR area.

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Allocation To General Plan Buildout: 100.00%

Reference Document:

Master Plan of Storm Drainage, March 2012, as amended by the change in the ENR Construction Cost Index since 03/2012.

Project Timing:

The timing of the capital construction or acquisition herein, is not included in the scope of this engagement, thus all project costs default to the "Build-out" column. In general, OR projects will be constructed as needed and as DIF receipts are collected. All costs are at nominal, or current dollar value.

PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$1,246,497	$1,246,497
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$7,554,527	$7,554,527
4. Contingency	$0	$0	$0	$0	$755,453	$755,453
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$9,556,477	$9,556,477

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities

Project Title / Ref#: Eucalyptus Avenue Between Mill Creek And Milliken **SD -033**

Submitting Departments: Engineering Department

Project Description:

Construct 2,300 linear feet of storm drain system along Eucalyptus Avenue from Mill Creek Avenue to 2,300 feet east of Mill Creek Avenue, identified as MLCR-X-2 in the City of Ontario Master Plan of Drainage (March 2012). Contingency is included at 10% of the estimated construction cost. Project Administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction/contingency cost.

Justification / Consequences of Avoidance:

These drainage improvements are needed to provide efficient and timely storm water removal. Storm water will increase in amounts proportional to the percentage of development on an acre due to the decrease in the amount of pervious (i.e. dirt/turf) surface available for infiltration. The cumulative amount of development will create significant amounts of storm water run-off that must be dealt with safely and quickly. Potential flooding of major and secondary arterials including most residential and business areas may occur as development continues to increase the City's overall percentage of impervious surface (i.e. buildings, parking lots, streets, etc.). Additionally, emergency vehicle response maybe impacted due to unmitigated flooding conditions.

Relationship to General Plan Development:

The project is related to the collection and removal of storm water from the Ontario Ranch (OR) area and is likely totally within that area. The amount of any project costs not fully attributed to OR area (if any) represents the percentage of storm water collected or moved by that segment of pipe was not generated by rainfall within the OR area.

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Allocation To General Plan Buildout: 100.00%

Reference Document:

Master Plan of Storm Drainage, March 2012, as amended by the change in the ENR Construction Cost Index since 03/2012.

Project Timing:

The timing of the capital construction or acquisition herein, is not included in the scope of this engagement, thus all project costs default to the "Build-out" column. In general, OR projects will be constructed as needed and as DIF receipts are collected. All costs are at nominal, or current dollar value.

PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$50,681	$50,681
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$307,159	$307,159
4. Contingency	$0	$0	$0	$0	$30,716	$30,716
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$388,556	$388,556

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities

Project Title / Ref#: Eucalyptus Avenue Between Haven And Mill Creek **SD -034**

Submitting Departments: Engineering Department

Project Description:

Construct 1,360 linear feet of storm drain system along Eucalyptus Avenue from 1,360 feet west of Mill Creek Avenue to Mill Creek Avenue, identified as MLCR-X-3 in the City of Ontario Master Plan of Drainage (March 2012). Contingency is included at 10% of the estimated construction cost. Project Administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction/contingency cost.

Justification / Consequences of Avoidance:

These drainage improvements are needed to provide efficient and timely storm water removal. Storm water will increase in amounts proportional to the percentage of development on an acre due to the decrease in the amount of pervious (i.e. dirt/turf) surface available for infiltration. The cumulative amount of development will create significant amounts of storm water run-off that must be dealt with safely and quickly. Potential flooding of major and secondary arterials including most residential and business areas may occur as development continues to increase the City's overall percentage of impervious surface (i.e. buildings, parking lots, streets, etc.). Additionally, emergency vehicle response maybe impacted due to unmitigated flooding conditions.

Relationship to General Plan Development:

The project is related to the collection and removal of storm water from the Ontario Ranch (OR) area and is likely totally within that area. The amount of any project costs not fully attributed to OR area (if any) represents the percentage of storm water collected or moved by that segment of pipe was not generated by rainfall within the OR area.

Allocation To General Plan Buildout: 100.00%

Reference Document:

Master Plan of Storm Drainage, March 2012, as amended by the change in the ENR Construction Cost Index since 03/2012.

Project Timing:

The timing of the capital construction or acquisition herein, is not included in the scope of this engagement, thus all project costs default to the "Build-out" column. In general, OR projects will be constructed as needed and as DIF receipts are collected. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$90,439	$90,439
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$548,113	$548,113
4. Contingency	$0	$0	$0	$0	$54,811	$54,811
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$693,363	$693,363

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities
Project Title / Ref#: Project Completed Or No Longer Needed **SD -035**
Submitting Departments: Engineering Department

Project Description:
Project completed or no longer needed.

Justification / Consequences of Avoidance:
The project has been left in as a place holder to maintain the previous project numbering system.

Relationship to General Plan Development:
Project completed or no longe needed

Allocation To General Plan Buildout: 0.00%

Reference Document:
Not applicable.

Project Timing:
Project completed or no longer needed.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST	$0	$0	$0	$0	$0	$0

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities

Project Title / Ref#: Schaefer Avenue Between Mill Creek And Milliken **SD -036**

Submitting Departments: Engineering Department

Project Description:

Construct 1,600 linear feet of storm drain system along Schaefer Avenue from Mill Creek Avenue to 1,600 feet east of Mill Creek, identified as MLCR-X-6 in the City of Ontario Master Plan of Drainage (March 2012). Contingency is included at 10% of the estimated construction cost. Project Administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction/contingency cost.

Justification / Consequences of Avoidance:

These drainage improvements are needed to provide efficient and timely storm water removal. Storm water will increase in amounts proportional to the percentage of development on an acre due to the decrease in the amount of pervious (i.e. dirt/turf) surface available for infiltration. The cumulative amount of development will create significant amounts of storm water run-off that must be dealt with safely and quickly. Potential flooding of major and secondary arterials including most residential and business areas may occur as development continues to increase the City's overall percentage of impervious surface (i.e. buildings, parking lots, streets, etc.). Additionally, emergency vehicle response maybe impacted due to unmitigated flooding conditions.

Relationship to General Plan Development:

The project is related to the collection and removal of storm water from the Ontario Ranch (OR) area and is likely totally within that area. The amount of any project costs not fully attributed to OR area (if any) represents the percentage of storm water collected or moved by that segment of pipe was not generated by rainfall within the OR area.

Allocation To General Plan Buildout: 100.00%

Reference Document:

Master Plan of Storm Drainage, March 2012, as amended by the change in the ENR Construction Cost Index since 03/2012.

Project Timing:

The timing of the capital construction or acquisition herein, is not included in the scope of this engagement, thus all project costs default to the "Build-out" column. In general, OR projects will be constructed as needed and as DIF receipts are collected. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$237,260	$237,260
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$1,437,942	$1,437,942
4. Contingency	$0	$0	$0	$0	$143,794	$143,794
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$1,818,996	$1,818,996

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities

Project Title / Ref#: Hellman Avenue, Schaefer To Ontaro Ranch Road And Laterals **SD -037**

Submitting Departments: Engineering Department

Project Description:

Construct 8,700 linear feet of storm drain system along Hellman Avenue from Schaefer Avenue to Ontario Ranch Road (Edison), Schaefer Avenue from Vineyard Avenue to Hellman Avenue and Carpenter Avenue from 1,400 feet north of Schaefer Avenue to Schaefer Avenue, identified as HLMN-XI-2b, HLMN-XI-4 and HLMN-XI-5 in the City of Ontario Master Plan of Drainage (March 2012). Contingency is included at 10% of the estimated construction cost. Project Administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction/contingency cost.

Justification / Consequences of Avoidance:

These drainage improvements are needed to provide efficient and timely storm water removal. Storm water will increase in amounts proportional to the percentage of development on an acre due to the decrease in the amount of pervious (i.e. dirt/turf) surface available for infiltration. The cumulative amount of development will create significant amounts of storm water run-off that must be dealt with safely and quickly. Potential flooding of major and secondary arterials including most residential and business areas may occur as development continues to increase the City's overall percentage of impervious surface (i.e. buildings, parking lots, streets, etc.). Additionally, emergency vehicle response maybe impacted due to unmitigated flooding conditions.

Relationship to General Plan Development:

The project is related to the collection and removal of storm water from the Ontario Ranch (OR) area and is likely totally within that area. The amount of any project costs not fully attributed to OR area (if any) represents the percentage of storm water collected or moved by that segment of pipe was not generated by rainfall within the OR area.

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Allocation To General Plan Buildout: 100.00%

Reference Document:

Master Plan of Storm Drainage, March 2012, as amended by the change in the ENR Construction Cost Index since 03/2012.

Project Timing:

The timing of the capital construction or acquisition herein, is not included in the scope of this engagement, thus all project costs default to the "Build-out" column. In general, OR projects will be constructed as needed and as DIF receipts are collected. All costs are at nominal, or current dollar value.

PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$650,364	$650,364
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$3,941,600	$3,941,600
4. Contingency	$0	$0	$0	$0	$394,160	$394,160
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$4,986,124	$4,986,124

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities
Project Title / Ref#: Project Completed Or No Longer Needed **SD -038**
Submitting Departments: Engineering Department

Project Description:
Project completed or no longer needed.

Justification / Consequences of Avoidance:
The project has been left in as a place holder to maintain the previous project numbering system.

Relationship to General Plan Development:
Separate project is not needed.

Allocation To General Plan Buildout: 0.00%

Reference Document:
Not applicable.

Project Timing:
Separate project is not needed.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$0	$0

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities

Project Title / Ref#: Edison-Hellman/Vineyard, Hellman-ER/Merrill To C. Creek **SD -039**

Submitting Departments: Engineering Department

Project Description:

Construct 7,100 linear feet of storm drain system along Hellman Avenue from Ontario Ranch Road (Edison) to Eucalyptus Avenue, Ontario Ranch Road from Vineyard Avenue to Hellman Avenue and Vineyard Avenue from 1,220 feet north of Ontario Ranch Road to Ontario Ranch Road, identified as Facilities HLMN-XI-2a and HLMN-XI-3 in the City of Ontario Master Plan of Drainage (March 2012). Contingency is included at 10% of the estimated construction cost. Project Administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction/contingency cost

Justification / Consequences of Avoidance:

These drainage improvements are needed to provide efficient and timely storm water removal. Storm water will increase in amounts proportional to the percentage of development on an acre due to the decrease in the amount of pervious (i.e. dirt/turf) surface available for infiltration. The cumulative amount of development will create significant amounts of storm water run-off that must be dealt with safely and quickly. Potential flooding of major and secondary arterials including most residential and business areas may occur as development continues to increase the City's overall percentage of impervious surface (i.e. buildings, parking lots, streets, etc.). Additionally, emergency vehicle response maybe impacted due to unmitigated flooding conditions.

Relationship to General Plan Development:

The project is related to the collection and removal of storm water from the Ontario Ranch (OR) area and is likely totally within that area. The amount of any project costs not fully attributed to OR area (if any) represents the percentage of storm water collected or moved by that segment of pipe was not generated by rainfall within the OR area.

Allocation To General Plan Buildout: 100.00%

Reference Document:

Master Plan of Storm Drainage, March 2012, as amended by the change in the ENR Construction Cost Index since 03/2012.

Project Timing:

The timing of the capital construction or acquisition herein, is not included in the scope of this engagement, thus all project costs default to the "Build-out" column. In general, OR projects will be constructed as needed and as DIF receipts are collected. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$637,814	$637,814
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$3,865,537	$3,865,537
4. Contingency	$0	$0	$0	$0	$386,553	$386,553
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$4,889,904	$4,889,904

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities

Project Title / Ref#: Eucalyptus Avenue, Hellman To Cucamonga Channel **SD -040**

Submitting Departments: Engineering Department

Project Description:

Construct 1,600 linear feet of storm drain system along Eucalyptus Avenue from 720 feet west of Hellman Avenue to Cucamonga Channel, identified as HLMN-XI-1 in the City of Ontario Master Plan of Drainage (March 2012). Contingency is included at 10% of the estimated construction cost. Project Administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction/contingency cost.

Justification / Consequences of Avoidance:

These drainage improvements are needed to provide efficient and timely storm water removal. Storm water will increase in amounts proportional to the percentage of development on an acre due to the decrease in the amount of pervious (i.e. dirt/turf) surface available for infiltration. The cumulative amount of development will create significant amounts of storm water run-off that must be dealt with safely and quickly. Potential flooding of major and secondary arterials including most residential and business areas may occur as development continues to increase the City's overall percentage of impervious surface (i.e. buildings, parking lots, streets, etc.). Additionally, emergency vehicle response maybe impacted due to unmitigated flooding conditions.

Relationship to General Plan Development:

The project is related to the collection and removal of storm water from the Ontario Ranch (OR) area and is likely totally within that area. The amount of any project costs not fully attributed to OR area (if any) represents the percentage of storm water collected or moved by that segment of pipe was not generated by rainfall within the OR area.

Allocation To General Plan Buildout: 100.00%

Reference Document:

Master Plan of Storm Drainage, March 2012, as amended by the change in the ENR Construction Cost Index since 03/2012.

Project Timing:

The timing of the capital construction or acquisition herein, is not included in the scope of this engagement, thus all project costs default to the "Build-out" column. In general, OR projects will be constructed as needed and as DIF receipts are collected. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$160,776	$160,776
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$974,402	$974,402
4. Contingency	$0	$0	$0	$0	$97,441	$97,441
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$1,232,619	$1,232,619

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities

Project Title / Ref#: Merrill Avenue, Cucamonga Channel To Walker **SD -041**

Submitting Departments: Engineering Department

Project Description:

Construct 8,636 linear feet of storm drain system along Merrill Avenue from Walker Avenue to Cucamonga Channel and Vineyard Avenue from Eucalyptus Avenue to Merrill Avenue and Eucalyptus Avenue from Walker Avenue to Vineyard Avenue, identified as MERL-XI-1 in the City of Ontario Master Plan of Drainage (March 2012, amended 2017). Contingency is included at 10% of the estimated construction cost. Project Administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction/contingency cost.

Justification / Consequences of Avoidance:

These drainage improvements are needed to provide efficient and timely storm water removal. Storm water will increase in amounts proportional to the percentage of development on an acre due to the decrease in the amount of pervious (i.e. dirt/turf) surface available for infiltration. The cumulative amount of development will create significant amounts of storm water run-off that must be dealt with safely and quickly. Potential flooding of major and secondary arterials including most residential and business areas may occur as development continues to increase the City's overall percentage of impervious surface (i.e. buildings, parking lots, streets, etc.). Additionally, emergency vehicle response maybe impacted due to unmitigated flooding conditions.

Relationship to General Plan Development:

The project is related to the collection and removal of storm water from the Ontario Ranch (OR) area and is likely totally within that area. The amount of any project costs not fully attributed to OR area (if any) represents the percentage of storm water collected or moved by that segment of pipe was not generated by rainfall within the OR area.

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Allocation To General Plan Buildout: 100.00%

Reference Document:

Master Plan of Storm Drainage, March 2012, as amended by the change in the ENR Construction Cost Index since 03/2012.

Project Timing:

The timing of the capital construction or acquisition herein, is not included in the scope of this engagement, thus all project costs default to the "Build-out" column. In general, OR projects will be constructed as needed and as DIF receipts are collected. All costs are at nominal, or current dollar value.

PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$1,898,303	$1,898,303
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$11,504,868	$11,504,868
4. Contingency	$0	$0	$0	$0	$1,150,487	$1,150,487
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$14,553,658	$14,553,658

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities

Project Title / Ref#: Project Completed Or No Longer Needed **SD -042**

Submitting Departments: Engineering Department

Project Description:
Project no longer needed.

Justification / Consequences of Avoidance:
The project has been left in as a place holder to maintain the previous project numbering system.

Relationship to General Plan Development:
Separate project is not needed.

Allocation To General Plan Buildout: 0.00%

Reference Document:
Not applicable.

Project Timing:
Separate project is not needed.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$0	$0

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities
Project Title / Ref#: Project Completed Or No Longer Needed **SD -043**
Submitting Departments: Engineering Department

Project Description:
Project no longer needed..

Justification / Consequences of Avoidance:
The project has been left in as a place holder to maintain the previous project numbering system.

Relationship to General Plan Development:
Project is not needed.

Allocation To General Plan Buildout: 0.00%

Reference Document:
Master Plan of Storm Drainage, March 2012, as amended by the change in the ENR Construction Cost Index since 03/2012.

Project Timing:
Project is not needed

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$0	$0

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities
Project Title / Ref#: Project Completed Or No Longer Needed **SD -044**
Submitting Departments: Engineering Department

Project Description:
Project no longer needed.

Justification / Consequences of Avoidance:
The project has been left in as a place holder to maintain the previous project numbering system.

Relationship to General Plan Development:
Project is not needed.

Allocation To General Plan Buildout: 0.00%

Reference Document:
Not applicable.

Project Timing:
Project is not needed.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$0	$0

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities

Project Title / Ref#: Eucalyptus Avenue, Cucamonga Channel To W/O Archibald **SD -045**

Submitting Departments: Engineering Department

Project Description:

Construct 1,300 linear feet of storm drain system along Eucalyptus Avenue from Cucamonga Channel to north of Eucalyptus Avenue west of Archibald, identified as ECLP-XI-1 in the City of Ontario Master Plan of Drainage (March 2012). Contingency is included at 10% of the estimated construction cost. Project Administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction/contingency cost.

Justification / Consequences of Avoidance:

These drainage improvements are needed to provide efficient and timely storm water removal. Storm water will increase in amounts proportional to the percentage of development on an acre due to the decrease in the amount of pervious (i.e. dirt/turf) surface available for infiltration. The cumulative amount of development will create significant amounts of storm water run-off that must be dealt with safely and quickly. Potential flooding of major and secondary arterials including most residential and business areas may occur as development continues to increase the City's overall percentage of impervious surface (i.e. buildings, parking lots, streets, etc.). Additionally, emergency vehicle response maybe impacted due to unmitigated flooding conditions.

Relationship to General Plan Development:

The project is related to the collection and removal of storm water from the Ontario Ranch (OR) area and is likely totally within that area. The amount of any project costs not fully attributed to OR area (if any) represents the percentage of storm water collected or moved by that segment of pipe was not generated by rainfall within the OR area.

Allocation To General Plan Buildout: 100.00%

Reference Document:

Master Plan of Storm Drainage, March 2012, as amended by the change in the ENR Construction Cost Index since 03/2012.

Project Timing:

The timing of the capital construction or acquisition herein, is not included in the scope of this engagement, thus all project costs default to the "Build-out" column. In general, OR projects will be constructed as needed and as DIF receipts are collected. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$94,548	$94,548
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$573,018	$573,018
4. Contingency	$0	$0	$0	$0	$57,302	$57,302
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$724,868	$724,868

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities

Project Title / Ref#: Edison Avenue Laterals E/O Cucamonga Channel **SD -046**

Submitting Departments: Engineering Department

Project Description:

Construct 2,900 linear feet of storm drain system along Edison Avenue north of Edison Avenue east of Cucamonga Channel and from Cucamonga Channel to 800 feet east of Cucamonga Channel, identified as EDSN-XI-1 and EDSN-XI-2 in the City of Ontario Master Plan of Drainage (March 2012). Contingency is included at 10% of the estimated construction cost. Project Administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction/contingency cost.

Justification / Consequences of Avoidance:

These drainage improvements are needed to provide efficient and timely storm water removal. Storm water will increase in amounts proportional to the percentage of development on an acre due to the decrease in the amount of pervious (i.e. dirt/turf) surface available for infiltration. The cumulative amount of development will create significant amounts of storm water run-off that must be dealt with safely and quickly. Potential flooding of major and secondary arterials including most residential and business areas may occur as development continues to increase the City's overall percentage of impervious surface (i.e. buildings, parking lots, streets, etc.). Additionally, emergency vehicle response maybe impacted due to unmitigated flooding conditions.

Relationship to General Plan Development:

The project is related to the collection and removal of storm water from the Ontario Ranch (OR) area and is likely totally within that area. The amount of any project costs not fully attributed to OR area (if any) represents the percentage of storm water collected or moved by that segment of pipe was not generated by rainfall within the OR area.

Allocation To General Plan Buildout: 100.00%

Reference Document:

Master Plan of Storm Drainage, March 2012, as amended by the change in the ENR Construction Cost Index since 03/2012.

Project Timing:

The timing of the capital construction or acquisition herein, is not included in the scope of this engagement, thus all project costs default to the "Build-out" column. In general, OR projects will be constructed as needed and as DIF receipts are collected. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$149,339	$149,339
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$905,082	$905,082
4. Contingency	$0	$0	$0	$0	$90,508	$90,508
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$1,144,929	$1,144,929

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities
Project Title / Ref#: Project Completed Or No Longer Needed **SD -047**
Submitting Departments: Engineering Department

Project Description:
Project has been completed.

Justification / Consequences of Avoidance:
The project has been left in as a place holder to maintain the previous project numbering system.

Relationship to General Plan Development:
Project is not needed.

Allocation To General Plan Buildout: 0.00%

Reference Document:
Not applicable.

Project Timing:
Project is not needed.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$0	$0

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities

Project Title / Ref#: Chino Avenue, Cucamonga Channel To N/O Chino **SD -048**

Submitting Departments: Engineering Department

Project Description:

Construct 2,800 linear feet of storm drain system along Chino Avenue from Cucamonga Channel to north of Chino Avenue, identified as CHIN-XI-1 in the City of Ontario Master Plan of Drainage (March 2012). Contingency is included at 10% of the estimated construction cost. Project Administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction/contingency cost

Justification / Consequences of Avoidance:

These drainage improvements are needed to provide efficient and timely storm water removal. Storm water will increase in amounts proportional to the percentage of development on an acre due to the decrease in the amount of pervious (i.e. dirt/turf) surface available for infiltration. The cumulative amount of development will create significant amounts of storm water run-off that must be dealt with safely and quickly. Potential flooding of major and secondary arterials including most residential and business areas may occur as development continues to increase the City's overall percentage of impervious surface (i.e. buildings, parking lots, streets, etc.). Additionally, emergency vehicle response maybe impacted due to unmitigated flooding conditions.

Relationship to General Plan Development:

The project is related to the collection and removal of storm water from the Ontario Ranch (OR) area and is likely totally within that area. The amount of any project costs not fully attributed to OR area (if any) represents the percentage of storm water collected or moved by that segment of pipe was not generated by rainfall within the OR area.

Allocation To General Plan Buildout: 100.00%

Reference Document:

Master Plan of Storm Drainage, March 2012, as amended by the change in the ENR Construction Cost Index since 03/2012.

Project Timing:

The timing of the capital construction or acquisition herein, is not included in the scope of this engagement, thus all project costs default to the "Build-out" column. In general, OR projects will be constructed as needed and as DIF receipts are collected. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$77,682	$77,682
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$470,802	$470,802
4. Contingency	$0	$0	$0	$0	$47,080	$47,080
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$595,564	$595,564

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities

Project Title / Ref#: Milliken Avenue, Riverside To County Line Channel **SD -049**

Submitting Departments: Engineering Department

Project Description:

Construct 11,010 linear feet of storm drain system along Milliken Avenue from Riverside Drive to the County Line Channel (located along Bellegrave Avenue), identified as MLKN-X-1 in the City of Ontario Master Plan of Drainage (March 2012). Contingency is included at 10% of the estimated construction cost. Project Administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction/contingency cost.

Justification / Consequences of Avoidance:

These drainage improvements are needed to provide efficient and timely storm water removal. Storm water will increase in amounts proportional to the percentage of development on an acre due to the decrease in the amount of pervious (i.e. dirt/turf) surface available for infiltration. The cumulative amount of development will create significant amounts of storm water run-off that must be dealt with safely and quickly. Potential flooding of major and secondary arterials including most residential and business areas may occur as development continues to increase the City's overall percentage of impervious surface (i.e. buildings, parking lots, streets, etc.). Additionally, emergency vehicle response maybe impacted due to unmitigated flooding conditions.

Relationship to General Plan Development:

The project is related to the collection and removal of storm water from the Ontario Ranch (OR) area and is likely totally within that area. The amount of any project costs not fully attributed to OR area (if any) represents the percentage of storm water collected or moved by that segment of pipe was not generated by rainfall within the OR area.

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Allocation To General Plan Buildout: 100.00%

Reference Document:

Master Plan of Storm Drainage, March 2012, as amended by the change in the ENR Construction Cost Index since 03/2012.

Project Timing:

The timing of the capital construction or acquisition herein, is not included in the scope of this engagement, thus all project costs default to the "Build-out" column. In general, OR projects will be constructed as needed and as DIF receipts are collected. All costs are at nominal, or current dollar value.

PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$328,338	$328,338
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$1,989,925	$1,989,925
4. Contingency	$0	$0	$0	$0	$198,992	$198,992
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$2,517,255	$2,517,255

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities

Project Title / Ref#: Offsite Euclid Avenue Storm Drain **SD -050**

Submitting Departments: Engineering Department

Project Description:

Contribute to the construction of a storm drainage system along Euclid Avenue from Merrill Avenue to the Prado Flood Control Basin located south of Pine Avenue in the City of Chino.

Justification / Consequences of Avoidance:

These drainage improvements are needed to provide efficient and timely storm water removal. Storm water will increase in amounts proportional to the percentage of development on an acre due to the decrease in the amount of pervious (i.e. dirt/turf) surface available for infiltration. The cumulative amount of development will create significant amounts of storm water run-off that must be dealt with safely and quickly. Potential flooding of major and secondary arterials including most residential and business areas may occur as development continues to increase the City's overall percentage of impervious surface (i.e. buildings, parking lots, streets, etc.). Additionally, emergency vehicle response maybe impacted due to unmitigated flooding conditions.

Relationship to General Plan Development:

The project is related to the collection and removal of storm water from the Ontario Ranch (OR) area and is likely totally within that area. The amount of any project costs not fully attributed to OR area (if any) represents the percentage of storm water collected or moved by that segment of pipe was not generated by rainfall within the OR area.

Allocation To General Plan Buildout: 100.00%

Reference Document:

Master Plan of Storm Drainage, March 2012, as amended by the change in the ENR Construction Cost Index since 03/2012.

Project Timing:

The timing of the capital construction or acquisition herein, is not included in the scope of this engagement, thus all project costs default to the "Build-out" column. In general, OR projects will be constructed as needed and as DIF receipts are collected. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$21,110,125	$21,110,125
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$21,110,125	$21,110,125

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities
Project Title / Ref#: Project Is Completed Or No Longer Needed **SD -051**
Submitting Departments: Engineering Department

Project Description:
Project is completed or no longer needed.

Justification / Consequences of Avoidance:
The project has been left in as a place holder to maintain the previous project numbering system.

Relationship to General Plan Development:
Project is completed.

Allocation To General Plan Buildout: 0.00%

Reference Document:
Not applicable.

Project Timing:
Project data no longer needed.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$0	$0

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities

Project Title / Ref#: Project Is Completed Or No Longer Needed **SD -052**

Submitting Departments: Engineering Department

Project Description:
Project is completed or no longer needed.

Justification / Consequences of Avoidance:
The project has been left in as a place holder to maintain the previous project numbering system.

Relationship to General Plan Development:
Project is completed or no longer needed.

Allocation To General Plan Buildout: 0.00%

Reference Document:
Not applicable.

Project Timing:
Project is completed or no longer needed.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$0	$0

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities
Project Title / Ref#: Project Is Completed Or No Longer Needed **SD -053**
Submitting Departments: Engineering Department

Project Description:
This project has been completed or is no longer needed.

Justification / Consequences of Avoidance:
The project has been left in as a place holder to maintain the previous project numbering system.

Relationship to General Plan Development:
Project is complete or no longer needed.

Allocation To General Plan Buildout: 0.00%

Reference Document:
Not applicable.

Project Timing:
Project is completed or no longer needed.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$0	$0

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities
Project Title / Ref#: Project Is Completed Or No Longer Needed **SD -054**
Submitting Departments: Engineering Department

Project Description:
Project is completed or no longer necessary.

Justification / Consequences of Avoidance:
The project has been left in as a place holder to maintain the previous project numbering system.

Relationship to General Plan Development:
Project is completed or no longer needed.

Allocation To General Plan Buildout: 0.00%

Reference Document:
Not applicable.

Project Timing:
Project is completed or no longer needed.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$0	$0

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities

Project Title / Ref#: Project Is Completed Or No Longer Necessary **SD -055**

Submitting Departments: Engineering Department

Project Description:
Project is completed or no longer necessary.

Justification / Consequences of Avoidance:
The project has been left in as a place holder to maintain the previous project numbering system.

Relationship to General Plan Development:
Project is completed ro no longer necessary.

Allocation To General Plan Buildout: 0.00%

Reference Document:
Not applicable.

Project Timing:
Project is completed or no longer necessary

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$0	$0

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities

Project Title / Ref#: Sixth Street, Glenn To Cucamonga Channel **SD -056**

Submitting Departments: Engineering Department

Project Description:

Construct 9,000 linear feet of storm drain system along Sixth Street from Glenn Avenue to Cucamonga Channel, Vineyard from Seventh Street to Sixth Street and Baker Avenue from 400 feet north of Sixth Street to Sixth Street, identified as 6TH-IV-1 through 6TH-IV-4 in the City of Ontario Master Plan of Drainage (March 2012). Contingency is included at 15% of the estimated construction cost. Project Administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction/contingency cost.

Justification / Consequences of Avoidance:

These drainage improvements are needed to provide efficient and timely storm water removal. Storm water will increase in amounts proportional to the percentage of development on an acre due to the decrease in the amount of pervious (i.e. dirt/turf) surface available for infiltration. The cumulative amount of development will create significant amounts of storm water run-off that must be dealt with safely and quickly. Potential flooding of major and secondary arterials including most residential and business areas may occur as development continues to increase the City's overall percentage of impervious surface (i.e. buildings, parking lots, streets, etc.). Additionally, emergency vehicle response maybe impacted due to unmitigated flooding conditions.

Relationship to General Plan Development:

The project is related to the collection and removal of storm water from within the General City area and is likely to be totally within that area. The amount of any project costs not fully attributed to new development within General City area (if any) represents the percentage of proposed storm water collection lines currently needed (or a portion thereof) thus that percentage is recognized as a current deficiency and will need to be financed by sources other than DIFs.

Allocation To General Plan Buildout: 100.00%

Reference Document:

Master Plan of Storm Drainage, March 2012, as amended by the change in the ENR Construction Cost Index since 03/2012.

Project Timing:

The timing of the capital construction or acquisition herein, is not included in the scope of this engagement, thus all project costs default to the "Build-out" column. In general, General City area projects will be constructed as needed and as local DIF receipts are collected. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$1,014,796	$1,014,796
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$5,882,875	$5,882,875
4. Contingency	$0	$0	$0	$0	$882,431	$882,431
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$7,780,102	$7,780,102

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities

Project Title / Ref#: G Street, Berlyn To West Cucamonga Channel & Various Streets **SD -057**

Submitting Departments: Engineering Department

Project Description:

Construct 10,600 linear feet of storm drain system along G Street from Allyn Avenue to West Cucamonga Creek Channel, Allyn Avenue from G Street to Fourth Street, Fourth Street from Allyn Avenue to Berlyn Avenue, Berlyn Avenue from Fourth Street to Fifth Street and laterals in various locations, identified as G ST-V-1 through G ST-V-6 in the City of Ontario Master Plan of Drainage (March 2012). Contingency is included at 15% of the estimated construction cost. Project Administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction/contingency cost.

Justification / Consequences of Avoidance:

These drainage improvements are needed to provide efficient and timely storm water removal. Storm water will increase in amounts proportional to the percentage of development on an acre due to the decrease in the amount of pervious (i.e. dirt/turf) surface available for infiltration. The cumulative amount of development will create significant amounts of storm water run-off that must be dealt with safely and quickly. Potential flooding of major and secondary arterials including most residential and business areas may occur as development continues to increase the City's overall percentage of impervious surface (i.e. buildings, parking lots, streets, etc.). Additionally, emergency vehicle response maybe impacted due to unmitigated flooding conditions.

Relationship to General Plan Development:

The project is related to the collection and removal of storm water from within the General City (GC) area and is likely to be totally within that area. The amount of any project costs not fully attributed to new development within GC area (if any) represents the percentage of proposed storm water collection lines currently needed (or a portion thereof) thus that percentage is recognized as a current deficiency and will need to be financed by sources other than DIFs.

Allocation To General Plan Buildout: 100.00%

Reference Document:

Master Plan of Storm Drainage, March 2012, as amended by the change in the ENR Construction Cost Index since 03/2012.

Project Timing:

The timing of the capital construction or acquisition herein, is not included in the scope of this engagement, thus all project costs default to the "Build-out" column. In general, GC projects will be constructed as needed and as local DIF receipts are collected. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$878,109	$878,109
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$5,090,489	$5,090,489
4. Contingency	$0	$0	$0	$0	$763,574	$763,574
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$6,732,172	$6,732,172

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities

Project Title / Ref#: Grove Avenue, 60 Freeway To Riverside Drive **SD -058**

Submitting Departments: Engineering Department

Project Description:

Construct 3,400 linear feet of storm drain system along Grove Avenue from the 60 FWY to Riverside Drive and connect to Grove Avenue Basin as identified as GROV-VIII-1a in various locations, identified as G ST-V-1 through G ST-V-6 in the City of Ontario Master Plan of Drainage (March 2012). Contingency is included at 15% of the estimated construction cost. Project Administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction/contingency cost.

Justification / Consequences of Avoidance:

These drainage improvements are needed to provide efficient and timely storm water removal. Storm water will increase in amounts proportional to the percentage of development on an acre due to the decrease in the amount of pervious (i.e. dirt/turf) surface available for infiltration. The cumulative amount of development will create significant amounts of storm water run-off that must be dealt with safely and quickly. Potential flooding of major and secondary arterials including most residential and business areas may occur as development continues to increase the City's overall percentage of impervious surface (i.e. buildings, parking lots, streets, etc.). Additionally, emergency vehicle response maybe impacted due to unmitigated flooding conditions.

Relationship to General Plan Development:

The project is related to the collection and removal of storm water from within the General City (GC) area and is likely to be totally within that area. The amount of any project costs not fully attributed to new development within GC area (if any) represents the percentage of proposed storm water collection lines currently needed (or a portion thereof) thus that percentage is recognized as a current deficiency and will need to be financed by sources other than DIFs.

Allocation To General Plan Buildout: 100.00%

Reference Document:

Master Plan of Storm Drainage, March 2012, as amended by the change in the ENR Construction Cost Index since 03/2012.

Project Timing:

The timing of the capital construction or acquisition herein, is not included in the scope of this engagement, thus all project costs default to the "Build-out" column. In general, GC projects will be constructed as needed and as local DIF receipts are collected. All costs are at nominal, or current dollar value.

PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$287,722	$287,722
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$1,667,947	$1,667,947
4. Contingency	$0	$0	$0	$0	$250,191	$250,191
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$2,205,860	$2,205,860

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CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities

Project Title / Ref#: Campus Avenue, Cedar To Riverside **SD -059**

Submitting Departments: Engineering Department

Project Description:

Construct 7,200 linear feet of storm drain system along Campus Avenue from Cedar Street to Riverside Drive and Riverside Drive from 800 feet west of Campus Avenue to Campus Avenue, identified as CAMP-VIII-1 and CAMP-VIII-2 in the City of Ontario Master Plan of Drainage (March 2012). Contingency is included at 15% of the estimated construction cost. Project Administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction/contingency cost.

Justification / Consequences of Avoidance:

These drainage improvements are needed to provide efficient and timely storm water removal. Storm water will increase in amounts proportional to the percentage of development on an acre due to the decrease in the amount of pervious (i.e. dirt/turf) surface available for infiltration. The cumulative amount of development will create significant amounts of storm water run-off that must be dealt with safely and quickly. Potential flooding of major and secondary arterials including most residential and business areas may occur as development continues to increase the City's overall percentage of impervious surface (i.e. buildings, parking lots, streets, etc.). Additionally, emergency vehicle response maybe impacted due to unmitigated flooding conditions.

Relationship to General Plan Development:

The project is related to the collection and removal of storm water from within the General City (GC) area and is likely to be totally within that area. The amount of any project costs not fully attributed to new development within GC area (if any) represents the percentage of proposed storm water collection lines currently needed (or a portion thereof) thus that percentage is recognized as a current deficiency and will need to be financed by sources other than DIFs.

Allocation To General Plan Buildout: 100.00%

Reference Document:

Master Plan of Storm Drainage, March 2012, as amended by the change in the ENR Construction Cost Index since 03/2012.

Project Timing:

The timing of the capital construction or acquisition herein, is not included in the scope of this engagement, thus all project costs default to the "Build-out" column. In general, GC projects will be constructed as needed and as local DIF receipts are collected. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$480,199	$480,199
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$2,783,760	$2,783,760
4. Contingency	$0	$0	$0	$0	$417,564	$417,564
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$3,681,523	$3,681,523

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities

Project Title / Ref#: D And I Streets, Grove To West Cucamonga Channel **SD -060**

Submitting Departments: Engineering Department

Project Description:

Construct 2,700 linear feet of storm drain system along D Street from Grove to West Cucamonga Creek Channel and I Street from La Paloma to West Cucamonga Creek Channel, identified as D ST-V-1 and I ST-V-1 in the City of Ontario Master Plan of Drainage (March 2012). Contingency is included at 15% of the estimated construction cost. Project Administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction/contingency cost.

Justification / Consequences of Avoidance:

These drainage improvements are needed to provide efficient and timely storm water removal. Storm water will increase in amounts proportional to the percentage of development on an acre due to the decrease in the amount of pervious (i.e. dirt/turf) surface available for infiltration. The cumulative amount of development will create significant amounts of storm water run-off that must be dealt with safely and quickly. Potential flooding of major and secondary arterials including most residential and business areas may occur as development continues to increase the City's overall percentage of impervious surface (i.e. buildings, parking lots, streets, etc.). Additionally, emergency vehicle response maybe impacted due to unmitigated flooding conditions.

Relationship to General Plan Development:

The project is related to the collection and removal of storm water from within the General City (GC) area and is likely to be totally within that area. The amount of any project costs not fully attributed to new development within GC area (if any) represents the percentage of proposed storm water collection lines currently needed (or a portion thereof) thus that percentage is recognized as a current deficiency and will need to be financed by sources other than DIFs.

Allocation To General Plan Buildout: 0.00%

Reference Document:

Master Plan of Storm Drainage, March 2012, as amended by the change in the ENR Construction Cost Index since 03/2012.

Project Timing:

The timing of the capital construction or acquisition herein, is not included in the scope of this engagement, thus all project costs default to the "Build-out" column. In general, GC projects will be constructed as needed and as local DIF receipts are collected. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$186,811	$186,811
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$1,082,970	$1,082,970
4. Contingency	$0	$0	$0	$0	$162,446	$162,446
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$1,432,227	$1,432,227

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities

Project Title / Ref#: Inland Empire Blvd., Vineyard To Cucamonga Channel **SD -061**

Submitting Departments: Engineering Department

Project Description:

Construct 4,800 linear feet of storm drain system along inland Empire Boulevard from Orange Avenue to Cucamonga Channel, identified as G ST-IV-1 in the City of Ontario Master Plan of Drainage (March 2012). Contingency is included at 15% of the estimated construction cost. Project Administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction/contingency cost.

Justification / Consequences of Avoidance:

These drainage improvements are needed to provide efficient and timely storm water removal. Storm water will increase in amounts proportional to the percentage of development on an acre due to the decrease in the amount of pervious (i.e. dirt/turf) surface available for infiltration. The cumulative amount of development will create significant amounts of storm water run-off that must be dealt with safely and quickly. Potential flooding of major and secondary arterials including most residential and business areas may occur as development continues to increase the City's overall percentage of impervious surface (i.e. buildings, parking lots, streets, etc.). Additionally, emergency vehicle response maybe impacted due to unmitigated flooding conditions.

Relationship to General Plan Development:

The project is related to the collection and removal of storm water from within the General City (GC) area and is likely to be totally within that area. The amount of any project costs not fully attributed to new development within GC area (if any) represents the percentage of proposed storm water collection lines currently needed (or a portion thereof) thus that percentage is recognized as a current deficiency and will need to be financed by sources other than DIFs.

Allocation To General Plan Buildout: 100.00%

Reference Document:

Master Plan of Storm Drainage, March 2012, as amended by the change in the ENR Construction Cost Index since 03/2012.

Project Timing:

The timing of the capital construction or acquisition herein, is not included in the scope of this engagement, thus all project costs default to the "Build-out" column. In general, GC projects will be constructed as needed and as local DIF receipts are collected. All costs are at nominal, or current dollar value.

PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$91,919	$91,919
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$532,863	$532,863
4. Contingency	$0	$0	$0	$0	$79,929	$79,929
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$704,711	$704,711

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CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities

Project Title / Ref#: Sultana Avenue, Phillips To Philadelphia **SD -062**

Submitting Departments: Engineering Department

Project Description:

Construct 5,600 linear feet of storm drain along Sultana Avenue from Phillips Street and Philadelphia Street, identified as SULT-VII-1a in the City of Ontario Master Plan of Drainage (March 2012). Contingency is included at 15% of the estimated construction cost. Project Administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction/contingency cost.

Justification / Consequences of Avoidance:

These drainage improvements are needed to provide efficient and timely storm water removal. Storm water will increase in amounts proportional to the percentage of development on an acre due to the decrease in the amount of pervious (i.e. dirt/turf) surface available for infiltration. The cumulative amount of development will create significant amounts of storm water run-off that must be dealt with safely and quickly. Potential flooding of major and secondary arterials including most residential and business areas may occur as development continues to increase the City's overall percentage of impervious surface (i.e. buildings, parking lots, streets, etc.). Additionally, emergency vehicle response maybe impacted due to unmitigated flooding conditions.

Relationship to General Plan Development:

The project is related to the collection and removal of storm water from within the General City (GC) area and is likely to be totally within that area. The amount of any project costs not fully attributed to new development within GC area (if any) represents the percentage of proposed storm water collection lines currently needed (or a portion thereof) thus that percentage is recognized as a current deficiency and will need to be financed by sources other than DIFs.

Allocation To General Plan Buildout: 100.00%

Reference Document:

Master Plan of Storm Drainage, March 2012, as amended by the change in the ENR Construction Cost Index since 03/2012.

Project Timing:

The timing of the capital construction or acquisition herein, is not included in the scope of this engagement, thus all project costs default to the "Build-out" column. In general, GC projects will be constructed as needed and as local DIF receipts are collected. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$566,415	$566,415
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$3,283,568	$3,283,568
4. Contingency	$0	$0	$0	$0	$492,536	$492,536
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$4,342,519	$4,342,519

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities

Project Title / Ref#: Fourth Street, El Dorado To Cucamonga Channel **SD -063**

Submitting Departments: Engineering Department

Project Description:

Construct 8,500 linear feet of storm drain system along Fourth Street from Corona Avenue to Cucamonga Channel, Corona Avenue from Princeton Street to Fourth Street, Princeton Street from Baker Avenue to Corona Avenue, Baker Avenue from Fifth Street to Fourth Street, Fifth Street from El Dorado Avenue to Baker Avenue, identified as 4TH-IV-1 in the City of Ontario Master Plan of Drainage (March 2012). Contingency is included at 15% of the estimated construction cost. Project Administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction/contingency cost.

Justification / Consequences of Avoidance:

These drainage improvements are needed to provide efficient and timely storm water removal. Storm water will increase in amounts proportional to the percentage of development on an acre due to the decrease in the amount of pervious (i.e. dirt/turf) surface available for infiltration. The cumulative amount of development will create significant amounts of storm water run-off that must be dealt with safely and quickly. Potential flooding of major and secondary arterials including most residential and business areas may occur as development continues to increase the City's overall percentage of impervious surface (i.e. buildings, parking lots, streets, etc.). Additionally, emergency vehicle response maybe impacted due to unmitigated flooding conditions.

Relationship to General Plan Development:

The project is related to the collection and removal of storm water from within the General City (GC) area and is likely to be totally within that area. The amount of any project costs not fully attributed to new development within GC area (if any) represents the percentage of proposed storm water collection lines currently needed (or a portion thereof) thus that percentage is recognized as a current deficiency and will need to be financed by sources other than DIFs.

Allocation To General Plan Buildout: 100.00%

Reference Document:

Master Plan of Storm Drainage, March 2012, as amended by the change in the ENR Construction Cost Index since 03/2012.

Project Timing:

The timing of the capital construction or acquisition herein, is not included in the scope of this engagement, thus all project costs default to the "Build-out" column. In general, GC projects will be constructed as needed and as local DIF receipts are collected. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$324,750	$324,750
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$1,882,609	$1,882,609
4. Contingency	$0	$0	$0	$0	$282,392	$282,392
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$2,489,751	$2,489,751

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities

Project Title / Ref#: Baker, Vineyard, Carlos, Hellman - Acacia To Philadelphia **SD -064**

Submitting Departments: Engineering Department

Project Description:

Construct 6,100 linear feet of storm drain system along Baker Avenue from Acacia Street to Francis Street, Vineyard Avenue from Locust Street to Francis Street, Carlos Avenue from Elm Street to Locust Street and Hellman Avenue from Spruce Street to Philadelphia Street, identified as BAKR-V-1, VNYD-V-1, CRLS-V-1 and HLMN-IV-1 in the City of Ontario Master Plan of Drainage (March 2012). Contingency is included at 15% of the estimated construction cost. Project Administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction/contingency cost

Justification / Consequences of Avoidance:

These drainage improvements are needed to provide efficient and timely storm water removal. Storm water will increase in amounts proportional to the percentage of development on an acre due to the decrease in the amount of pervious (i.e. dirt/turf) surface available for infiltration. The cumulative amount of development will create significant amounts of storm water run-off that must be dealt with safely and quickly. Potential flooding of major and secondary arterials including most residential and business areas may occur as development continues to increase the City's overall percentage of impervious surface (i.e. buildings, parking lots, streets, etc.). Additionally, emergency vehicle response maybe impacted due to unmitigated flooding conditions.

Relationship to General Plan Development:

The project is related to the collection and removal of storm water from within the General City area and is likely to be totally within that area. The amount of any project costs not fully attributed to new development within General City area (if any) represents the percentage of proposed storm water collection lines currently needed (or a portion thereof) thus that percentage is recognized as a current deficiency and will need to be financed by sources other than DIFs.

Allocation To General Plan Buildout: 0.00%

Reference Document:

Master Plan of Storm Drainage, March 2012, as amended by the change in the ENR Construction Cost Index since 03/2012.

Project Timing:

The timing of the capital construction or acquisition herein, is not included in the scope of this engagement, thus all project costs default to the "Build-out" column. In general, GC projects will be constructed as needed and as local DIF receipts are collected. All costs are at nominal, or current dollar value.

PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$356,193	$356,193
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$2,064,880	$2,064,880
4. Contingency	$0	$0	$0	$0	$309,731	$309,731
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$2,730,804	$2,730,804

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CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities

Project Title / Ref#: Bon View Avenue, 60 Freeway To Riverside **SD -065**

Submitting Departments: Engineering Department

Project Description:

Construct a total of 4,800 linear feet of storm drain systems along Bon View Avenue from the 60 FWY to Riverside Drive and Walnut Street from 1,200 feet west of Bon View Avenue to Bon View Avenue, identified as BNVW-VIII-1a and BNVW-VIII-2 in the City of Ontario Master Plan of Drainage (March 2012). Contingency is included at 15% of the estimated construction cost. Project Administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction/contingency cost.

Justification / Consequences of Avoidance:

These drainage improvements are needed to provide efficient and timely storm water removal. Storm water will increase in amounts proportional to the percentage of development on an acre due to the decrease in the amount of pervious (i.e. dirt/turf) surface available for infiltration. The cumulative amount of development will create significant amounts of storm water run-off that must be dealt with safely and quickly. Potential flooding of major and secondary arterials including most residential and business areas may occur as development continues to increase the City's overall percentage of impervious surface (i.e. buildings, parking lots, streets, etc.). Additionally, emergency vehicle response maybe impacted due to unmitigated flooding conditions.

Relationship to General Plan Development:

The project is related to the collection and removal of storm water from within the General City area and is likely to be totally within that area. The amount of any project costs not fully attributed to new development within General City area (if any) represents the percentage of proposed storm water collection lines currently needed (or a portion thereof) thus that percentage is recognized as a current deficiency and will need to be financed by sources other than DIFs.

Allocation To General Plan Buildout: 100.00%

Reference Document:

Master Plan of Storm Drainage, March 2012, as amended by the change in the ENR Construction Cost Index since 03/2012.

Project Timing:

The timing of the capital construction or acquisition herein, is not included in the scope of this engagement, thus all project costs default to the "Build-out" column. In general, GC projects will be constructed as needed and as local DIF receipts are collected. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$335,486	$335,486
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$1,944,844	$1,944,844
4. Contingency	$0	$0	$0	$0	$291,726	$291,726
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$2,572,056	$2,572,056

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities

Project Title / Ref#: Cucamonga Avenue, 60 Freeway To Riverside **SD -066**

Submitting Departments: Engineering Department

Project Description:

Construct 4,100 linear feet of storm drain system along Cucamonga Avenue from the 60 FWY to Riverside Drive and Walnut Street from 1,060 feet west of Cucamonga Avenue to Cucamonga Avenue, identified as CUCA-VIII-1a and CUCA-VIII-2 in the City of Ontario Master Plan of Drainage (March 2012). Contingency is included at 15% of the estimated construction cost. Project Administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction/contingency cost.

Justification / Consequences of Avoidance:

These drainage improvements are needed to provide efficient and timely storm water removal. Storm water will increase in amounts proportional to the percentage of development on an acre due to the decrease in the amount of pervious (i.e. dirt/turf) surface available for infiltration. The cumulative amount of development will create significant amounts of storm water run-off that must be dealt with safely and quickly. Potential flooding of major and secondary arterials including most residential and business areas may occur as development continues to increase the City's overall percentage of impervious surface (i.e. buildings, parking lots, streets, etc.). Additionally, emergency vehicle response maybe impacted due to unmitigated flooding conditions.

Relationship to General Plan Development:

The project is related to the collection and removal of storm water from within the General City area and is likely to be totally within that area. The amount of any project costs not fully attributed to new development within General City area (if any) represents the percentage of proposed storm water collection lines currently needed (or a portion thereof) thus that percentage is recognized as a current deficiency and will need to be financed by sources other than DIFs.

Allocation To General Plan Buildout: 100.00%

Reference Document:

Master Plan of Storm Drainage, March 2012, as amended by the change in the ENR Construction Cost Index since 03/2012.

Project Timing:

The timing of the capital construction or acquisition herein, is not included in the scope of this engagement, thus all project costs default to the "Build-out" column. In general, GC projects will be constructed as needed and as local DIF receipts are collected. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$323,852	$323,852
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$1,877,407	$1,877,407
4. Contingency	$0	$0	$0	$0	$281,612	$281,612
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$2,482,871	$2,482,871

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities

Project Title / Ref#: Bon View Avenue, Misison To Francis **SD -067**

Submitting Departments: Engineering Department

Project Description:

Construct 6,500 linear feet of storm drain system along Bon View Avenue from Mission Avenue to Francis Street and Mission from Caldwell Avenue to Greenwood Avenue, identified as FRNS-V-3 and FRNS-V-4 in the City of Ontario Master Plan of Drainage (March 2012). Contingency is included at 15% of the estimated construction cost. Project Administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction/contingency cost.

Justification / Consequences of Avoidance:

These drainage improvements are needed to provide efficient and timely storm water removal. Storm water will increase in amounts proportional to the percentage of development on an acre due to the decrease in the amount of pervious (i.e. dirt/turf) surface available for infiltration. The cumulative amount of development will create significant amounts of storm water run-off that must be dealt with safely and quickly. Potential flooding of major and secondary arterials including most residential and business areas may occur as development continues to increase the City's overall percentage of impervious surface (i.e. buildings, parking lots, streets, etc.). Additionally, emergency vehicle response maybe impacted due to unmitigated flooding conditions.

Relationship to General Plan Development:

The project is related to the collection and removal of storm water from within the General City area and is likely to be totally within that area. The amount of any project costs not fully attributed to new development within General City area (if any) represents the percentage of proposed storm water collection lines currently needed (or a portion thereof) thus that percentage is recognized as a current deficiency and will need to be financed by sources other than DIFs.

Allocation To General Plan Buildout: 0.00%

Reference Document:

Master Plan of Storm Drainage, March 2012, as amended by the change in the ENR Construction Cost Index since 03/2012.

Project Timing:

The timing of the capital construction or acquisition herein, is not included in the scope of this engagement, thus all project costs default to the "Build-out" column. In general, GC projects will be constructed as needed and as local DIF receipts are collected. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$479,836	$479,836
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$2,781,659	$2,781,659
4. Contingency	$0	$0	$0	$0	$417,249	$417,249
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$3,678,744	$3,678,744

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities

Project Title / Ref#: Cucamonga Avenue, Phillips To Francis **SD -068**

Submitting Departments: Engineering Department

Project Description:

Construct 3,600 linear feet of storm drain system along Cucamonga Avenue from Phillips Street to Francis Street, identified as FRNS-V-2 in the City of Ontario Master Plan of Drainage (March 2012). Contingency is included at 15% of the estimated construction cost. Project Administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction/contingency cost.

Justification / Consequences of Avoidance:

These drainage improvements are needed to provide efficient and timely storm water removal. Storm water will increase in amounts proportional to the percentage of development on an acre due to the decrease in the amount of pervious (i.e. dirt/turf) surface available for infiltration. The cumulative amount of development will create significant amounts of storm water run-off that must be dealt with safely and quickly. Potential flooding of major and secondary arterials including most residential and business areas may occur as development continues to increase the City's overall percentage of impervious surface (i.e. buildings, parking lots, streets, etc.). Additionally, emergency vehicle response maybe impacted due to unmitigated flooding conditions.

Relationship to General Plan Development:

The project is related to the collection and removal of storm water from within the General City area and is likely to be totally within that area. The amount of any project costs not fully attributed to new development within General City area (if any) represents the percentage of proposed storm water collection lines currently needed (or a portion thereof) thus that percentage is recognized as a current deficiency and will need to be financed by sources other than DIFs.

Allocation To General Plan Buildout: 0.00%

Reference Document:

Master Plan of Storm Drainage, March 2012, as amended by the change in the ENR Construction Cost Index since 03/2012.

Project Timing:

The timing of the capital construction or acquisition herein, is not included in the scope of this engagement, thus all project costs default to the "Build-out" column. In general, GC projects will be constructed as needed and as local DIF receipts are collected. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$296,600	$296,600
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$1,719,417	$1,719,417
4. Contingency	$0	$0	$0	$0	$257,912	$257,912
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$2,273,929	$2,273,929

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities

Project Title / Ref#: Storm Drainage Maintenance Vehicles **SD -069**

Submitting Departments: Engineering Department

Project Description:

Expand the fleet of maintenance vehicles necessary to maintain the proportionally expanded amount of storm drainage line capacity, as represented by the construction projects within this chapter.

Justification / Consequences of Avoidance:

As the storm drainage system is expanded there will be an increased demand upon the existing vehicles dedicated to the maintenance of the storm drainage collection system. The additional vehicles will be necessary to avoid any decrease in the existing capability to maintain the existing system

Relationship to General Plan Development:

The proposed vehicles are fully related to additional demands created by new development thus are fully attributed to new development.

Allocation To General Plan Buildout: 100.00%

Reference Document:

No specific document, based upon proportional inventory expansion.

Project Timing:

As development Impact Fees are collected and the existing fleet is incapable of meeting all maintenance demands

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$578,539	$578,539
TOTAL COST:	$0	$0	$0	$0	$578,539	$578,539

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities

Project Title / Ref#: Boulder Avenue, I To State **SD -070**

Submitting Departments: Engineering Department

Project Description:

Construct 10,000 linear feet of storm drain system along I Street from Mountain Avenue to Boulder Avenue, Boulder Avenue from I Street to Holt Boulevard, Holt Boulevard from Boulder Avenue to Mountain Avenue, Mountain Avenue from Holt Boulevard to State Street, D Street from Boulder Avenue to 700 feet east of Boulder Avenue and in Vesta Avenue from Boulder Avenue to 700 feet east of Boulder Avenue, identified as BLDR-VI-1a, BLDR-VI-2a, BLDR-VI-3 and BLDR-VI-4 in the City of Ontario Master Plan of Drainage (March 2012). Contingency is included at 15% of the estimated construction cost. Project Administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction/contingency cost. The project is designed to accept storm water flows from the City of Upland (Refer to Project Number SD-083 for the second phase of this project for the upstream conditions).

Justification / Consequences of Avoidance:

These drainage improvements are needed to provide efficient and timely storm water removal. Storm water will increase in amounts proportional to the percentage of development on an acre due to the decrease in the amount of pervious (i.e. dirt/turf) surface available for infiltration. The cumulative amount of development will create significant amounts of storm water run-off that must be dealt with safely and quickly. Potential flooding of major and secondary arterials including most residential and business areas may occur as development continues to increase the City's overall percentage of impervious surface (i.e. buildings, parking lots, streets, etc.). Additionally, emergency vehicle response maybe impacted due to unmitigated flooding conditions.

Relationship to General Plan Development:

The project is related to the collection and removal of storm water from within the General City area and is likely to be totally within that area. The amount of any project costs not fully attributed to new development within General City area (if any) represents the percentage of proposed storm water collection lines currently needed (or a portion thereof) thus that percentage is recognized as a current deficiency and will need to be financed by sources other than DIFs.

Allocation To General Plan Buildout: 0.00%

Reference Document:

Master Plan of Storm Drainage, March 2012, as amended by the change in the ENR Construction Cost Index since 03/2012.

Project Timing:

The timing of the capital construction or acquisition herein, is not included in the scope of this engagement, thus all project costs default to the "Build-out" column. In general, GC projects will be constructed as needed and as local DIF receipts are collected. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$1,687,723	$1,687,723
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$9,783,902	$9,783,902
4. Contingency	$0	$0	$0	$0	$1,467,586	$1,467,586
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$12,939,211	$12,939,211

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities

Project Title / Ref#: Benson Avenue, State To I Street **SD -071**

Submitting Departments: Engineering Department

Project Description:

Construct 5,400 linear feet of storm drain system along Benson Avenue from State Street to I Street, identified as BNSN-VI-1 in the City of Ontario Master Plan of Drainage (March 2012). Contingency is included at 15% of the estimated construction cost. Project Administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction/contingency cost.

Justification / Consequences of Avoidance:

These drainage improvements are needed to provide efficient and timely storm water removal. Storm water will increase in amounts proportional to the percentage of development on an acre due to the decrease in the amount of pervious (i.e. dirt/turf) surface available for infiltration. The cumulative amount of development will create significant amounts of storm water run-off that must be dealt with safely and quickly. Potential flooding of major and secondary arterials including most residential and business areas may occur as development continues to increase the City's overall percentage of impervious surface (i.e. buildings, parking lots, streets, etc.). Additionally, emergency vehicle response maybe impacted due to unmitigated flooding conditions.

Relationship to General Plan Development:

The project is related to the collection and removal of storm water from within the General City area and is likely to be totally within that area. The amount of any project costs not fully attributed to new development within General City area (if any) represents the percentage of proposed storm water collection lines currently needed (or a portion thereof) thus that percentage is recognized as a current deficiency and will need to be financed by sources other than DIFs.

Allocation To General Plan Buildout: 0.00%

Reference Document:

Master Plan of Storm Drainage, March 2012, as amended by the change in the ENR Construction Cost Index since 03/2012.

Project Timing:

The timing of the capital construction or acquisition herein, is not included in the scope of this engagement, thus all project costs default to the "Build-out" column. In general, GC projects will be constructed as needed and as local DIF receipts are collected. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$533,497	$533,497
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$3,092,735	$3,092,735
4. Contingency	$0	$0	$0	$0	$463,910	$463,910
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$4,090,142	$4,090,142

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities

Project Title / Ref#: Mountain Avenue, Philadelphia To Phillips **SD -072**

Submitting Departments: Engineering Department

Project Description:

Construct 9,600 linear feet of storm drain system along Mountain Avenue from Phillips Street to Philadelphia Street, Phillips Street from Magnolia Avenue to Palmetto Avenue, Francis Street from west of Magnolia Avenue to Palmetto Avenue and Philadelphia Street from Mountain Avenue to Palmetto, identified as MNTN-VII-1a, MNTN-VII-2, MNTN-VII-3, MNTN-VII-4, MNTN-VII-5 and MNTN-VII-7 in the City of Ontario Master Plan of Drainage (March 2012). Contingency is included at 15% of the estimated construction cost. Project Administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction/contingency cost.

Justification / Consequences of Avoidance:

These drainage improvements are needed to provide efficient and timely storm water removal. Storm water will increase in amounts proportional to the percentage of development on an acre due to the decrease in the amount of pervious (i.e. dirt/turf) surface available for infiltration. The cumulative amount of development will create significant amounts of storm water run-off that must be dealt with safely and quickly. Potential flooding of major and secondary arterials including most residential and business areas may occur as development continues to increase the City's overall percentage of impervious surface (i.e. buildings, parking lots, streets, etc.). Additionally, emergency vehicle response maybe impacted due to unmitigated flooding conditions.

Relationship to General Plan Development:

The project is related to the collection and removal of storm water from within the General City area and is likely to be totally within that area. The amount of any project costs not fully attributed to new development within General City area (if any) represents the percentage of proposed storm water collection lines currently needed (or a portion thereof) thus that percentage is recognized as a current deficiency and will need to be financed by sources other than DIFs.

Allocation To General Plan Buildout: 100.00%

Reference Document:

Master Plan of Storm Drainage, March 2012, as amended by the change in the ENR Construction Cost Index since 03/2012.

Project Timing:

The timing of the capital construction or acquisition herein, is not included in the scope of this engagement, thus all project costs default to the "Build-out" column. In general, GC projects will be constructed as needed and as local DIF receipts are collected. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$1,016,281	$1,016,281
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$5,891,490	$5,891,490
4. Contingency	$0	$0	$0	$0	$883,725	$883,725
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$7,791,496	$7,791,496

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities

Project Title / Ref#: San Antonio Avenue, Francis To Cypress Channel **SD -073**

Submitting Departments: Engineering Department

Project Description:

Construct 11,500 linear feet of storm drain system along San Antonio Avenue from Francis Street to the Cypress Channel (including the portion in the City of Chino), Philadelphia Street from Cypress Avenue to Fern Avenue, Francis Street from Cypress Avenue to San Antonio Avenue, identified as SNAN-VII-1a, SNAN-VII-2a, SNAN-VII-3 and SNAN-VII-4 in the City of Ontario Master Plan of Drainage (March 2012). Contingency is included at 15% of the estimated construction cost. Project Administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction/contingency cost.

Justification / Consequences of Avoidance:

These drainage improvements are needed to provide efficient and timely storm water removal. Storm water will increase in amounts proportional to the percentage of development on an acre due to the decrease in the amount of pervious (i.e. dirt/turf) surface available for infiltration. The cumulative amount of development will create significant amounts of storm water run-off that must be dealt with safely and quickly. Potential flooding of major and secondary arterials including most residential and business areas may occur as development continues to increase the City's overall percentage of impervious surface (i.e. buildings, parking lots, streets, etc.). Additionally, emergency vehicle response maybe impacted due to unmitigated flooding conditions.

Relationship to General Plan Development:

The project is related to the collection and removal of storm water from within the General City area and is likely to be totally within that area. The amount of any project costs not fully attributed to new development within General City area (if any) represents the percentage of proposed storm water collection lines currently needed (or a portion thereof) thus that percentage is recognized as a current deficiency and will need to be financed by sources other than DIFs.

Allocation To General Plan Buildout: 100.00%

Reference Document:

Master Plan of Storm Drainage, March 2012, as amended by the change in the ENR Construction Cost Index since 03/2012.

Project Timing:

The timing of the capital construction or acquisition herein, is not included in the scope of this engagement, thus all project costs default to the "Build-out" column. In general, GC projects will be constructed as needed and as local DIF receipts are collected. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$1,368,289	$1,368,289
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$7,932,108	$7,932,108
4. Contingency	$0	$0	$0	$0	$1,189,816	$1,189,816
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$10,490,213	$10,490,213

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities

Project Title / Ref#: San Sevaine Channel **SD -074**

Submitting Departments: Engineering Department

Project Description:

The DIF amount represents the City's fair share cost of the County of San Bernardino San Sevaine Channel construction project (located east of and outside of City limits).

Justification / Consequences of Avoidance:

These drainage improvements are needed to provide efficient and timely storm water removal. Storm water will increase in amounts proportional to the percentage of development on an acre due to the decrease in the amount of pervious (i.e. dirt/turf) surface available for infiltration. The cumulative amount of development will create significant amounts of storm water run-off that must be dealt with safely and quickly. Potential flooding of major and secondary arterials including most residential and business areas may occur as development continues to increase the City's overall percentage of impervious surface (i.e. buildings, parking lots, streets, etc.). Additionally, emergency vehicle response maybe impacted due to unmitigated flooding conditions.

Relationship to General Plan Development:

The project is related to the collection and removal of storm water from within the General City area and is likely to be totally within that area. The amount of any project costs not fully attributed to new development within General City area (if any) represents the percentage of proposed storm water collection lines currently needed (or a portion thereof) thus that percentage is recognized as a current deficiency and will need to be financed by sources other than DIFs.

Allocation To General Plan Buildout: 100.00%

Reference Document:

Master Plan of Storm Drainage, March 2012, as amended by the change in the ENR Construction Cost Index since 03/2012.

Project Timing:

The timing of the capital construction or acquisition herein, is not included in the scope of this engagement, thus all project costs default to the "Build-out" column. In general, GC projects will be constructed as needed and as local DIF receipts are collected. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$1,875,549	$1,875,549
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$1,875,549	$1,875,549

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities
Project Title / Ref#: Storm Drain Master Plan **SD -075**
Submitting Departments: Engineering Department

Project Description:
Update the City's Storm Drain Master Plan to reflect changes to the City's General Plan and development standards.

Justification / Consequences of Avoidance:
The project is required for proper storm drainage collection planning.

Relationship to General Plan Development:
Direct to new development in both the General City and Ontario Ranch portions of the City.

Allocation To General Plan Buildout: 100.00%

Reference Document:
None, staff projections.

Project Timing:
As needed.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$484,000	$484,000
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$484,000	$484,000

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Completed on 1/13/2012

Infrastructure: Storm Drainage Collection System Facilities

Project Title / Ref#: Project Completed Or No Longer Needed **SD -076**

Submitting Departments: Engineering Department

Project Description:
The project, has been completed.

Justification / Consequences of Avoidance:
The project has been left in as a place holder to maintain the previous project numbering system.

Relationship to General Plan Development:
Project is not needed.

Allocation To General Plan Buildout: 0.00%

Reference Document:
Not applicable.

Project Timing:
Project is not needed.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$0	$0

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities

Project Title / Ref#: Campus Avenue, State To Francis (Phase 2 Of SD-053) **SD -077**

Submitting Departments: Engineering Department

Project Description:

Construct 9,500 linear feet of storm drain system along Campus Avenue from State Street to Francis Street, Monterey Avenue from Park Street to Maitland Street, Maitland Street to Campus Avenue, in Phillips Street from Campus Avenue to 700 feet west of Campus Avenue and Mission Boulevard from Cucamonga Avenue to Grove Avenue, identified as FRNS-V-1b, FRNS-V-5 through FRNS-V-7 and MISN-V-1 in the City of Ontario Master Plan of Drainage (March 2012). Contingency is included at 15% of the estimated construction cost. Project Administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction/contingency cost. This project is the second phase of the Storm Drainage project number SD-053.

Justification / Consequences of Avoidance:

These drainage improvements are needed to provide efficient and timely storm water removal. Storm water will increase in amounts proportional to the percentage of development on an acre due to the decrease in the amount of pervious (i.e. dirt/turf) surface available for infiltration. The cumulative amount of development will create significant amounts of storm water run-off that must be dealt with safely and quickly. Potential flooding of major and secondary arterials including most residential and business areas may occur as development continues to increase the City's overall percentage of impervious surface (i.e. buildings, parking lots, streets, etc.). Additionally, emergency vehicle response maybe impacted due to unmitigated flooding conditions.

Relationship to General Plan Development:

The project is related to the collection and removal of storm water from within the General City area and is likely to be totally within that area. The amount of any project costs not fully attributed to new development within General City area (if any) represents the percentage of proposed storm water collection lines currently needed (or a portion thereof) thus that percentage is recognized as a current deficiency and will need to be financed by sources other than DIFs.

Allocation To General Plan Buildout: 100.00%

Reference Document:

Master Plan of Storm Drainage, March 2012, as amended by the change in the ENR Construction Cost Index since 03/2012.

Project Timing:

The timing of the capital construction or acquisition herein, is not included in the scope of this engagement, thus all project costs default to the "Build-out" column. In general, GC projects will be constructed as needed and as local DIF receipts are collected. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$559,752	$559,752
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$3,244,940	$3,244,940
4. Contingency	$0	$0	$0	$0	$486,741	$486,741
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$4,291,433	$4,291,433

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities

Project Title / Ref#: Parco Avenue, Philadelphia To 60 Freeway (Phase 2 Of SD-055) **SD -078**

Submitting Departments: Engineering Department

Project Description:

Construct 1,400 linear feet of storm drain system along Parco Avenue from Philadelphia Street to the 60 FWY, identified as PACO-VIII-1b in the City of Ontario Master Plan of Drainage (March 2012). Contingency is included at 15% of the estimated construction cost. Project Administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction/contingency cost. This project is the second phase of the Storm Drainage project number SD-055.

Justification / Consequences of Avoidance:

These drainage improvements are needed to provide efficient and timely storm water removal. Storm water will increase in amounts proportional to the percentage of development on an acre due to the decrease in the amount of pervious (i.e. dirt/turf) surface available for infiltration. The cumulative amount of development will create significant amounts of storm water run-off that must be dealt with safely and quickly. Potential flooding of major and secondary arterials including most residential and business areas may occur as development continues to increase the City's overall percentage of impervious surface (i.e. buildings, parking lots, streets, etc.). Additionally, emergency vehicle response maybe impacted due to unmitigated flooding conditions.

Relationship to General Plan Development:

The project is related to the collection and removal of storm water from within the General City area and is likely to be totally within that area. The amount of any project costs not fully attributed to new development within General City area (if any) represents the percentage of proposed storm water collection lines currently needed (or a portion thereof) thus that percentage is recognized as a current deficiency and will need to be financed by sources other than DIFs.

Allocation To General Plan Buildout: 0.00%

Reference Document:

Master Plan of Storm Drainage, March 2012, as amended by the change in the ENR Construction Cost Index since 03/2012.

Project Timing:

The timing of the capital construction or acquisition herein, is not included in the scope of this engagement, thus all project costs default to the "Build-out" column. In general, GC projects will be constructed as needed and as local DIF receipts are collected. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$120,254	$120,254
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$697,127	$697,127
4. Contingency	$0	$0	$0	$0	$104,570	$104,570
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$921,951	$921,951

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities

Project Title / Ref#: Grove Avenue, Francis To 60 Freeway (Phase 2 Of SD-058) **SD -079**

Submitting Departments: Engineering Department

Project Description:

Construct 2,800 linear feet of storm drain system along Grove Avenue from Francis Street to the 60 FWY, identified as GROV-VIII-1b in the City of Ontario Master Plan of Drainage (March 2012). Contingency is included at 15% of the estimated construction cost. Project Administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction/contingency cost. This project is the second phase of the Storm Drainage project number SD-058.

Justification / Consequences of Avoidance:

These drainage improvements are needed to provide efficient and timely storm water removal. Storm water will increase in amounts proportional to the percentage of development on an acre due to the decrease in the amount of pervious (i.e. dirt/turf) surface available for infiltration. The cumulative amount of development will create significant amounts of storm water run-off that must be dealt with safely and quickly. Potential flooding of major and secondary arterials including most residential and business areas may occur as development continues to increase the City's overall percentage of impervious surface (i.e. buildings, parking lots, streets, etc.). Additionally, emergency vehicle response maybe impacted due to unmitigated flooding conditions.

Relationship to General Plan Development:

The project is related to the collection and removal of storm water from within the General City area and is likely to be totally within that area. The amount of any project costs not fully attributed to new development within General City area (if any) represents the percentage of proposed storm water collection lines currently needed (or a portion thereof) thus that percentage is recognized as a current deficiency and will need to be financed by sources other than DIFs.

Allocation To General Plan Buildout: 0.00%

Reference Document:

Master Plan of Storm Drainage, March 2012, as amended by the change in the ENR Construction Cost Index since 03/2012.

Project Timing:

The timing of the capital construction or acquisition herein, is not included in the scope of this engagement, thus all project costs default to the "Build-out" column. In general, GC projects will be constructed as needed and as local DIF receipts are collected. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$185,697	$185,697
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$1,076,510	$1,076,510
4. Contingency	$0	$0	$0	$0	$161,478	$161,478
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$1,423,685	$1,423,685

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities

Project Title / Ref#: Sultana Avenue, State To Phillips (Phase 2 Of SD-062) **SD -080**

Submitting Departments: Engineering Department

Project Description:

Construct 7,100 linear feet of storm drain system along Sultana Avenue from State Street to Phillips Street and Mission Boulevard from Lemon Avenue to Sultana Avenue (this is the second phase of the project number SD-062), Walnut Street from 600 feet west of Sultana Avenue to Sultana Avenue, Euclid Avenue from 60 FWY to Walnut Street, Fern Avenue from 60 FWY to Walnut Street, identified as SULT-VII-1b, SULT-VII-2, WLNT-VII-1, EULD-VII-1 and FERN-VII-1 in the City of Ontario Master Plan of Drainage (March 2012). Contingency is included at 15% of the estimated construction cost. Project Administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction/contingency cost.

Justification / Consequences of Avoidance:

These drainage improvements are needed to provide efficient and timely storm water removal. Storm water will increase in amounts proportional to the percentage of development on an acre due to the decrease in the amount of pervious (i.e. dirt/turf) surface available for infiltration. The cumulative amount of development will create significant amounts of storm water run-off that must be dealt with safely and quickly. Potential flooding of major and secondary arterials including most residential and business areas may occur as development continues to increase the City's overall percentage of impervious surface (i.e. buildings, parking lots, streets, etc.). Additionally, emergency vehicle response maybe impacted due to unmitigated flooding conditions.

Relationship to General Plan Development:

The project is related to the collection and removal of storm water from within the General City area and is likely to be totally within that area. The amount of any project costs not fully attributed to new development within General City area (if any) represents the percentage of proposed storm water collection lines currently needed (or a portion thereof) thus that percentage is recognized as a current deficiency and will need to be financed by sources other than DIFs.

Allocation To General Plan Buildout: 0.00%

Reference Document:

Master Plan of Storm Drainage, March 2012, as amended by the change in the ENR Construction Cost Index since 03/2012.

Project Timing:

The timing of the capital construction or acquisition herein, is not included in the scope of this engagement, thus all project costs default to the "Build-out" column. In general, GC projects will be constructed as needed and as local DIF receipts are collected. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$448,189	$448,189
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$2,598,192	$2,598,192
4. Contingency	$0	$0	$0	$0	$389,730	$389,730
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$3,436,111	$3,436,111

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities

Project Title / Ref#: Bon View Avenue, 60 Freeway To Francis (Phase 2 Of SD-065) **SD -081**

Submitting Departments: Engineering Department

Project Description:

Construct 3,200 linear foot of storm drain systems along Bon View Avenue from Francis Street to the 60 FWY, identified as BNVW-VIII-1b in the City of Ontario Master Plan of Drainage (March 2012). Contingency is included at 15% of the estimated construction cost. Project Administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction/contingency cost. This project is the second phase of the Storm Drainage project number SD-065.

Justification / Consequences of Avoidance:

These drainage improvements are needed to provide efficient and timely storm water removal. Storm water will increase in amounts proportional to the percentage of development on an acre due to the decrease in the amount of pervious (i.e. dirt/turf) surface available for infiltration. The cumulative amount of development will create significant amounts of storm water run-off that must be dealt with safely and quickly. Potential flooding of major and secondary arterials including most residential and business areas may occur as development continues to increase the City's overall percentage of impervious surface (i.e. buildings, parking lots, streets, etc.). Additionally, emergency vehicle response maybe impacted due to unmitigated flooding conditions.

Relationship to General Plan Development:

The project is related to the collection and removal of storm water from within the General City area and is likely to be totally within that area. The amount of any project costs not fully attributed to new development within General City area (if any) represents the percentage of proposed storm water collection lines currently needed (or a portion thereof) thus that percentage is recognized as a current deficiency and will need to be financed by sources other than DIFs.

Allocation To General Plan Buildout: 0.00%

Reference Document:

Master Plan of Storm Drainage, March 2012, as amended by the change in the ENR Construction Cost Index since 03/2012.

Project Timing:

The timing of the capital construction or acquisition herein, is not included in the scope of this engagement, thus all project costs default to the "Build-out" column. In general, GC projects will be constructed as needed and as local DIF receipts are collected. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$210,517	$210,517
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$1,220,387	$1,220,387
4. Contingency	$0	$0	$0	$0	$183,058	$183,058
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$1,613,962	$1,613,962

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities

Project Title / Ref#: Cucamonga Avenue, Francis To 60 Freeway (Phase 2 Of SD-066) **SD -082**

Submitting Departments: Engineering Department

Project Description:

Construct 2,500 linear feet of storm drain system along Cucamonga Avenue from Francis Street to the 60 FWY, identified as CUCA-VIII-1b in the City of Ontario Master Plan of Drainage (March 2012). Contingency is included at 15% of the estimated construction cost. Project Administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction/contingency cost. This project is the second phase of the Storm Drainage project number SD-066.

Justification / Consequences of Avoidance:

These drainage improvements are needed to provide efficient and timely storm water removal. Storm water will increase in amounts proportional to the percentage of development on an acre due to the decrease in the amount of pervious (i.e. dirt/turf) surface available for infiltration. The cumulative amount of development will create significant amounts of storm water run-off that must be dealt with safely and quickly. Potential flooding of major and secondary arterials including most residential and business areas may occur as development continues to increase the City's overall percentage of impervious surface (i.e. buildings, parking lots, streets, etc.). Additionally, emergency vehicle response maybe impacted due to unmitigated flooding conditions.

Relationship to General Plan Development:

The project is related to the collection and removal of storm water from within the General City area and is likely to be totally within that area. The amount of any project costs not fully attributed to new development within General City area (if any) represents the percentage of proposed storm water collection lines currently needed (or a portion thereof) thus that percentage is recognized as a current deficiency and will need to be financed by sources other than DIFs.

Allocation To General Plan Buildout: 0.00%

Reference Document:

Master Plan of Storm Drainage, March 2012, as amended by the change in the ENR Construction Cost Index since 03/2012.

Project Timing:

The timing of the capital construction or acquisition herein, is not included in the scope of this engagement, thus all project costs default to the "Build-out" column. In general, GC projects will be constructed as needed and as local DIF receipts are collected. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$166,742	$166,742
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$966,618	$966,618
4. Contingency	$0	$0	$0	$0	$144,992	$144,992
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$1,278,352	$1,278,352

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities

Project Title / Ref#: Mountain & Boulder, I-10 To I Street (Phase 2 Of SD-070) **SD -083**

Submitting Departments: Engineering Department

Project Description:

Construct 8,400 linear feet of storm drain system along Mountain Avenue from the I-10 FWY to I Street and Boulder Avenue from Fifth Street to I Street (these are the second phase of project number Project SD-070), and G Street from Mountain Avenue to 1,010 feet east of Mountain Avenue, identified as BLDR-VI-1b, BLDR-VI-2b and G ST-VI-1 in the City of Ontario Master Plan of Drainage (March 2012). Contingency is included at 15% of the estimated construction cost. Project Administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction/contingency cost. This project is the second phase of the Storm Drainage project number SD-066. This project is designed to accept storm water flow from the City of Upland.

Justification / Consequences of Avoidance:

These drainage improvements are needed to provide efficient and timely storm water removal. Storm water will increase in amounts proportional to the percentage of development on an acre due to the decrease in the amount of pervious (i.e. dirt/turf) surface available for infiltration. The cumulative amount of development will create significant amounts of storm water run-off that must be dealt with safely and quickly. Potential flooding of major and secondary arterials including most residential and business areas may occur as development continues to increase the City's overall percentage of impervious surface (i.e. buildings, parking lots, streets, etc.). Additionally, emergency vehicle response maybe impacted due to unmitigated flooding conditions.

Relationship to General Plan Development:

The project is related to the collection and removal of storm water from within the General City area and is likely to be totally within that area. The amount of any project costs not fully attributed to new development within General City area (if any) represents the percentage of proposed storm water collection lines currently needed (or a portion thereof) thus that percentage is recognized as a current deficiency and will need to be financed by sources other than DIFs.

Allocation To General Plan Buildout: 0.00%

Reference Document:

Master Plan of Storm Drainage, March 2012, as amended by the change in the ENR Construction Cost Index since 03/2012.

Project Timing:

The timing of the capital construction or acquisition herein, is not included in the scope of this engagement, thus all project costs default to the "Build-out" column. In general, GC projects will be constructed as needed and as local DIF receipts are collected. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$769,486	$769,486
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$4,460,787	$4,460,787
4. Contingency	$0	$0	$0	$0	$669,118	$669,118
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$5,899,391	$5,899,391

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities

Project Title / Ref#: Benson Avenue Laterals (Phase 2 Of SD-071) **SD -084**

Submitting Departments: Engineering Department

Project Description:

Construct 10,000 linear feet of storm drain system along I Street from Elderberry Avenue to Benson Avenue, G Street from Benson Avenue to 1,710 feet east of Benson Avenue, D Street from Benson Avenue to Oaks Avenue, Stoneridge Court from Benson Avenue to Elderberry Avenue and Brooks Avenue from Benson Avenue to Oaks Avenue, identified as BNSN-VI-2 through BNSN-VI-6 in the City of Ontario Master Plan of Drainage (March 2012). Contingency is included at 15% of the estimated construction cost. Project Administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction/contingency cost. This project is the second phase of the Storm Drainage project number SD-071.

Justification / Consequences of Avoidance:

These drainage improvements are needed to provide efficient and timely storm water removal. Storm water will increase in amounts proportional to the percentage of development on an acre due to the decrease in the amount of pervious (i.e. dirt/turf) surface available for infiltration. The cumulative amount of development will create significant amounts of storm water run-off that must be dealt with safely and quickly. Potential flooding of major and secondary arterials including most residential and business areas may occur as development continues to increase the City's overall percentage of impervious surface (i.e. buildings, parking lots, streets, etc.). Additionally, emergency vehicle response maybe impacted due to unmitigated flooding conditions.

Relationship to General Plan Development:

The project is related to the collection and removal of storm water from within the General City area and is likely to be totally within that area. The amount of any project costs not fully attributed to new development within General City area (if any) represents the percentage of proposed storm water collection lines currently needed (or a portion thereof) thus that percentage is recognized as a current deficiency and will need to be financed by sources other than DIFs.

Allocation To General Plan Buildout: 0.00%

Reference Document:

Master Plan of Storm Drainage, March 2012, as amended by the change in the ENR Construction Cost Index since 03/2012.

Project Timing:

The timing of the capital construction or acquisition herein, is not included in the scope of this engagement, thus all project costs default to the "Build-out" column. In general, GC projects will be constructed as needed and as local DIF receipts are collected. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$574,820	$574,820
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$3,332,288	$3,332,288
4. Contingency	$0	$0	$0	$0	$499,843	$499,843
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$4,406,951	$4,406,951

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities

Project Title / Ref#: Mountain Avenue, State To Phillips (Phase 2 Of SD-072) **SD -085**

Submitting Departments: Engineering Department

Project Description:

Construct 4,300 linear feet of storm drain system along Mountain Avenue from State Street to Phillips Street (and connect to Project SD-072) and Mission Boulevard from Magnolia Avenue to Palmetto Avenue, identified as MNTN-VII-1b and MNTN-VII-6 in the City of Ontario Master Plan of Drainage (March 2012). Contingency is included at 15% of the estimated construction cost. Project Administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction/contingency cost. This project is the second phase of the Storm Drainage project number SD-072.

Justification / Consequences of Avoidance:

These drainage improvements are needed to provide efficient and timely storm water removal. Storm water will increase in amounts proportional to the percentage of development on an acre due to the decrease in the amount of pervious (i.e. dirt/turf) surface available for infiltration. The cumulative amount of development will create significant amounts of storm water run-off that must be dealt with safely and quickly. Potential flooding of major and secondary arterials including most residential and business areas may occur as development continues to increase the City's overall percentage of impervious surface (i.e. buildings, parking lots, streets, etc.). Additionally, emergency vehicle response maybe impacted due to unmitigated flooding conditions.

Relationship to General Plan Development:

The project is related to the collection and removal of storm water from within the General City area and is likely to be totally within that area. The amount of any project costs not fully attributed to new development within General City area (if any) represents the percentage of proposed storm water collection lines currently needed (or a portion thereof) thus that percentage is recognized as a current deficiency and will need to be financed by sources other than DIFs.

Allocation To General Plan Buildout: 0.00%

Reference Document:

Master Plan of Storm Drainage, March 2012, as amended by the change in the ENR Construction Cost Index since 03/2012.

Project Timing:

The timing of the capital construction or acquisition herein, is not included in the scope of this engagement, thus all project costs default to the "Build-out" column. In general, GC projects will be constructed as needed and as local DIF receipts are collected. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$290,947	$290,947
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$1,686,651	$1,686,651
4. Contingency	$0	$0	$0	$0	$252,998	$252,998
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$2,230,596	$2,230,596

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities

Project Title / Ref#: San Antonio & Phillips, Euclid To Francis (Phase2, SD-073) **SD -086**

Submitting Departments: Engineering Department

Project Description:

Construct 6,700 linear feet of storm drain system along San Antonio Avenue from Philips Street to Francis Street (and connect to Project SD-073) and Phillips Street from San Antonio to Euclid Avenue, identified as SNAN-VII-1b in the City of Ontario Master Plan of Drainage (March 2012). Contingency is included at 15% of the estimated construction cost. Project Administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction/contingency cost. This project is the second phase of the Storm Drainage project number SD-073.

Justification / Consequences of Avoidance:

These drainage improvements are needed to provide efficient and timely storm water removal. Storm water will increase in amounts proportional to the percentage of development on an acre due to the decrease in the amount of pervious (i.e. dirt/turf) surface available for infiltration. The cumulative amount of development will create significant amounts of storm water run-off that must be dealt with safely and quickly. Potential flooding of major and secondary arterials including most residential and business areas may occur as development continues to increase the City's overall percentage of impervious surface (i.e. buildings, parking lots, streets, etc.). Additionally, emergency vehicle response maybe impacted due to unmitigated flooding conditions.

Relationship to General Plan Development:

The project is related to the collection and removal of storm water from within the General City area and is likely to be totally within that area. The amount of any project costs not fully attributed to new development within General City area (if any) represents the percentage of proposed storm water collection lines currently needed (or a portion thereof) thus that percentage is recognized as a current deficiency and will need to be financed by sources other than DIFs.

Allocation To General Plan Buildout: 100.00%

Reference Document:

Master Plan of Storm Drainage, March 2012, as amended by the change in the ENR Construction Cost Index since 03/2012.

Project Timing:

The timing of the capital construction or acquisition herein, is not included in the scope of this engagement, thus all project costs default to the "Build-out" column. In general, GC projects will be constructed as needed and as local DIF receipts are collected. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$751,572	$751,572
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$4,356,939	$4,356,939
4. Contingency	$0	$0	$0	$0	$653,541	$653,541
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$5,762,052	$5,762,052

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities

Project Title / Ref#: Oakland Avenue, State To Phillips (Phase 2 Of SD-074) **SD -087**

Submitting Departments: Engineering Department

Project Description:

Construct 13,900 linear feet of storm drain system along Oakland Avenue from State Street to Phillips Street (and connect to SD-074), State Street from San Antonio Avenue to Vine Avenue, San Antonio Street from Holt Boulevard to State Street, Mission Boulevard from Cypress Avenue to Vine Avenue, Fern Avenue from Mission Boulevard to Phillips Street, identified as SNAN-VII-2b and SNAN-VII-5 through SNAN-VII-9 in the City of Ontario Master Plan of Drainage (March 2012). Contingency is included at 15% of the estimated construction cost. Project Administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction/contingency cost. This is a new project based on the Master Plan of Drainage update in March of 2012.

Justification / Consequences of Avoidance:

These drainage improvements are needed to provide efficient and timely storm water removal. Storm water will increase in amounts proportional to the percentage of development on an acre due to the decrease in the amount of pervious (i.e. dirt/turf) surface available for infiltration. The cumulative amount of development will create significant amounts of storm water run-off that must be dealt with safely and quickly. Potential flooding of major and secondary arterials including most residential and business areas may occur as development continues to increase the City's overall percentage of impervious surface (i.e. buildings, parking lots, streets, etc.). Additionally, emergency vehicle response maybe impacted due to unmitigated flooding conditions.

Relationship to General Plan Development:

The project is related to the collection and removal of storm water from within the General City area and is likely to be totally within that area. The amount of any project costs not fully attributed to new development within General City area (if any) represents the percentage of proposed storm water collection lines currently needed (or a portion thereof) thus that percentage is recognized as a current deficiency and will need to be financed by sources other than DIFs.

Allocation To General Plan Buildout: 0.00%

Reference Document:

Master Plan of Storm Drainage, March 2012, as amended by the change in the ENR Construction Cost Index since 03/2012.

Project Timing:

The timing of the capital construction or acquisition herein, is not included in the scope of this engagement, thus all project costs default to the "Build-out" column. In general, GC projects will be constructed as needed and as local DIF receipts are collected. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$940,968	$940,968
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$5,454,885	$5,454,885
4. Contingency	$0	$0	$0	$0	$818,233	$818,233
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$7,214,086	$7,214,086

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities

Project Title / Ref#: Walker Avenue, 60 Freeway To Riverside And Lateral **SD -088**

Submitting Departments: Engineering Department

Project Description:

Construct 4,100 linear feet of storm drain system along Walker Avenue from 60 FWY to Riverside Drive and Walnut Street from 620 feet west of Walker Avenue to Walker Avenue, identified as WLKR-IV-1 and WLKR-IV-2 in the City of Ontario Master Plan of Drainage (March 2012). Contingency is included at 15% of the estimated construction cost. Project Administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction/contingency cost. This is a new project based on the Master Plan of Drainage update in March of 2012.

Justification / Consequences of Avoidance:

These drainage improvements are needed to provide efficient and timely storm water removal. Storm water will increase in amounts proportional to the percentage of development on an acre due to the decrease in the amount of pervious (i.e. dirt/turf) surface available for infiltration. The cumulative amount of development will create significant amounts of storm water run-off that must be dealt with safely and quickly. Potential flooding of major and secondary arterials including most residential and business areas may occur as development continues to increase the City's overall percentage of impervious surface (i.e. buildings, parking lots, streets, etc.). Additionally, emergency vehicle response maybe impacted due to unmitigated flooding conditions.

Relationship to General Plan Development:

The project is related to the collection and removal of storm water from within the General City area and is likely to be totally within that area. The amount of any project costs not fully attributed to new development within General City area (if any) represents the percentage of proposed storm water collection lines currently needed (or a portion thereof) thus that percentage is recognized as a current deficiency and will need to be financed by sources other than DIFs.

Allocation To General Plan Buildout: 0.00%

Reference Document:

Master Plan of Storm Drainage, March 2012, as amended by the change in the ENR Construction Cost Index since 03/2012.

Project Timing:

The timing of the capital construction or acquisition herein, is not included in the scope of this engagement, thus all project costs default to the "Build-out" column. In general, GC projects will be constructed as needed and as local DIF receipts are collected. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$252,162	$252,162
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$1,461,808	$1,461,808
4. Contingency	$0	$0	$0	$0	$219,271	$219,271
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$1,933,241	$1,933,241

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities

Project Title / Ref#: Baker Avenue And Riverside Drive, S/O 60 Freeway **SD -089**

Submitting Departments: Engineering Department

Project Description:

Construct 4,200 linear feet of storm drain system along Baker Avenue from the 60 FWY to Riverside Drive and Riverside Drive from east of Vineyard Avenue to Whispering Lakes Lane, identified as BAKR-IV-1 and RVSD-IV-1 in the City of Ontario Master Plan of Drainage (March 2012). Contingency is included at 15% of the estimated construction cost. Project Administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction/contingency cost. This is a new project based on the Master Plan of Drainage update in March of 2012.

Justification / Consequences of Avoidance:

These drainage improvements are needed to provide efficient and timely storm water removal. Storm water will increase in amounts proportional to the percentage of development on an acre due to the decrease in the amount of pervious (i.e. dirt/turf) surface available for infiltration. The cumulative amount of development will create significant amounts of storm water run-off that must be dealt with safely and quickly. Potential flooding of major and secondary arterials including most residential and business areas may occur as development continues to increase the City's overall percentage of impervious surface (i.e. buildings, parking lots, streets, etc.). Additionally, emergency vehicle response maybe impacted due to unmitigated flooding conditions.

Relationship to General Plan Development:

The project is related to the collection and removal of storm water from within the General City area and is likely to be totally within that area. The amount of any project costs not fully attributed to new development within General City area (if any) represents the percentage of proposed storm water collection lines currently needed (or a portion thereof) thus that percentage is recognized as a current deficiency and will need to be financed by sources other than DIFs.

Allocation To General Plan Buildout: 0.00%

Reference Document:

Master Plan of Storm Drainage, March 2012, as amended by the change in the ENR Construction Cost Index since 03/2012.

Project Timing:

The timing of the capital construction or acquisition herein, is not included in the scope of this engagement, thus all project costs default to the "Build-out" column. In general, GC projects will be constructed as needed and as local DIF receipts are collected. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$356,252	$356,252
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$2,065,231	$2,065,231
4. Contingency (Within Construction C	$0	$0	$0	$0	$309,785	$309,785
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$2,731,268	$2,731,268

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities

Project Title / Ref#: G Street, Corona To Del Norte **SD -090**

Submitting Departments: Engineering Department

Project Description:

Construct 4,000 linear feet of storm drain system along G Street from Corona Avenue to Del Norte Avenue, identified as G ST-IV-2 in the City of Ontario Master Plan of Drainage (March 2012). Contingency is included at 15% of the estimated construction cost. Project Administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction/contingency cost. This is a new project based on the Master Plan of Drainage update in March of 2012.

Justification / Consequences of Avoidance:

These drainage improvements are needed to provide efficient and timely storm water removal. Storm water will increase in amounts proportional to the percentage of development on an acre due to the decrease in the amount of pervious (i.e. dirt/turf) surface available for infiltration. The cumulative amount of development will create significant amounts of storm water run-off that must be dealt with safely and quickly. Potential flooding of major and secondary arterials including most residential and business areas may occur as development continues to increase the City's overall percentage of impervious surface (i.e. buildings, parking lots, streets, etc.). Additionally, emergency vehicle response maybe impacted due to unmitigated flooding conditions.

Relationship to General Plan Development:

The project is related to the collection and removal of storm water from within the General City area and is likely to be totally within that area. The amount of any project costs not fully attributed to new development within General City area (if any) represents the percentage of proposed storm water collection lines currently needed (or a portion thereof) thus that percentage is recognized as a current deficiency and will need to be financed by sources other than DIFs.

Allocation To General Plan Buildout: 0.00%

Reference Document:

Master Plan of Storm Drainage, March 2012, as amended by the change in the ENR Construction Cost Index since 03/2012.

Project Timing:

The timing of the capital construction or acquisition herein, is not included in the scope of this engagement, thus all project costs default to the "Build-out" column. In general, GC projects will be constructed as needed and as local DIF receipts are collected. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$372,318	$372,318
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$2,158,364	$2,158,364
4. Contingency	$0	$0	$0	$0	$323,755	$323,755
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$2,854,437	$2,854,437

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities

Project Title / Ref#: Del Norte And Imperial Avenues From I Street To G Street **SD -091**

Submitting Departments: Engineering Department

Project Description:

Construct 3,000 linear feet of storm drain system along Del Norte Avenue from I Street to G Street and Imperial Avenue from I Street to G Street, identified as G ST-IV-3 and G ST-IV-4 in the City of Ontario Master Plan of Drainage (March 2012). Contingency is included at 15% of the estimated construction cost. Project Administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction/contingency cost. This is a new project based on the Master Plan of Drainage update in March of 2012.

Justification / Consequences of Avoidance:

These drainage improvements are needed to provide efficient and timely storm water removal. Storm water will increase in amounts proportional to the percentage of development on an acre due to the decrease in the amount of pervious (i.e. dirt/turf) surface available for infiltration. The cumulative amount of development will create significant amounts of storm water run-off that must be dealt with safely and quickly. Potential flooding of major and secondary arterials including most residential and business areas may occur as development continues to increase the City's overall percentage of impervious surface (i.e. buildings, parking lots, streets, etc.). Additionally, emergency vehicle response maybe impacted due to unmitigated flooding conditions.

Relationship to General Plan Development:

The project is related to the collection and removal of storm water from within the General City area and is likely to be totally within that area. The amount of any project costs not fully attributed to new development within General City area (if any) represents the percentage of proposed storm water collection lines currently needed (or a portion thereof) thus that percentage is recognized as a current deficiency and will need to be financed by sources other than DIFs.

Allocation To General Plan Buildout: 0.00%

Reference Document:

Master Plan of Storm Drainage, March 2012, as amended by the change in the ENR Construction Cost Index since 03/2012.

Project Timing:

The timing of the capital construction or acquisition herein, is not included in the scope of this engagement, thus all project costs default to the "Build-out" column. In general, GC projects will be constructed as needed and as local DIF receipts are collected. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$164,316	$164,316
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$952,557	$952,557
4. Contingency	$0	$0	$0	$0	$142,883	$142,883
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$1,259,756	$1,259,756

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities

Project Title / Ref#: Vine Avenue, G Street To State **SD -092**

Submitting Departments: Engineering Department

Project Description:

Construct 5,000 linear feet of storm drain system along Vine Avenue from G Street to State Street, G Street from Vine Avenue to 350 feet east of Vine Avenue, Flora Street from 450 feet west of Vine Avenue to Vine Avenue, Laurel Avenue from B Street to Holt Boulevard and G Street from Euclid Avenue to Lemon Avenue, identified as VINE-V-1a, VINE-V-2, VINE-V-3, LARL-V-1 and EULC-V-1 in the City of Ontario Master Plan of Drainage (March 2012). Contingency is included at 15% of the estimated construction cost. Project Administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction/contingency cost. This is a new project based on the Master Plan of Drainage update in March of 2012.

Justification / Consequences of Avoidance:

These drainage improvements are needed to provide efficient and timely storm water removal. Storm water will increase in amounts proportional to the percentage of development on an acre due to the decrease in the amount of pervious (i.e. dirt/turf) surface available for infiltration. The cumulative amount of development will create significant amounts of storm water run-off that must be dealt with safely and quickly. Potential flooding of major and secondary arterials including most residential and business areas may occur as development continues to increase the City's overall percentage of impervious surface (i.e. buildings, parking lots, streets, etc.). Additionally, emergency vehicle response maybe impacted due to unmitigated flooding conditions.

Relationship to General Plan Development:

The project is related to the collection and removal of storm water from within the General City area and is likely to be totally within that area. The amount of any project costs not fully attributed to new development within General City area (if any) represents the percentage of proposed storm water collection lines currently needed (or a portion thereof) thus that percentage is recognized as a current deficiency and will need to be financed by sources other than DIFs.

Allocation To General Plan Buildout: 0.00%

Reference Document:

Master Plan of Storm Drainage, March 2012, as amended by the change in the ENR Construction Cost Index since 03/2012.

Project Timing:

The timing of the capital construction or acquisition herein, is not included in the scope of this engagement, thus all project costs default to the "Build-out" column. In general, GC projects will be constructed as needed and as local DIF receipts are collected. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$490,496	$490,496
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$2,843,453	$2,843,453
4. Contingency	$0	$0	$0	$0	$426,518	$426,518
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$3,760,467	$3,760,467

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities

Project Title / Ref#: Vine Avenue, Sixth To G Street **SD -093**

Submitting Departments: Engineering Department

Project Description:

Construct 6,600 linear feet of storm drain system along Vine Avenue from Sixth Street to G Street and J Street from San Antonio Avenue to Vine Avenue, identified as VINE-V-1b and VINE-V-4 in the City of Ontario Master Plan of Drainage (March 2012). Contingency is included at 15% of the estimated construction cost. Project Administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction/contingency cost. This is a new project based on the Master Plan of Drainage update in March of 2012

Justification / Consequences of Avoidance:

These drainage improvements are needed to provide efficient and timely storm water removal. Storm water will increase in amounts proportional to the percentage of development on an acre due to the decrease in the amount of pervious (i.e. dirt/turf) surface available for infiltration. The cumulative amount of development will create significant amounts of storm water run-off that must be dealt with safely and quickly. Potential flooding of major and secondary arterials including most residential and business areas may occur as development continues to increase the City's overall percentage of impervious surface (i.e. buildings, parking lots, streets, etc.). Additionally, emergency vehicle response maybe impacted due to unmitigated flooding conditions.

Relationship to General Plan Development:

The project is related to the collection and removal of storm water from within the General City area and is likely to be totally within that area. The amount of any project costs not fully attributed to new development within General City area (if any) represents the percentage of proposed storm water collection lines currently needed (or a portion thereof) thus that percentage is recognized as a current deficiency and will need to be financed by sources other than DIFs.

Allocation To General Plan Buildout: 0.00%

Reference Document:

Master Plan of Storm Drainage, March 2012, as amended by the change in the ENR Construction Cost Index since 03/2012.

Project Timing:

The timing of the capital construction or acquisition herein, is not included in the scope of this engagement, thus all project costs default to the "Build-out" column. In general, GC projects will be constructed as needed and as local DIF receipts are collected. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$515,466	$515,466
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$2,988,213	$2,988,213
4. Contingency	$0	$0	$0	$0	$448,232	$448,232
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$3,951,911	$3,951,911

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities

Project Title / Ref#: Sultana Avenue, Fifth To Holt **SD -094**

Submitting Departments: Engineering Department

Project Description:

Construct 10,300 linear feet of storm drain system along Sultana Avenue from Fifth Street to Holt Boulevard, J Street from Euclid Avenue to Sultana Avenue and Melrose Avenue from Holt Boulevard to Emporia Street, identified as SULT-V-1, SULT-V-2 and MTRY-V-1 in the City of Ontario Master Plan of Drainage (March 2012). Contingency is included at 15% of the estimated construction cost. Project Administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction/contingency cost. This is a new project based on the Master Plan of Drainage update in March of 2012.

Justification / Consequences of Avoidance:

These drainage improvements are needed to provide efficient and timely storm water removal. Storm water will increase in amounts proportional to the percentage of development on an acre due to the decrease in the amount of pervious (i.e. dirt/turf) surface available for infiltration. The cumulative amount of development will create significant amounts of storm water run-off that must be dealt with safely and quickly. Potential flooding of major and secondary arterials including most residential and business areas may occur as development continues to increase the City's overall percentage of impervious surface (i.e. buildings, parking lots, streets, etc.). Additionally, emergency vehicle response maybe impacted due to unmitigated flooding conditions.

Relationship to General Plan Development:

The project is related to the collection and removal of storm water from within the General City area and is likely to be totally within that area. The amount of any project costs not fully attributed to new development within General City area (if any) represents the percentage of proposed storm water collection lines currently needed (or a portion thereof) thus that percentage is recognized as a current deficiency and will need to be financed by sources other than DIFs.

Allocation To General Plan Buildout: 0.00%

Reference Document:

Master Plan of Storm Drainage, March 2012, as amended by the change in the ENR Construction Cost Index since 03/2012.

Project Timing:

The timing of the capital construction or acquisition herein, is not included in the scope of this engagement, thus all project costs default to the "Build-out" column. In general, GC projects will be constructed as needed and as local DIF receipts are collected. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$881,181	$881,181
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$5,108,298	$5,108,298
4. Contingency	$0	$0	$0	$0	$766,245	$766,245
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$6,755,724	$6,755,724

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities

Project Title / Ref#: Benson Avenue And Laterals **SD -095**

Submitting Departments: Engineering Department

Project Description:

Construct 5,300 linear feet of storm drain system along Benson Avenue from I-10 FWY to Sixth Street, Sixth Street from Benson Avenue to Fuchsia Avenue, Fifth Street from Benson Avenue to Helen Avenue and Fourth Street from Benson Avenue to Oaks Avenue, identified as 4 TH-VI-1 through 4 TH-VI-4 in the City of Ontario Master Plan of Drainage (March 2012). Contingency is included at 15% of the estimated construction cost. Project Administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction/contingency cost. This is a new project based on the Master Plan of Drainage update in March of 2012.

Justification / Consequences of Avoidance:

These drainage improvements are needed to provide efficient and timely storm water removal. Storm water will increase in amounts proportional to the percentage of development on an acre due to the decrease in the amount of pervious (i.e. dirt/turf) surface available for infiltration. The cumulative amount of development will create significant amounts of storm water run-off that must be dealt with safely and quickly. Potential flooding of major and secondary arterials including most residential and business areas may occur as development continues to increase the City's overall percentage of impervious surface (i.e. buildings, parking lots, streets, etc.). Additionally, emergency vehicle response maybe impacted due to unmitigated flooding conditions.

Relationship to General Plan Development:

The project is related to the collection and removal of storm water from within the General City area and is likely to be totally within that area. The amount of any project costs not fully attributed to new development within General City area (if any) represents the percentage of proposed storm water collection lines currently needed (or a portion thereof) thus that percentage is recognized as a current deficiency and will need to be financed by sources other than DIFs.

Allocation To General Plan Buildout: 0.00%

Reference Document:

Master Plan of Storm Drainage, March 2012, as amended by the change in the ENR Construction Cost Index since 03/2012.

Project Timing:

The timing of the capital construction or acquisition herein, is not included in the scope of this engagement, thus all project costs default to the "Build-out" column. In general, GC projects will be constructed as needed and as local DIF receipts are collected. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$295,857	$295,857
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$1,715,111	$1,715,111
4. Contingency	$0	$0	$0	$0	$257,266	$257,266
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$2,268,234	$2,268,234

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities

Project Title / Ref#: Benson Avenue, Francis To Phildelphia **SD -096**

Submitting Departments: Engineering Department

Project Description:

Construct 5,100 linear feet of storm drain system along Benson Avenue from Francis Street to Philadelphia Street, Francis Street from Benson Avenue to Oaks Avenue and Oaks Avenue from Philadelphia to 60 FWY, identified as Facilities BNSN-IX-1 and OAKS-IX-1 in the City of Ontario Master Plan of Drainage (March 2012). Contingency is included at 15% of the estimated construction cost. Project Administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction/contingency cost. This is a new project based on the Master Plan of Drainage update in March of 2012.

Justification / Consequences of Avoidance:

These drainage improvements are needed to provide efficient and timely storm water removal. Storm water will increase in amounts proportional to the percentage of development on an acre due to the decrease in the amount of pervious (i.e. dirt/turf) surface available for infiltration. The cumulative amount of development will create significant amounts of storm water run-off that must be dealt with safely and quickly. Potential flooding of major and secondary arterials including most residential and business areas may occur as development continues to increase the City's overall percentage of impervious surface (i.e. buildings, parking lots, streets, etc.). Additionally, emergency vehicle response maybe impacted due to unmitigated flooding conditions.

Relationship to General Plan Development:

The project is related to the collection and removal of storm water from within the General City area and is likely to be totally within that area. The amount of any project costs not fully attributed to new development within General City area (if any) represents the percentage of proposed storm water collection lines currently needed (or a portion thereof) thus that percentage is recognized as a current deficiency and will need to be financed by sources other than DIFs.

Allocation To General Plan Buildout: 0.00%

Reference Document:

Master Plan of Storm Drainage, March 2012, as amended by the change in the ENR Construction Cost Index since 03/2012.

Project Timing:

The timing of the capital construction or acquisition herein, is not included in the scope of this engagement, thus all project costs default to the "Build-out" column. In general, GC projects will be constructed as needed and as local DIF receipts are collected. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$392,733	$392,733
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$2,276,714	$2,276,714
4. Contingency	$0	$0	$0	$0	$341,507	$341,507
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$3,010,954	$3,010,954

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities

Project Title / Ref#: Mission, Benson, Phillips & Oaks, W/O Magnolia **SD -097**

Submitting Departments: Engineering Department

Project Description:

Construct 8,200 linear feet of storm drain system along Mission Boulevard from Magnolia Avenue to Benson Avenue, Benson Avenue from Mission Boulevard to Phillips Street, Phillips Street from Oaks Avenue to Benson Avenue and Oaks Avenue from Clair Street to Phillips Street, identified as FLPS-IX-1 and FLPS-IX-2 in the City of Ontario Master Plan of Drainage (March 2012). Contingency is included at 15% of the estimated construction cost. Project Administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction/contingency cost. This is a new project based on the Master Plan of Drainage update in March of 2012.

Justification / Consequences of Avoidance:

These drainage improvements are needed to provide efficient and timely storm water removal. Storm water will increase in amounts proportional to the percentage of development on an acre due to the decrease in the amount of pervious (i.e. dirt/turf) surface available for infiltration. The cumulative amount of development will create significant amounts of storm water run-off that must be dealt with safely and quickly. Potential flooding of major and secondary arterials including most residential and business areas may occur as development continues to increase the City's overall percentage of impervious surface (i.e. buildings, parking lots, streets, etc.). Additionally, emergency vehicle response maybe impacted due to unmitigated flooding conditions.

Relationship to General Plan Development:

The project is related to the collection and removal of storm water from within the General City area and is likely to be totally within that area. The amount of any project costs not fully attributed to new development within General City area (if any) represents the percentage of proposed storm water collection lines currently needed (or a portion thereof) thus that percentage is recognized as a current deficiency and will need to be financed by sources other than DIFs.

Allocation To General Plan Buildout: 0.00%

Reference Document:

Master Plan of Storm Drainage, March 2012, as amended by the change in the ENR Construction Cost Index since 03/2012.

Project Timing:

The timing of the capital construction or acquisition herein, is not included in the scope of this engagement, thus all project costs default to the "Build-out" column. In general, GC projects will be constructed as needed and as local DIF receipts are collected. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$630,561	$630,561
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$3,655,428	$3,655,428
4. Contingency (Within Construction C	$0	$0	$0	$0	$548,315	$548,315
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$4,834,304	$4,834,304

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities

Project Title / Ref#: Holt Boulevard, Convention Center To Cucamonga Channel **SD -098**

Submitting Departments: Engineering Department

Project Description:

Construct 2,000 linear feet of storm drain system along Holt Boulevard from Convention Center Way to Cucamonga Channel and Convention Center Way from Dearborn Court to Holt Boulevard, identified as HOLT-IV-1 in the City of Ontario Master Plan of Drainage (March 2012). Contingency is included at 15% of the estimated construction cost. Project Administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction/contingency cost. This is a new project based on the Master Plan of Drainage update in March of 2012.

Justification / Consequences of Avoidance:

These drainage improvements are needed to provide efficient and timely storm water removal. Storm water will increase in amounts proportional to the percentage of development on an acre due to the decrease in the amount of pervious (i.e. dirt/turf) surface available for infiltration. The cumulative amount of development will create significant amounts of storm water run-off that must be dealt with safely and quickly. Potential flooding of major and secondary arterials including most residential and business areas may occur as development continues to increase the City's overall percentage of impervious surface (i.e. buildings, parking lots, streets, etc.). Additionally, emergency vehicle response maybe impacted due to unmitigated flooding conditions.

Relationship to General Plan Development:

The project is related to the collection and removal of storm water from within the General City area and is likely to be totally within that area. The amount of any project costs not fully attributed to new development within General City area (if any) represents the percentage of proposed storm water collection lines currently needed (or a portion thereof) thus that percentage is recognized as a current deficiency and will need to be financed by sources other than DIFs.

Allocation To General Plan Buildout: 0.00%

Reference Document:

Master Plan of Storm Drainage, March 2012, as amended by the change in the ENR Construction Cost Index since 03/2012.

Project Timing:

The timing of the capital construction or acquisition herein, is not included in the scope of this engagement, thus all project costs default to the "Build-out" column. In general, GC projects will be constructed as needed and as local DIF receipts are collected. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$146,210	$146,210
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$847,593	$847,593
4. Contingency	$0	$0	$0	$0	$127,139	$127,139
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$1,120,942	$1,120,942

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities

Project Title / Ref#: Mission Boulevard, Proforma To Turner **SD -099**

Submitting Departments: Engineering Department

Project Description:

Construct 1,400 linear feet of storm drain system along Mission Boulevard from Proforma Avenue to Turner Avenue, identified as MISN-III-1 in the City of Ontario Master Plan of Drainage (March 2012). Contingency is included at 15% of the estimated construction cost. Project Administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction/contingency cost. This is a new project based on the Master Plan of Drainage update in March of 2012.

Justification / Consequences of Avoidance:

These drainage improvements are needed to provide efficient and timely storm water removal. Storm water will increase in amounts proportional to the percentage of development on an acre due to the decrease in the amount of pervious (i.e. dirt/turf) surface available for infiltration. The cumulative amount of development will create significant amounts of storm water run-off that must be dealt with safely and quickly. Potential flooding of major and secondary arterials including most residential and business areas may occur as development continues to increase the City's overall percentage of impervious surface (i.e. buildings, parking lots, streets, etc.). Additionally, emergency vehicle response maybe impacted due to unmitigated flooding conditions.

Relationship to General Plan Development:

The project is related to the collection and removal of storm water from within the General City area and is likely to be totally within that area. The amount of any project costs not fully attributed to new development within General City area (if any) represents the percentage of proposed storm water collection lines currently needed (or a portion thereof) thus that percentage is recognized as a current deficiency and will need to be financed by sources other than DIFs.

Allocation To General Plan Buildout: 0.00%

Reference Document:

Master Plan of Storm Drainage, March 2012, as amended by the change in the ENR Construction Cost Index since 03/2012.

Project Timing:

The timing of the capital construction or acquisition herein, is not included in the scope of this engagement, thus all project costs default to the "Build-out" column. In general, GC projects will be constructed as needed and as local DIF receipts are collected. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$135,549	$135,549
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$785,800	$785,800
4. Contingency	$0	$0	$0	$0	$117,870	$117,870
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$1,039,219	$1,039,219

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities

Project Title / Ref#: 6th Street, West Cucamonga Channel To Grove **SD -100**

Submitting Departments: Engineering Department

Project Description:

Construct 1,100 linear feet of storm drain system along Sixth Street from West Cucamonga Creek Channel to Grove Avenue, identified as 6 TH-V-1 in the City of Ontario Master Plan of Drainage (March 2012). Contingency is included at 15% of the estimated construction cost. Project Administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction/contingency cost. This is a new project based on the Master Plan of Drainage update in March of 2012.

Justification / Consequences of Avoidance:

These drainage improvements are needed to provide efficient and timely storm water removal. Storm water will increase in amounts proportional to the percentage of development on an acre due to the decrease in the amount of pervious (i.e. dirt/turf) surface available for infiltration. The cumulative amount of development will create significant amounts of storm water run-off that must be dealt with safely and quickly. Potential flooding of major and secondary arterials including most residential and business areas may occur as development continues to increase the City's overall percentage of impervious surface (i.e. buildings, parking lots, streets, etc.). Additionally, emergency vehicle response maybe impacted due to unmitigated flooding conditions.

Relationship to General Plan Development:

The project is related to the collection and removal of storm water from within the General City area and is likely to be totally within that area. The amount of any project costs not fully attributed to new development within General City area (if any) represents the percentage of proposed storm water collection lines currently needed (or a portion thereof) thus that percentage is recognized as a current deficiency and will need to be financed by sources other than DIFs.

Allocation To General Plan Buildout: 0.00%

Reference Document:

Master Plan of Storm Drainage, March 2012, as amended by the change in the ENR Construction Cost Index since 03/2012.

Project Timing:

The timing of the capital construction or acquisition herein, is not included in the scope of this engagement, thus all project costs default to the "Build-out" column. In general, GC projects will be constructed as needed and as local DIF receipts are collected. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$71,279	$71,279
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$413,213	$413,213
4. Contingency	$0	$0	$0	$0	$61,982	$61,982
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$546,474	$546,474

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities

Project Title / Ref#: Archibald Avenue, Inland Empire To Airport Drive **SD -101**

Submitting Departments: Engineering Department

Project Description:

Construct 3,100 linear feet of storm drain system inland Empire Boulevard from 440 feet west of Archibald Avenue to Archibald Avenue, in private property from Inland Empire Boulevard to I-10 FWY, in private property from I-10 FWY to south of Airport Drive, identified as ARCH-IV-1 in the City of Ontario Master Plan of Drainage (March 2012). Contingency is included at 15% of the estimated construction cost. Project Administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction/contingency cost. This is a new project based on the Master Plan of Drainage update in March of 2012.

Justification / Consequences of Avoidance:

These drainage improvements are needed to provide efficient and timely storm water removal. Storm water will increase in amounts proportional to the percentage of development on an acre due to the decrease in the amount of pervious (i.e. dirt/turf) surface available for infiltration. The cumulative amount of development will create significant amounts of storm water run-off that must be dealt with safely and quickly. Potential flooding of major and secondary arterials including most residential and business areas may occur as development continues to increase the City's overall percentage of impervious surface (i.e. buildings, parking lots, streets, etc.). Additionally, emergency vehicle response maybe impacted due to unmitigated flooding conditions.

Relationship to General Plan Development:

The project is related to the collection and removal of storm water from within the General City area and is likely to be totally within that area. The amount of any project costs not fully attributed to new development within General City area (if any) represents the percentage of proposed storm water collection lines currently needed (or a portion thereof) thus that percentage is recognized as a current deficiency and will need to be financed by sources other than DIFs.

Allocation To General Plan Buildout: 100.00%

Reference Document:

Master Plan of Storm Drainage, March 2012, as amended by the change in the ENR Construction Cost Index since 03/2012.

Project Timing:

The timing of the capital construction or acquisition herein, is not included in the scope of this engagement, thus all project costs default to the "Build-out" column. In general, GC projects will be constructed as needed and as local DIF receipts are collected. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$293,503	$293,503
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$1,701,465	$1,701,465
4. Contingency	$0	$0	$0	$0	$255,219	$255,219
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$2,250,187	$2,250,187

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities

Project Title / Ref#: Fifth Street, Balboa To Cucamonga Channel **SD -102**

Submitting Departments: Engineering Department

Project Description:

Construct 2,400 linear foot of storm drain system along Fifth Street from Balboa Way to Cucamonga Channel, identified as 5 TH-IV-1 in the City of Ontario Master Plan of Drainage (March 2012). Contingency is included at 15% of the estimated construction cost. Project Administration consisting of engineering, construction management and contract administration is included at 15% of the combined construction/contingency cost. This is a new project based on the Master Plan of Drainage update in March of 2012.

Justification / Consequences of Avoidance:

These drainage improvements are needed to provide efficient and timely storm water removal. Storm water will increase in amounts proportional to the percentage of development on an acre due to the decrease in the amount of pervious (i.e. dirt/turf) surface available for infiltration. The cumulative amount of development will create significant amounts of storm water run-off that must be dealt with safely and quickly. Potential flooding of major and secondary arterials including most residential and business areas may occur as development continues to increase the City's overall percentage of impervious surface (i.e. buildings, parking lots, streets, etc.). Additionally, emergency vehicle response maybe impacted due to unmitigated flooding conditions.

Relationship to General Plan Development:

The project is related to the collection and removal of storm water from within the General City area and is likely to be totally within that area. The amount of any project costs not fully attributed to new development within General City area (if any) represents the percentage of proposed storm water collection lines currently needed (or a portion thereof) thus that percentage is recognized as a current deficiency and will need to be financed by sources other than DIFs.

Allocation To General Plan Buildout: 100.00%

Reference Document:

Master Plan of Storm Drainage, March 2012, as amended by the change in the ENR Construction Cost Index since 03/2012.

Project Timing:

The timing of the capital construction or acquisition herein, is not included in the scope of this engagement, thus all project costs default to the "Build-out" column. In general, GC projects will be constructed as needed and as local DIF receipts are collected. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$185,829	$185,829
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$1,077,262	$1,077,262
4. Contingency	$0	$0	$0	$0	$161,588	$161,588
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$1,424,679	$1,424,679

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities

Project Title / Ref#: Share Of Common City Yard Improvements **SD -103**

Submitting Departments: Engineering Department

Project Description:

Construct the following improvements: 1) Reconfigure some 60,000 square feet of a recently acquired warehouse and office space. 2) Pave approximately ten acres of currently dirt parking lot, primarily for the refuse operation refueling area. 3) Construct additional fleet maintenance operations bays. 4) Construct a new welding shop. 5) Increase security through additional fencing and lighting. 6) Construct additional CNG fueling stations and 7) reconfigure a recently acquired 24,000 square foot building into covered parking to maximize fleet lifetime. The combined improvements have a total projected cost of $38.2 million and are spread between all City operations that make use of the City yard.

Justification / Consequences of Avoidance:

This amount represents the proportional amount of a total estimated $38.2 million in structural improvements to the City maintenance yard necessary to meet the increasing demands for greater storm drainage collection system maintenance capacity. The City has acquired adequate land and has existing structural capacity for the various maintenance demands. This demand for additional structural capacity results from the doubling of all public infrastructure from the Ontario Ranch area and remaining portions of General City area.

Relationship to General Plan Development:

The project benefits both existing and future development within the General City and Ontario Ranch areas.

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Allocation To General Plan Buildout: 100.00%

Reference Document:

Master Plan of Storm Drainage, March 2012, as amended by the change in the ENR Construction Cost Index since 03/2012.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$226,886	$226,886
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$1,375,067	$1,375,067
4. Contingency (Within Construction C	$0	$0	$0	$0	$137,507	$137,507
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$1,739,460	$1,739,460

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities

Project Title / Ref#: Project Completed Or No Longer Needed **SD -104**

Submitting Departments:

Project Description:
Project is compeletes or no longer needed.

Justification / Consequences of Avoidance:
The project has been left in as a place holder to maintain the previous project numbering system.

Relationship to General Plan Development:
Project is compeletes or no longer needed.

Allocation To General Plan Buildout: 0.00%

Reference Document:
Not applicable.

Project Timing:
Project is compeletes or no longer needed.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$0	$0

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Storm Drainage Collection System Facilities

Project Title / Ref#: Ontario Ranch Storm Drain Design Studies **SD -105**

Submitting Departments: Engineering Department

Project Description:

Recovery of costs incurred by the New Model Colony Construction group expended on behalf of all other developments. The Master Plan studies include: 1. Cucamonga Creek Drain Concept Development Studies and 2. Storm water Quality Management Guidance Plan. (Added 09/14, report reimbursements).

Justification / Consequences of Avoidance:

The studies were necessary to develop infrastructure requirements that define and benefit all development in the Ontario Ranch area.

Relationship to General Plan Development:

The project is related to the collection and removal of storm water from the Ontario Ranch area and is likely benefits all parcels within that area.

Allocation To General Plan Buildout: 100.00%

Reference Document:

Ontario Ranch (formerly NMC) Construction Agreement.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Studies	$0	$0	$0	$0	$1,053,500	$1,053,500
TOTAL COST:	$0	$0	$0	$0	$1,053,500	$1,053,500

City of Ontario
Water Source, Storage and Distribution System

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CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan - All Plan Areas

Water Source, Storage And Distribution System

MFP 2021-2022 Update

		FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build	Project Build Out Total
WT-001	Phillips Street 1010' Zone Well	$0	$0	$0	$0	$764,470	$764,470
WT-002	Eighth Street 1212' Zone Wells	$0	$0	$0	$0	$14,638,349	$14,638,349
WT-003	Project Completed Or No Longer Needed	$0	$0	$0	$0	$0	$0
WT-004	Eighth Street 1212' Zone Transmission Lines	$0	$0	$0	$0	$51,199,636	$51,199,636
WT-005	Eighth Street 1212' Zone Reservoir Site Purchase	$0	$0	$0	$0	$4,800,000	$4,800,000
WT-006	Eighth Street 1212' Zone Reservoir Construction	$0	$0	$0	$0	$34,239,271	$34,239,271
WT-007	Francis Street 925' Wells	$0	$0	$0	$0	$54,967,749	$54,967,749
WT-008	Phillips Street 1010' Zone Wells	$0	$0	$0	$0	$5,536,808	$5,536,808
WT-009	Phillips Street 1010' Zone Mains Extension	$0	$0	$0	$0	$10,367,176	$10,367,176
WT-010	Francis Street 925' Zone Transmission Mains	$0	$0	$0	$0	$26,110,371	$26,110,371
WT-011	Francis Street 925' Zone Distribution Mains	$0	$0	$0	$0	$35,243,908	$35,243,908
WT-012	Francis Street 925' Zone Well Collection System	$0	$0	$0	$0	$11,944,714	$11,944,714
WT-013	Pressure Reducing Station, Potable Water System (1010'-925')	$0	$0	$0	$0	$1,830,000	$1,830,000
WT-014	Francis Street 925' Zone Reservoirs	$0	$0	$0	$0	$49,151,462	$49,151,462
WT-015	Phillips Street 1010' Zone Reservoirs	$0	$0	$0	$0	$3,747,521	$3,747,521
WT-016	Recycled Water System	$0	$0	$0	$0	$67,414,419	$67,414,419
WT-017	Back-Up Power Supply	$0	$0	$0	$0	$3,475,262	$3,475,262
WT-018	Reservoir 1010' (2B) Landscaping	$0	$0	$0	$0	$248,268	$248,268
WT-019	Project Completed Or No Longer Needed	$0	$0	$0	$0	$0	$0
WT-020	Project Completed Or No Longer Needed	$0	$0	$0	$0	$0	$0

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CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan - All Plan Areas

Water Source, Storage And Distribution System

MFP 2021-2022 Update

		FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build	Project Build Out Total
WT-021	Distribribution System Pressure, Size & Age Improvements	$0	$0	$0	$0	$146132,182	$146132,182
WT-022	Miscellaneous Up-Sized Facilities	$0	$0	$0	$0	$5,307,264	$5,307,264
WT-023	Abandon Existing General City Wells	$0	$0	$0	$0	$525,052	$525,052
WT-024	Project Completed Or No Longer Needed	$0	$0	$0	$0	$0	$0
WT-025	Decomission Galvin Treatment Plan/Abandon 1212-3 Reservoir	$0	$0	$0	$0	$2,474,310	$2,474,310
WT-026	Seismic Upgrades And Replacements	$0	$0	$0	$0	$13,848,736	$13,848,736
WT-027	Water Master Plan Updates	$0	$0	$0	$0	$1,564,143	$1,564,143
WT-028	Water System Maintenance Vehicle/Equipment Fleet	$0	$0	$0	$0	$1,367,350	$1,367,350
WT-029	Project Completed Or No Longer Needed	$0	$0	$0	$0	$0	$0
WT-030	Project Completed Or No Longer Necessary	$0	$0	$0	$0	$0	$0
WT-031	JCSD/Ontario Reservoir (Phillips Street 1010' Zone)	$0	$0	$0	$0	$431,798	$431,798
WT-032	Water Treatment	$0	$0	$0	$0	$52,190,676	$52,190,676
WT-033	Project Completed Or No Longer Necessary	$0	$0	$0	$0	$0	$0
WT-034	Water Source Supply	$0	$0	$0	$0	$62,549,323	$62,549,323
WT-035	General System Reliabilty Improvements	$0	$0	$0	$0	$1,863,936	$1,863,936
WT-036	Fourth Street 1074' Zone Transmission Improvements	$0	$0	$0	$0	$3,010,563	$3,010,563
WT-037	Share Of Common City Yard Improvements	$0	$0	$0	$0	$9,472,959	$9,472,959
WT-038	Project Completed Or No Longer Necessary	$0	$0	$0	$0	$0	$0

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CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan - All Plan Areas

Water Source, Storage And Distribution System

MFP 2021-2022 Update

	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build	Project Build Out Total
TOTALS	$0	$0	$0	$0	$676,417,676	$676,417,676

Notes:
1) If project timing is not a component of this effort, then all projects default to their "Thru Build Out" amount.

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CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Water Source, Storage And Distribution System

Project Title / Ref#: Phillips Street 1010' Zone Well **WT -001**

Submitting Departments: City Of Ontario Municipal Utilities Company

Project Description:
Construction of Well #39 and appurtenant piping for the Phillips Street Pressure zone.

Justification / Consequences of Avoidance:
The project is required to provide adequate well pumping capacity for future additional residents and businesses.

Relationship to General Plan Development:
The project 100% benefits new development in the General City area.

Allocation To General Plan Buildout: 100.00%

Reference Document:
Water Master Plan, August 2000

Project Timing:
While the project is 100.00% development related, the project's construction has been expedited by using Non-DIF receipts. The projects costs remain in the DIF calculation in order to reimburse those loans from other Fund's.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$764,470	$764,470
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$764,470	$764,470

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Water Source, Storage And Distribution System

Project Title / Ref#: Eighth Street 1212' Zone Wells **WT -002**

Submitting Departments: City Of Ontario Municipal Utilities Company

Project Description:

Construction of wells #40, #42 and #43 to produce 2,500 GPM each and appurtenant piping for the Eighth Street Pressure zone. Contingency costs are included at 10% of the estimated construction cost. Administration, engineering and construction management are included at 15% of the combined construction/contingency cost

Justification / Consequences of Avoidance:

The project is required to provide adequate well pumping capacity for future additional residents and businesses.

Relationship to General Plan Development:

The project benefits new development in Ontario Ranch (42.09%) and the General City area (57.91%).

Allocation To General Plan Buildout: 100.00%

Reference Document:

Water Master Plan, April 2012.

Project Timing:

Well #40 was constructed in 2004; preliminary work and drilling of well #43 had been completed. remainder of project timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$1,909,350	$1,909,350
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$11,571,817	$11,571,817
4. Contingency	$0	$0	$0	$0	$1,157,182	$1,157,182
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$14,638,349	$14,638,349

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Water Source, Storage And Distribution System

Project Title / Ref#: Project Completed Or No Longer Needed **WT -003**

Submitting Departments: City Of Ontario Municipal Utilities Company

Project Description:
Project has been completed or no longer necessary.

Justification / Consequences of Avoidance:
The project has been left in as a place holder to maintain the previous project numbering system.

Relationship to General Plan Development:
The project is no longer needed.

Allocation To General Plan Buildout: 0.00%

Reference Document:
Not applicable.

Project Timing:
The project is no longer needed.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$0	$0

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Water Source, Storage And Distribution System

Project Title / Ref#: Eighth Street 1212' Zone Transmission Lines **WT -004**

Submitting Departments: City Of Ontario Municipal Utilities Company

Project Description:

Construct 73,900 linear feet of 18-inch to 30-inch transmission main from the Eighth Street Pressure Zone Reservoir. Contingency costs are included at 10% of the estimated construction cost. Administration, engineering and construction management are included at 15% of the combined construction/contingency cost.

Justification / Consequences of Avoidance:

The project is required to provide adequate and timely water transmission for future additional residents and businesses.

Relationship to General Plan Development:

The project benefits new development in the General City 75% and existing water users (25%).

Allocation To General Plan Buildout: 75.00%

Reference Document:

Water Master Plan, April 2012.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$6,678,213	$6,678,213
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$40,474,021	$40,474,021
4. Contingency	$0	$0	$0	$0	$4,047,402	$4,047,402
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$51,199,636	$51,199,636

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Water Source, Storage And Distribution System

Project Title / Ref#: Eighth Street 1212' Zone Reservoir Site Purchase **WT -005**

Submitting Departments: City Of Ontario Municipal Utilities Company

Project Description:
Purchase land near the intersection of Rochester Avenue and Foothill Boulevard in the City of Rancho Cucamonga.

Justification / Consequences of Avoidance:
The project is required to provide adequate and timely water storage for future additional residents and businesses.

Relationship to General Plan Development:
The project benefits new development in the General City 75% and existing water users (25%).

Allocation To General Plan Buildout: 75.00%

Reference Document:
Water Master Plan, April 2012.

Project Timing:
The parcel has been purchased.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$4,800,000	$4,800,000
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$4,800,000	$4,800,000

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Water Source, Storage And Distribution System

Project Title / Ref#: Eighth Street 1212' Zone Reservoir Construction **WT -006**

Submitting Departments: City Of Ontario Municipal Utilities Company

Project Description:

Construct Reservoirs 1212-4A and 1212-4B (16.0 MG total) near the intersection of Rochester Avenue and Foothill Boulevard in the City of Rancho Cucamonga. Contingency costs are included at 10% of the estimated construction cost. Administration, engineering and construction management are included at 15% of the combined construction/contingency cost.

Justification / Consequences of Avoidance:

The project is required to provide adequate and timely water storage for future additional residents and businesses.

Relationship to General Plan Development:

The project benefits new development in the General City 75% and existing water users (25%).

Allocation To General Plan Buildout: 75.00%

Reference Document:

Water Master Plan, April 2012.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$4,465,992	$4,465,992
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$27,066,617	$27,066,617
4. Contingency	$0	$0	$0	$0	$2,706,662	$2,706,662
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$34,239,271	$34,239,271

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Water Source, Storage And Distribution System

Project Title / Ref#: Francis Street 925' Wells **WT -007**

Submitting Departments: City Of Ontario Municipal Utilities Company

Project Description:

Construct seven new wells (to be combined with existing well (#49) and appurtenant piping for the Francis Street Pressure zone. Contingency costs are included at 10% of the estimated construction cost. Administration, engineering and construction management are included at 15% of the combined construction/contingency cost.

Justification / Consequences of Avoidance:

The project is required to provide adequate well pumping capacity for future additional residents and businesses.

Relationship to General Plan Development:

The project benefits new development in the Ontario Ranch (100.00%).

Allocation To General Plan Buildout: 100.00%

Reference Document:

Water Master Plan, April 2012.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$7,169,706	$7,169,706
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$43,452,766	$43,452,766
4. Contingency	$0	$0	$0	$0	$4,345,277	$4,345,277
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$54,967,749	$54,967,749

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Water Source, Storage And Distribution System

Project Title / Ref#: Phillips Street 1010' Zone Wells **WT -008**

Submitting Departments: City Of Ontario Municipal Utilities Company

Project Description:

This project includes the actual cost of a single well (#50) and appurtenant piping of the Phillips Street Pressure zone and also includes the cost for construction of a proposed treatment alternative and distribution pipelines to address water quality issues.

Justification / Consequences of Avoidance:

The project is required to provide adequate well pumping capacity for future additional residents and businesses.

Relationship to General Plan Development:

The project benefits new development in the Ontario Ranch 100.00%.The treatment facility component has not been constructed.

Allocation To General Plan Buildout: 100.00%

Reference Document:

Water Master Plan, April 2012.

Project Timing:

While the project is 100.00% development related, the project's construction has been expedited by using Non-DIF receipts. The projects costs remain in the DIF calculation in order to reimburse those loans from other Fund's.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$722,192	$722,192
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$4,376,923	$4,376,923
4. Contingency	$0	$0	$0	$0	$437,693	$437,693
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$5,536,808	$5,536,808

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Water Source, Storage And Distribution System

Project Title / Ref#: Phillips Street 1010' Zone Mains Extension **WT -009**

Submitting Departments: City Of Ontario Municipal Utilities Company

Project Description:

Construct 67,000 linear feet of transmission and distribution mains from the reservoir at Milliken Avenue and I-10 to the Phillips Street Zone in Ontario Ranch. The project will consist of 8" to 24" water mains within the original and expanded 1010' Zone. Contingency costs are included at 10% of the estimated construction cost. Administration, engineering and construction management are included at 15% of the combined construction/contingency cost.

Justification / Consequences of Avoidance:

The project is required to provide adequate and timely water transmission for future additional residents and businesses.

Relationship to General Plan Development:

The project benefits new development and future water users in the Ontario Ranch area (83.56%), General City 6.79% and existing water users (9.65%).

Allocation To General Plan Buildout: 90.35%

Reference Document:

Water Master Plan, April 2012.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$1,352,239	$1,352,239
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$8,195,397	$8,195,397
4. Contingency	$0	$0	$0	$0	$819,540	$819,540
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$10,367,176	$10,367,176

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Water Source, Storage And Distribution System

Project Title / Ref#: Francis Street 925' Zone Transmission Mains **WT -010**

Submitting Departments: City Of Ontario Municipal Utilities Company

Project Description:

Construct 61,000 linear feet of 24-inch to 42-inch transmission mains of the Ontario Ranch backbone transmission mains of the 925' Zone. Contingency costs are included at 10% of the estimated construction cost. Administration, engineering and construction management are included at 15% of the combined construction/contingency cost.

Justification / Consequences of Avoidance:

The project is required to provide adequate and timely water transmission for future additional residents and businesses within the 925' Zone of the Ontario Ranch area.

Relationship to General Plan Development:

The project fully benefits new development and future water users in the Ontario Ranch area (100%).

Allocation To General Plan Buildout: 100.00%

Reference Document:

Water Master Plan, April 2012.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$3,405,700	$3,405,700
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$20,640,611	$20,640,611
4. Contingency	$0	$0	$0	$0	$2,064,060	$2,064,060
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$26,110,371	$26,110,371

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Water Source, Storage And Distribution System

Project Title / Ref#: Francis Street 925' Zone Distribution Mains **WT -011**

Submitting Departments: City Of Ontario Municipal Utilities Company

Project Description:

Construct 211,000 linear feet of 12-inch to 21-inch distribution mains of the Ontario Ranch back-bone distribution mains of the 925' Zone. Contingency costs are included at 10% of the estimated construction cost. Administration, engineering and construction management are included at 15% of the combined construction/contingency cost.

The project had been identified as "Well Collection System to Jurupa Reservoir" but is no longer needed and the project number has been

Justification / Consequences of Avoidance:

The project is required to provide adequate and timely water transmission for future additional residents and businesses within the 925' Zone of the Ontario Ranch area.

Relationship to General Plan Development:

The project fully benefits new development and future water users in the Ontario Ranch arrea(100%).

Allocation To General Plan Buildout: 100.00%

Reference Document:

Water Master Plan, April 2012.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$4,597,032	$4,597,032
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$27,860,795	$27,860,795
4. Contingency	$0	$0	$0	$0	$2,786,081	$2,786,081
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$35,243,908	$35,243,908

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Water Source, Storage And Distribution System

Project Title / Ref#: Francis Street 925' Zone Well Collection System **WT -012**

Submitting Departments: City Of Ontario Municipal Utilities Company

Project Description:

The project consists of 22,150 linear feet of 18-inch to 30-inch well collection mains. Contingency costs are included at 10% of the estimated construction cost. Administration, engineering and construction management are included at 15% of the combined construction/contingency cost.

Justification / Consequences of Avoidance:

The project is required to provide adequate and timely water transmission for future additional residents and businesses within the Ontario Ranch area.

Relationship to General Plan Development:

The project fully benefits new development and future water users in the Ontario Ranch area (100%).

Allocation To General Plan Buildout: 100.00%

Reference Document:

Water Master Plan, April 2012.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$1,558,006	$1,558,006
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$9,442,462	$9,442,462
4. Contingency	$0	$0	$0	$0	$944,246	$944,246
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$11,944,714	$11,944,714

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Water Source, Storage And Distribution System

Project Title / Ref#: Pressure Reducing Station, Potable Water System (1010'-925') **WT -013**

Submitting Departments: City Of Ontario Municipal Utilities Company

Project Description:

Construct three (3) pressure reducing stations in the Phillips Street Zone to the Francis Street Zone. Contingency costs are included at 10% of the estimated construction cost. Administration, engineering and construction management are included at 15% of the combined construction/contingency cost.

Justification / Consequences of Avoidance:

The project is required to provide adequate and timely water transmission for future additional residents and businesses within the Ontario Ranch area.

Relationship to General Plan Development:

The project fully benefits new development and future water users in Ontario Ranch (100%).

Allocation To General Plan Buildout: 100.00%

Reference Document:

Water Master Plan, April 2012.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$238,694	$238,694
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$1,446,640	$1,446,640
4. Contingency	$0	$0	$0	$0	$144,666	$144,666
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$1,830,000	$1,830,000

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Water Source, Storage And Distribution System

Project Title / Ref#: Francis Street 925' Zone Reservoirs **WT -014**

Submitting Departments: City Of Ontario Municipal Utilities Company

Project Description:

Construct two 9MG reservoirs (925-1A and 925-1B) and two 6 MG reservoirs 925-2A and 925-2B). Reservoir 925-2A (6MG is constructed and included at actual final cost.

Justification / Consequences of Avoidance:

The project is required to provide adequate and timely water storage for future additional residents and businesses.

Relationship to General Plan Development:

The project fully benefits new development in the Ontario Ranch area (100%).

Allocation To General Plan Buildout: 100.00%

Reference Document:

Water Master Plan, April 2012.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$6,411,059	$6,411,059
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$38,854,912	$38,854,912
4. Contingency	$0	$0	$0	$0	$3,885,491	$3,885,491
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$49,151,462	$49,151,462

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Water Source, Storage And Distribution System

Project Title / Ref#: Phillips Street 1010' Zone Reservoirs **WT -015**

Submitting Departments: City Of Ontario Municipal Utilities Company

Project Description:
The project represents the remaining costs of the 1010-2B at 9MG reservoir.

Justification / Consequences of Avoidance:
The project is required to provide adequate and timely water transmission for future additional residents and businesses.

Relationship to General Plan Development:
The project fully benefits new development and future water users in in the Ontario Ranch area (100%).

Allocation To General Plan Buildout: 100.00%

Reference Document:
Water Master Plan, April 2012.

Project Timing:
The project has been largely constructed.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$488,807	$488,807
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$2,962,467	$2,962,467
4. Contingency	$0	$0	$0	$0	$296,247	$296,247
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$3,747,521	$3,747,521

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Water Source, Storage And Distribution System

Project Title / Ref#: Recycled Water System **WT -016**

Submitting Departments: City Of Ontario Municipal Utilities Company

Project Description:

Construct a recycled water system consisting of constructing 29,000 linear feet of 8-inch to 12-inch mains in the General City and 266,000 linear feet of 8-inch to 12-inch mains and one booster station and four pressure reducing stations in Ontario Ranch to distribute recycled water primarily for landscaping and irrigation purposes. Contingency costs are included at 10% of the estimated construction cost. Administration, engineering and construction management are included at 15% of the combined construction/contingency cost.

Justification / Consequences of Avoidance:

The project is required to provide adequate and timely recycled water transmission and distribution for future additional residents and businesses and would increase the availability of potable water sources for domestic purposes.

Relationship to General Plan Development:

The project benefits new development and future water users in the Ontario Ranch area (85.13%) and the General City area (14.87%).

Allocation To General Plan Buildout: 100.00%

Reference Document:

Recycled Water Master Plan, April 2012.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$8,793,185	$8,793,185
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$53,292,031	$53,292,031
4. Contingency	$0	$0	$0	$0	$5,329,203	$5,329,203
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$67,414,419	$67,414,419

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Water Source, Storage And Distribution System

Project Title / Ref#: Back-Up Power Supply **WT -017**

Submitting Departments: City Of Ontario Municipal Utilities Company

Project Description:

Acquire and install back-up engine generator units to insure a continuous flow of water well pumping in case of a commercial power shortage. Plans include converting twenty wells to allow for back-up power and for eight portable generators. The cost of the two wells already converted has been included at identified costs. Contingency costs are included at 10% of the estimated construction cost. Administration, engineering and construction management are included at 15% of the combined construction/contingency cost.

Justification / Consequences of Avoidance:

The project is required to provide adequate and timely water transmission for future additional residents and businesses.

Relationship to General Plan Development:

The project benefits new development and future water users in the Ontario Ranch area (27.88%) and the General City area (7.21%) and existing water users (64.91%).

Allocation To General Plan Buildout: 35.09%

Reference Document:

Water Master Plan, April 2012.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$453,296	$453,296
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$2,747,243	$2,747,243
4. Contingency	$0	$0	$0	$0	$274,723	$274,723
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$3,475,262	$3,475,262

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Water Source, Storage And Distribution System

Project Title / Ref#: Reservoir 1010' (2B) Landscaping **WT -018**

Submitting Departments: City Of Ontario Municipal Utilities Company

Project Description:
Landscape the 2B reservoir.

Justification / Consequences of Avoidance:
The project is a component of WT-015.

Relationship to General Plan Development:
The project fully benefits new development in the General City area (100.00%).

Allocation To General Plan Buildout: 100.00%

Reference Document:
Water and Recycled Water Master Plan, May 2006.

Project Timing:
While the project is 100.00% development related, the project's construction has been expedited by using Non-DIF receipts. The projects costs remain in the DIF calculation in order to reimburse those loans from other Fund's.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$248,268	$248,268
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$248,268	$248,268

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Water Source, Storage And Distribution System

Project Title / Ref#: Project Completed Or No Longer Needed **WT -019**

Submitting Departments: City Of Ontario Municipal Utilities Company

Project Description:
The project has previously been included in the DIF Report as Additional Recycled Water Service, but is now included in WT-016.

Justification / Consequences of Avoidance:
The project has been left in as a place holder to maintain the previous project numbering system.

Relationship to General Plan Development:
The project is no longer needed.

Allocation To General Plan Buildout: 0.00%

Reference Document:
Not applicable.

Project Timing:
The project is not needed.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$0	$0

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Water Source, Storage And Distribution System

Project Title / Ref#: Project Completed Or No Longer Needed **WT -020**

Submitting Departments: City Of Ontario Municipal Utilities Company

Project Description:
The project has previously been included in the DIF Report as Engine Generator Units (6) but is now included in WT-017.

Justification / Consequences of Avoidance:
The project has been left in as a place holder to maintain the previous project numbering system.

Relationship to General Plan Development:
The project is no longer needed.

Allocation To General Plan Buildout: 0.00%

Reference Document:
Not applicable.

Project Timing:
The project is not needed.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$0	$0

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Water Source, Storage And Distribution System

Project Title / Ref#: Distribribution System Pressure, Size & Age Improvements **WT -021**

Submitting Departments: City Of Ontario Municipal Utilities Company

Project Description:

Replace all 2-inch and 4-inch and other deficient distribution and transmission lines with minimum standard 8-inch transmission lines primarily for maintaining fire flow requirements. The project consists of 651,000 linear feet of 8-inch to 36-inch line. Contingency costs are included at 10% of the estimated construction cost. Administration, engineering and construction management are included at 15% of the combined construction/contingency cost.

Justification / Consequences of Avoidance:

The project is required to provide adequate and timely water transmission for future additional residents and businesses.

Relationship to General Plan Development:

The project is included in the City's Capital Improvement Program funded from existing utility user receipts and is not financed with development impact fees.

Allocation To General Plan Buildout: 0.00%

Reference Document:

Water Master Plan, April 2012.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$19,060,719	$19,060,719
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$115,519,513	$115,519,513
4. Contingency	$0	$0	$0	$0	$11,551,950	$11,551,950
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$146,132,182	$146,132,182

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Water Source, Storage And Distribution System

Project Title / Ref#: Miscellaneous Up-Sized Facilities **WT -022**

Submitting Departments: City Of Ontario Municipal Utilities Company

Project Description:
This project is included for the upsizing of 8,500 LF of existing water infrastructure.

Justification / Consequences of Avoidance:
In-fill development in the General City area necessitates the upsizing of existing facilities.

Relationship to General Plan Development:
These costs are related to the General City.

Allocation To General Plan Buildout: 100.00%

Reference Document:
None, staff projections.

Project Timing:
The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$692,252	$692,252
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$4,195,466	$4,195,466
4. Contingency	$0	$0	$0	$0	$419,546	$419,546
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$5,307,264	$5,307,264

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Water Source, Storage And Distribution System

Project Title / Ref#: Abandon Existing General City Wells **WT -023**

Submitting Departments: City Of Ontario Municipal Utilities Company

Project Description:

Abandon four (4) water wells in the General City area. Contingency costs are included at 10% of the estimated construction cost. Administration, engineering and construction management are included at 15% of the combined construction/contingency cost.

Justification / Consequences of Avoidance:

The project is required for eliminating maintenance costs and liabilities for obsolete facilities.

Relationship to General Plan Development:

The project is included in the City's Capital Improvement Program funded from existing utility user receipts and is not financed with development impact fees.

Allocation To General Plan Buildout: 0.00%

Reference Document:

Water Master Plan, April 2012.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$68,485	$68,485
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$415,061	$415,061
4. Contingency	$0	$0	$0	$0	$41,506	$41,506
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$525,052	$525,052

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Water Source, Storage And Distribution System

Project Title / Ref#: Project Completed Or No Longer Needed **WT -024**

Submitting Departments: City Of Ontario Municipal Utilities Company

Project Description:
.Project has been completed.

Justification / Consequences of Avoidance:
The project has been left in as a place holder to maintain the previous project numbering system.

Relationship to General Plan Development:
The project is no longer needed.

Allocation To General Plan Buildout: 0.00%

Reference Document:
Not applicable.

Project Timing:
The project is not needed.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$0	$0

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Water Source, Storage And Distribution System

Project Title / Ref#: Decomission Galvin Treatment Plan/Abandon 1212-3 Reservoir **WT -025**

Submitting Departments: City Of Ontario Municipal Utilities Company

Project Description:

Eliminate the unnecessary Galvin Treatment Plan and abandon the 1212-3 reservoir. Contingency costs are included at 10% of the estimated construction cost. Administration, engineering and construction management are included at 15% of the combined construction/contingency cost. For additional detail see Master Plan Projects 21 (S-12) and 43 (S-6).

Justification / Consequences of Avoidance:

The project is required for eliminating maintenance costs and liabilities for obsolete facilities.

Relationship to General Plan Development:

The project fully benefits existing water users.

Allocation To General Plan Buildout: 0.00%

Reference Document:

Water Master Plan, April 2012.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$322,736	$322,736
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$1,955,976	$1,955,976
4. Contingency	$0	$0	$0	$0	$195,598	$195,598
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$2,474,310	$2,474,310

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Water Source, Storage And Distribution System

Project Title / Ref#: Seismic Upgrades And Replacements **WT -026**

Submitting Departments: City Of Ontario Municipal Utilities Company

Project Description:

Replace and seismically retrofit as needed and identified, various older segments of the General City water system. Contingency costs are included at 10% of the estimated construction cost. Administration, engineering and construction management are included at 15% of the combined construction/contingency cost.

Justification / Consequences of Avoidance:

The project is required to maintain reliability and to provide timely water transmission and distribution for current residents and businesses.

Relationship to General Plan Development:

The project fully benefits existing water users.

Allocation To General Plan Buildout: 0.00%

Reference Document:

Water Master Plan, April 2012.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$1,806,357	$1,806,357
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$10,947,617	$10,947,617
4. Contingency	$0	$0	$0	$0	$1,094,762	$1,094,762
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$13,848,736	$13,848,736

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Water Source, Storage And Distribution System

Project Title / Ref#: Water Master Plan Updates **WT -027**

Submitting Departments: City Of Ontario Municipal Utilities Company

Project Description:
Update the City's Water Master Plan. An updated Master Plan is required to evaluate the changing conditions and the water sources and infrastructure needed to provide a potable and consistent amount of water to private and public property.

Justification / Consequences of Avoidance:
The project is required to maintain water system reliability and to provide timely water transmission for existing and future additional residents and businesses.

Relationship to General Plan Development:
The project is directly related to new development in both General City and Ontario Ranch areas based upon relative new water demands.

Allocation To General Plan Buildout: 100.00%

Reference Document:
Water Master Plan, August 2000

Project Timing:
The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$1,564,143	$1,564,143
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$1,564,143	$1,564,143

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Water Source, Storage And Distribution System

Project Title / Ref#: Water System Maintenance Vehicle/Equipment Fleet **WT -028**

Submitting Departments: City Of Ontario Municipal Utilities Company

Project Description:

This project is the cost for the purchase of additional utility system maintenance vehicles and equipment.

Justification / Consequences of Avoidance:

The addition of tens of thousands of linear feet of water distribution lines, pumps and reservoirs will increase the demand upon the existing maintenance vehicle feet. Additional utility maintenance vehicles will be required.

Relationship to General Plan Development:

The additional vehicles are directly related to new development in both General City and Ontario Ranch areas based upon relative new water demands.

Allocation To General Plan Buildout: 100.00%

Reference Document:

Based upon proportional analysis of existing fleet and equipment and future additional infrastructure.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$1,367,350	$1,367,350
TOTAL COST:	$0	$0	$0	$0	$1,367,350	$1,367,350

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Water Source, Storage And Distribution System

Project Title / Ref#: Project Completed Or No Longer Needed **WT -029**

Submitting Departments: City Of Ontario Municipal Utilities Company

Project Description:
Project is completed or no longer necessary.

Justification / Consequences of Avoidance:
The project has been left in as a place holder to maintain the previous project numbering system.

Relationship to General Plan Development:
Project has been completed.

Allocation To General Plan Buildout: 100.00%

Reference Document:
Water and Recycled Water Master Plan, May 2006.

Project Timing:
The project has been completed.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$0	$0

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Water Source, Storage And Distribution System

Project Title / Ref#: Project Completed Or No Longer Necessary **WT -030**

Submitting Departments: City Of Ontario Municipal Utilities Company

Project Description:
Project has been completed or no longer necessary.

Justification / Consequences of Avoidance:
The project has been left in as a place holder to maintain the previous project numbering system.

Relationship to General Plan Development:
Project has been completed or is no longer necessary.

Allocation To General Plan Buildout: 100.00%

Reference Document:
Water and Recycled Water Master Plan, May 2006.

Project Timing:
The project has been completed.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$0	$0

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Water Source, Storage And Distribution System

Project Title / Ref#: JCSD/Ontario Reservoir (Phillips Street 1010' Zone) **WT -031**

Submitting Departments: City Of Ontario Municipal Utilities Company

Project Description:

The project consists of a contribution towards the construction of reservoirs improvements in order to provide storage for secondary water supply to the City water system. The project construction cost is the actual cost.

Justification / Consequences of Avoidance:

The project is required to provide adequate and timely water transmission for future additional residents and businesses.

Relationship to General Plan Development:

The project benefits new development in the Ontario Ranch area (50%) and new development the General City area (10%) and existing water users (40%).

Allocation To General Plan Buildout: 60.00%

Reference Document:

Water and Recycled Water Master Plan, May 2006.

Project Timing:

While the project is 100.00% development related, the project's construction has been expedited by using Non-DIF receipts. The projects costs remain in the DIF calculation in order to reimburse those loans from other Fund's.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$431,798	$431,798
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$431,798	$431,798

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Water Source, Storage And Distribution System

Project Title / Ref#: Water Treatment **WT -032**

Submitting Departments: City Of Ontario Municipal Utilities Company

Project Description:

The project consists of the construction of water treatment facilities. Contingency costs are included at 10% of the estimated construction cost. Administration, engineering and construction management are included at 15% of the combined construction/contingency cost.

Justification / Consequences of Avoidance:

The project is required to provide adequate and timely water transmission for future additional residents and businesses.

Relationship to General Plan Development:

The project benefits future water users in the Ontario Ranch area and existing water users.

Allocation To General Plan Buildout: 53.01%

Reference Document:

Water Master Plan, April 2012.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$6,807,479	$6,807,479
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$41,257,452	$41,257,452
4. Contingency	$0	$0	$0	$0	$4,125,745	$4,125,745
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$52,190,676	$52,190,676

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Water Source, Storage And Distribution System

Project Title / Ref#: Project Completed Or No Longer Necessary **WT -033**

Submitting Departments: City Of Ontario Municipal Utilities Company

Project Description:
Project has been completed or is no longer necessary.

Justification / Consequences of Avoidance:
The project has been left in as a place holder to maintain the previous project numbering system.

Relationship to General Plan Development:
Project is completed.

Allocation To General Plan Buildout: 100.00%

Reference Document:
Water and Recycled Water Master Plan, May 2006.

Project Timing:
Project is completed.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$0	$0

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Water Source, Storage And Distribution System

Project Title / Ref#: Water Source Supply **WT -034**

Submitting Departments: City Of Ontario Municipal Utilities Company

Project Description:

The project consists of costs for securing additional water supply sources to meet the projected water demands anticipated at the build-out of the City's General Plan. Additional water supply sources include Chino Basin Desalter Authority (CDA), Recycled Water, Chino Basin Non-Agricultural Pool Rights (Non-Ag), and other sources to be determined which may include Chino Basin Safe Yield rights. Additional Ontario Ranch supplies include: 3,533 AFY from CDA Expansion ($28,405,706); 11,486 AFY of Recycled Water (incl. in WT-016); 2,306 AFY of previously acquired Non-Ag rights ($17,834,593); and 3,056 AFY of other water rights/supplies to be acquired ($12,374,672). (continued under "Justification".

Justification / Consequences of Avoidance:

Additional OMC supplies include: 765 AFY of previously acquired San Antonio Water Co. shares ($549,400); 512 AFY from the existing CDA ($3,385,294); and 6,899 AFY of Recycled Water (incl. in WT-016).

The project is required to ensure sufficient water supplies are available to meet future demands.

Relationship to General Plan Development:

The combined project fully benefits new development within both the Ontario Ranch (93.71%) and General City areas (6.29%).

Allocation To General Plan Buildout: 100.00%

Reference Document:

Urban Water Management Plan, 2010, the Ontario Plan Environmental Impact Report.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$62,549,323	$62,549,323
TOTAL COST:	$0	$0	$0	$0	$62,549,323	$62,549,323

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Water Source, Storage And Distribution System

Project Title / Ref#: General System Reliabilty Improvements **WT -035**

Submitting Departments: City Of Ontario Municipal Utilities Company

Project Description:

The project includes perimeter metering for the airport and construction of additional inter-agency connections with surrounding agencies. Contingency costs are included at 10% of the estimated construction cost. Administration, engineering and construction management are included at 15% of the combined construction/contingency cost.

Justification / Consequences of Avoidance:

The project is required to provide adequate and timely water transmission for existing residents and businesses.

Relationship to General Plan Development:

The project benefits existing water users.

Allocation To General Plan Buildout: 0.00%

Reference Document:

Water Master Plan, April 2012.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$243,122	$243,122
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$1,473,467	$1,473,467
4. Contingency	$0	$0	$0	$0	$147,347	$147,347
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$1,863,936	$1,863,936

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Water Source, Storage And Distribution System

Project Title / Ref#: Fourth Street 1074' Zone Transmission Improvements **WT -036**

Submitting Departments: City Of Ontario Municipal Utilities Company

Project Description:

The project includes the construction of 4,400 linear feet of 12-inch transmission main and two pressure reducing stations to improvement pressures in the 1074' Zone. Contingency costs are included at 10% of the estimated construction cost. Administration, engineering and construction management are included at 15% of the combined construction/contingency cost.

Justification / Consequences of Avoidance:

The project is required to provide adequate and timely water transmission for existing additional residents and businesses.

Relationship to General Plan Development:

The project benefits existing General City water users.

Allocation To General Plan Buildout: 0.00%

Reference Document:

Water Master Plan, April 2012.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$392,683	$392,683
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$2,379,892	$2,379,892
4. Contingency	$0	$0	$0	$0	$237,988	$237,988
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$3,010,563	$3,010,563

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Water Source, Storage And Distribution System

Project Title / Ref#: Share Of Common City Yard Improvements **WT -037**

Submitting Departments: City Of Ontario Municipal Utilities Company

Project Description:

Construct the following improvements: 1) Reconfigure some 60,000 square feet of a recently acquired warehouse and office space. 2) Pave approximately ten acres of currently dirt parking lot, primarily for the refuse operation refueling area. 3) Construct additional fleet maintenance operations bays. 4) Construct a new welding shop. 5) Increase security through additional fencing and lighting. 6) Construct additional CNG fueling stations and 7) reconfigure a recently acquired 24,000 square foot building into covered parking to maximize fleet lifetime. The combined improvements have a total projected cost of $38.2 million and are spread between all City operations that make use of the City yard.

Justification / Consequences of Avoidance:

This project represents the proportional amount of a total estimated $38.2 million in structural improvements to the City maintenance yard necessary to meet the increasing demands for greater water system maintenance capacity. The City has acquired adequate land and has existing structural capacity for the various existing maintenance demands. This demand for additional structural capacity results from the doubling of all public infrastructure from the Ontario Ranch and remaining portions underbuilt portions of the General City.

Relationship to General Plan Development:

The project fully benefits future water users in the General City and Ontario Ranch areas.

Allocation To General Plan Buildout: 100.00%

Reference Document:

Based upon an analysis of demands on City yard capacity and expansion needs.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$1,235,603	$1,235,603
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$7,488,505	$7,488,505
4. Contingency	$0	$0	$0	$0	$748,851	$748,851
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$9,472,959	$9,472,959

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Water Source, Storage And Distribution System
Project Title / Ref#: Project Completed Or No Longer Necessary **WT -038**
Submitting Departments: City Of Ontario Municipal Utilities Company

Project Description:
.Project is completed.

Justification / Consequences of Avoidance:
The project has been left in as a place holder to maintain the previous project numbering system.

Relationship to General Plan Development:
Project is completed.

Allocation To General Plan Buildout: 100.00%

Reference Document:
Ontario Ranch (formerly NMC) Construction Agreement.

Project Timing:
Project is completed

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Studies	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$0	$0

City of Ontario
Sewer Collection
System

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CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan - All Plan Areas

Sewer Collection Facilities

MFP 2021-2022 Update

		FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build	Project Build Out Total
SW-021	Project Completed Or No Longer Needed	$0	$0	$0	$0	$0	$0
SW-022	Vineyard Avenue, South Of Cedar Et. Al.	$0	$0	$0	$0	$13,947,873	$13,947,873
SW-023	Easement East Of Haven	$0	$0	$0	$0	$1,211,150	$1,211,150
SW-024	Project Completed Or No Longer Needed	$0	$0	$0	$0	$0	$0
SW-025	Project Completed No Longer Needed	$0	$0	$0	$0	$0	$0
SW-026	Sewer Utility Maintenance Vehicles	$0	$0	$0	$0	$947,100	$947,100
SW-027	Sewer Utility Master Plan	$0	$0	$0	$0	$779,184	$779,184
SW-028	Project Completed Or No Longer Needed	$0	$0	$0	$0	$0	$0
SW-029	Carpenter Trunk Sewer	$0	$0	$0	$0	$5,463,139	$5,463,139
SW-030	Project Completed Or No Longer Needed	$0	$0	$0	$0	$0	$0
SW-031	Easement N/O & S/O Hollowell, E/O Boulder Avenue	$0	$0	$0	$0	$102,306	$102,306
SW-032	D Street Between Corona And Vineyard	$0	$0	$0	$0	$72,566	$72,566
SW-033	Easement W/O Euclid From N/O J St To Easement S/O G St	$0	$0	$0	$0	$187,515	$187,515
SW-034	Benson Ave Between I Street And G Street	$0	$0	$0	$0	$133,473	$133,473
SW-035	Virginia Avenue Between D Street And Nocta Street	$0	$0	$0	$0	$58,242	$58,242
SW-036	Deer Creek Loop And Laurel Tree Drive	$0	$0	$0	$0	$809,492	$809,492
SW-037	Hollowell, Boulder And Holt Avenue	$0	$0	$0	$0	$250,124	$250,124
SW-038	Easement N/O Holt Blvd, E/O Allyn Avenue	$0	$0	$0	$0	$97,051	$97,051
SW-039	Riverside Drive Between Sultana And Campus Avenues	$0	$0	$0	$0	$176,978	$176,978
SW-040	Vineyard S/O Airport And Easement	$0	$0	$0	$0	$6,524,301	$6,524,301

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CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan - All Plan Areas

Sewer Collection Facilities

MFP 2021-2022 Update

		FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build	Project Build Out Total
SW-001	Eastern Trunk Sewer	$0	$0	$0	$0	$21,279,860	$21,279,860
SW-002	Western Trunk Sewer	$0	$0	$0	$0	$36,174,154	$36,174,154
SW-003	Eucalyptus East Trunk Sewer	$0	$0	$0	$0	$697,535	$697,535
SW-004	Project Completed Or No Longer Necessary	$0	$0	$0	$0	$0	$0
SW-005	Haven Trunk Sewer	$0	$0	$0	$0	$1,497,780	$1,497,780
SW-006	Mill Creek Trunk Sewer	$0	$0	$0	$0	$11,064,313	$11,064,313
SW-007	Project Completed Or No Longer Needed	$0	$0	$0	$0	$0	$0
SW-008	Walker Trunk Sewer	$0	$0	$0	$0	$986,909	$986,909
SW-009	Grove Trunk Sewer	$0	$0	$0	$0	$4,903,394	$4,903,394
SW-010	Bon View Trunk Sewer	$0	$0	$0	$0	$4,903,394	$4,903,394
SW-011	Euclid Trunk Sewer	$0	$0	$0	$0	$4,903,394	$4,903,394
SW-012	Project Completed Or No Longer Needed	$0	$0	$0	$0	$0	$0
SW-013	Project Completed Or No Longer Needed	$0	$0	$0	$0	$0	$0
SW-014	Project Completed Or No Longer Needed	$0	$0	$0	$0	$0	$0
SW-015	Plaza Serena Street, Granada Court To Vineyard Avenue	$0	$0	$0	$0	$30,097	$30,097
SW-016	Philadelphia Between Parco And Vineyard	$0	$0	$0	$0	$6,146,285	$6,146,285
SW-017	Holt Boulevard, West Of Imperial Avenue	$0	$0	$0	$0	$407,568	$407,568
SW-018	Project Completed Or No Longer Necessary	$0	$0	$0	$0	$0	$0
SW-019	Project Completed Or No Longer Needed	$0	$0	$0	$0	$0	$0
SW-020	Cherry Avenue, North Of G Street	$0	$0	$0	$0	$17,442	$17,442

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CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan - All Plan Areas

Sewer Collection Facilities

MFP 2021-2022 Update

		FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build	Project Build Out Total
SW-041	Mills Circle N/O Mall Drive	$0	$0	$0	$0	$132,250	$132,250
SW-042	Holt Boulevard E/O Vineyard Avenue	$0	$0	$0	$0	$420,132	$420,132
SW-043	Bon View Avenue N/O Francis	$0	$0	$0	$0	$197,732	$197,732
SW-044	Acacia, Easement, Locust And Parco	$0	$0	$0	$0	$1,736,460	$1,736,460
SW-045	Turner Avenue, N/O Cedar Street	$0	$0	$0	$0	$132,250	$132,250
SW-046	Holt Avenue Phase A	$0	$0	$0	$0	$960,447	$960,447
SW-047	Holt Avenue Phase B	$0	$0	$0	$0	$37,442	$37,442
SW-048	Share Of Common City Yard Improvements	$0	$0	$0	$0	$3,970,009	$3,970,009
SW-049	Project Completed Or No Longer Necessary	$0	$0	$0	$0	$0	$0
SW-050	Airport Drive Main, E/O Grove	$0	$0	$0	$0	$590,977	$590,977
SW-051	Project Completed Or No Longer Necessary	$0	$0	$0	$0	$0	$0
SW-052	Piedmonte Specific Densification Mitigation In Var. Streets	$0	$0	$0	$0	$5,198,088	$5,198,088
	TOTALS	$0	$0	$0	$0	$137,148,406	$137,148,406

Notes:
1) If project timing is not a component of this effort, then all projects default to their "Thru Build Out" amount.

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CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Sewer Collection Facilities

Project Title / Ref#: Eastern Trunk Sewer **SW -001**

Submitting Departments: City Of Ontario Municipal Utilities Company

Project Description:

The Eastern Trunk Sewer line consists of approximately 25,940 linear feet of sewer pipe ranging in size from 12" to 42" pipe. The line generally begins at the Turner Pump station and Riverside drive and travels west to Archibald Avenue where it turns south to Merrill Avenue. At Merrill Avenue, the line turns west to baker Avenue where it turns south to connect with the IEUA Kimball interceptor. The segment along Merrill Avenue requires that the line go under Cucamonga Creek. The project has been completed.

Justification / Consequences of Avoidance:

This project is necessary to be able to meet the sewage collection capacity demand that has been calculated as necessary resulting from proposed development in the General City and Ontario Ranch areas and existing sewage flows.

Relationship to General Plan Development:

The project is mostly (84.28%) related to existing flows and will be financed with utility rate receipts with the remaining 15.72% related to development within to the General City and Ontario Ranch areas.

Allocation To General Plan Buildout: 15.72%

Reference Document:

Old Model Colony and New Model Colony Sewer Master Plan, April 2012.

Project Timing:

While the project is 100.00% development related, the project's construction has been expedited by using Non-DIF receipts. The projects costs remain in the DIF calculation in order to reimburse those loans from other Fund's.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$21,279,860	$21,279,860
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$21,279,860	$21,279,860

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Sewer Collection Facilities

Project Title / Ref#: Western Trunk Sewer **SW -002**

Submitting Departments: City Of Ontario Municipal Utilities Company

Project Description:

The project consists of approximately 32,800 linear feet of 18-inch to 36-inch" diameter sewer pipe. The Western Trunk Sewer is a gravity sewer that will extend from the intersection of Riverside drive and Carpenter Avenue4 to IEUA's Kimball interceptor. The general alignment of this trunk sewer begins at the intersection of Riverside drive and Carpenter Avenue; travels south in carpenter Avenue to Schafer Avenue; west to Walker Avenue; south to Merrill Avenue; west to Euclid Avenue; and south to the connection with IEUA's Kimball Interceptor at Kimball Avenue. Contingency costs are included at 10% of the estimated construction cost. Administration, engineering and construction management are included at 15% of the combined construction/contingency cost.

Justification / Consequences of Avoidance:

This project is necessary to be able to meet the sewage collection capacity demand that has been calculated as necessary resulting from proposed development in General City and Ontario Ranch areas and existing sewage flows.

Relationship to General Plan Development:

The project is related to existing flows and will be financed with utility rate receipts with the remaining related to development within Ontario Ranch.

Allocation To General Plan Buildout: 50.88%

Reference Document:

Old Model Colony and New Model Colony Sewer Master Plan, April 2012.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

DRAFT

PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$4,718,367	$4,718,367
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$28,596,169	$28,596,169
4. Contingency	$0	$0	$0	$0	$2,859,618	$2,859,618
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$36,174,154	$36,174,154

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Sewer Collection Facilities

Project Title / Ref#: Eucalyptus East Trunk Sewer **SW -003**

Submitting Departments: City Of Ontario Municipal Utilities Company

Project Description:

The Eucalyptus East Trunk Sewer consists of approximately 4,500 linear feet of 15-inch diameter pipe in Eucalyptus Avenue, east of Archibald Avenue. This project will tie into the eastern Trunk Sewer at Archibald Avenue. Contingency costs are included at 10% of the estimated construction cost. Administration, engineering and construction management are included at 15% of the combined construction/contingency cost.

Justification / Consequences of Avoidance:

This project is necessary to be able to meet the sewage collection capacity demand that has been calculated as necessary resulting from proposed development in the Ontario Ranch area.

Relationship to General Plan Development:

The project is fully related to development within Ontario Ranch.

Allocation To General Plan Buildout: 100.00%

Reference Document:

Old Model Colony and New Model Colony Sewer Master Plan, April 2012.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

DRAFT

PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$90,984	$90,984
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$551,411	$551,411
4. Contingency	$0	$0	$0	$0	$55,140	$55,140
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$697,535	$697,535

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Sewer Collection Facilities

Project Title / Ref#: Project Completed Or No Longer Necessary **SW -004**

Submitting Departments: City Of Ontario Municipal Utilities Company

Project Description:
Project is completed or no longer necessary.

Justification / Consequences of Avoidance:
The project number is left in as a place holder to maintain the previous project numbering system

Relationship to General Plan Development:
Project is completed or no longer necessary.

Allocation To General Plan Buildout: 100.00%

Reference Document:
Old Model Colony and New Model Colony Sewer Master Plan, April 2012.

Project Timing:
Project is completed or no longer necessary.

DRAFT

PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$0	$0

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Sewer Collection Facilities

Project Title / Ref#: Haven Trunk Sewer **SW -005**

Submitting Departments: City Of Ontario Municipal Utilities Company

Project Description:

The Haven Trunk Sewer consists of approximately 12,950 linear feet of 18-inch to 21-inch diameter sewer pipe in Haven Avenue from the Haven Pump Station to the Eastern Trunk Sewer at Edison Avenue. Contingency costs are included at 10% of the estimated construction cost. Administration, engineering and construction management are included at 15% of the combined construction/contingency cost.

Justification / Consequences of Avoidance:

This project is necessary to be able to meet the sewage collection capacity demand that has been calculated as necessary resulting from proposed development in General City and Ontario Ranch areas and existing sewage flows.

Relationship to General Plan Development:

The project is largely related to existing flows and will be financed with utility rate receipts with the remaining amount related to development within Ontario Ranch.

Allocation To General Plan Buildout: 100.00%

Reference Document:

Old Model Colony and New Model Colony Sewer Master Plan, April 2012.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

DRAFT

PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$195,364	$195,364
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$1,184,014	$1,184,014
4. Contingency	$0	$0	$0	$0	$118,402	$118,402
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$1,497,780	$1,497,780

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Sewer Collection Facilities

Project Title / Ref#: Mill Creek Trunk Sewer **SW -006**

Submitting Departments: City Of Ontario Municipal Utilities Company

Project Description:

The Cleveland, Bellgrave, Merrill Avenue Trunk Sewer consists of 24,935 feet of 12-inch to 24-inch diameter pipe. This project will outlet into the Eastern Trunk Sewer at the intersection of Merrill Avenue and Archibald Avenue. Contingency costs are included at 10% of the estimated construction cost. Administration, engineering and construction management are included at 15% of the combined construction/contingency cost.

Justification / Consequences of Avoidance:

This project is necessary to be able to meet the sewage collection capacity demand that has been calculated as necessary resulting from proposed development in Ontario Ranch.

Relationship to General Plan Development:

The project is fully related to development within Ontario Ranch.

Allocation To General Plan Buildout: 100.00%

Reference Document:

Old Model Colony and New Model Colony Sewer Master Plan, April 2012.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

DRAFT

PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$1,443,172	$1,443,172
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$8,746,493	$8,746,493
4. Contingency	$0	$0	$0	$0	$874,648	$874,648
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$11,064,313	$11,064,313

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Cancelled on 11/20/2006

Infrastructure: Sewer Collection Facilities

Project Title / Ref#: Project Completed Or No Longer Needed **SW -007**

Submitting Departments: City Of Ontario Municipal Utilities Company

Project Description:
The project is completed or no longer needed.

Justification / Consequences of Avoidance:
The project has been left in as a place holder to maintain the previous project numbering system.

Relationship to General Plan Development:
The project is no longer needed.

Allocation To General Plan Buildout: 0.00%

Reference Document:
Not applicable.

Project Timing:
The project is not needed.

DRAFT

PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$0	$0

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Sewer Collection Facilities

Project Title / Ref#: Walker Trunk Sewer **SW -008**

Submitting Departments: City Of Ontario Municipal Utilities Company

Project Description:

The Walker Avenue Trunk Sewer consists of 2,700 feet of 12-inch diameter pipe in Walker Avenue, north of Schaefer Avenue. This project will tie into the Western Trunk Sewer at Schaefer Avenue. Contingency costs are included at 10% of the estimated construction cost. Administration, engineering and construction management are included at 15% of the combined construction/contingency cost.

Justification / Consequences of Avoidance:

This project is necessary to be able to meet the sewage collection capacity demand that has been calculated as necessary resulting from proposed development in Ontario Ranch.

Relationship to General Plan Development:

The project is fully related to development within Ontario Ranch.

Allocation To General Plan Buildout: 100.00%

Reference Document:

Old Model Colony and New Model Colony Sewer Master Plan, April 2012.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

DRAFT

PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$128,728	$128,728
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$780,164	$780,164
4. Contingency	$0	$0	$0	$0	$78,017	$78,017
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$986,909	$986,909

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Sewer Collection Facilities

Project Title / Ref#: Grove Trunk Sewer **SW -009**

Submitting Departments: City Of Ontario Municipal Utilities Company

Project Description:

The Grove Avenue Trunk Sewer consists of 10,800 feet of 12-inch to 18-inch diameter pipe in Grove Avenue, from Chino Avenue to Merrill Avenue. This project will tie into the Western Trunk Sewer at Merrill Avenue. Contingency costs are included at 10% of the estimated construction cost. Administration, engineering and construction management are included at 15% of the combined construction/contingency cost.

Justification / Consequences of Avoidance:

This project is necessary to be able to meet the sewage collection capacity demand that has been calculated as necessary resulting from proposed development in Ontario Ranch.

Relationship to General Plan Development:

The project is fully related to development within the Ontario Ranch area.

Allocation To General Plan Buildout: 100.00%

Reference Document:

Old Model Colony and New Model Colony Sewer Master Plan, April 2012.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$639,572	$639,572
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$3,876,202	$3,876,202
4. Contingency	$0	$0	$0	$0	$387,620	$387,620
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$4,903,394	$4,903,394

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Sewer Collection Facilities

Project Title / Ref#: Bon View Trunk Sewer **SW -010**

Submitting Departments: City Of Ontario Municipal Utilities Company

Project Description:

The Bon View Avenue Trunk Sewer consists of 10,800 feet of 12-inch to 18-inch diameter pipe in Bon View Avenue, from Chino Avenue to Merrill Avenue. This project will tie into the Western Trunk Sewer at Merrill Avenue. Contingency costs are included at 10% of the estimated construction cost. Administration, engineering and construction management are included at 15% of the combined construction/contingency cost.

Justification / Consequences of Avoidance:

This project is necessary to be able to meet the sewage collection capacity demand that has been calculated as necessary resulting from proposed development in Ontario Ranch.

Relationship to General Plan Development:

The project is fully related to development within Ontario Ranch.

Allocation To General Plan Buildout: 100.00%

Reference Document:

Old Model Colony and New Model Colony Sewer Master Plan, April 2012.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$639,572	$639,572
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$3,876,202	$3,876,202
4. Contingency	$0	$0	$0	$0	$387,620	$387,620
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$4,903,394	$4,903,394

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Sewer Collection Facilities

Project Title / Ref#: Euclid Trunk Sewer **SW -011**

Submitting Departments: City Of Ontario Municipal Utilities Company

Project Description:

The Euclid Avenue Trunk Sewer consists of 10,800 feet of 12-inch to 18-inch diameter pipe in Euclid Avenue, from Chino Avenue to Merrill Avenue. This project will tie into the Western Trunk Sewer at Merrill Avenue. Contingency costs are included at 10% of the estimated construction cost. Administration, engineering and construction management are included at 15% of the combined construction/contingency cost.

Justification / Consequences of Avoidance:

This project is necessary to be able to meet the sewage collection capacity demand that has been calculated as necessary resulting from proposed development in Ontario Ranch

Relationship to General Plan Development:

The project is fully related to development within Ontario Ranch.

Allocation To General Plan Buildout: 100.00%

Reference Document:

Old Model Colony and New Model Colony Sewer Master Plan, April 2012.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$639,572	$639,572
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$3,876,202	$3,876,202
4. Contingency	$0	$0	$0	$0	$387,620	$387,620
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$4,903,394	$4,903,394

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Sewer Collection Facilities

Project Title / Ref#: Project Completed Or No Longer Needed **SW -012**

Submitting Departments: City Of Ontario Municipal Utilities Company

Project Description:
Project has been completed or no longer necessary.

Justification / Consequences of Avoidance:
The project number is left in as a place holder to maintain the previous project numbering system

Relationship to General Plan Development:
The project is no longer needed.

Allocation To General Plan Buildout: 0.00%

Reference Document:
Not applicable.

Project Timing:
The project is not needed.

DRAFT

PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$0	$0

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Sewer Collection Facilities

Project Title / Ref#: Project Completed Or No Longer Needed **SW -013**

Submitting Departments: City Of Ontario Municipal Utilities Company

Project Description:
Project is completed or no longer necessary.

Justification / Consequences of Avoidance:
The project number is left in as a place holder to maintain the previous project numbering system

Relationship to General Plan Development:
The project is no longer needed.

Allocation To General Plan Buildout: 0.00%

Reference Document:
Not applicable.

Project Timing:
The project is not needed.

DRAFT

PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$0	$0

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Sewer Collection Facilities

Project Title / Ref#: Project Completed Or No Longer Needed **SW -014**

Submitting Departments: City Of Ontario Municipal Utilities Company

Project Description:
Project completed or no longer necessary.

Justification / Consequences of Avoidance:
The project number is left in as a place holder to maintain the previous project numbering system

Relationship to General Plan Development:
The project is no longer needed.

Allocation To General Plan Buildout: 0.00%

Reference Document:
Not applicable.

Project Timing:
The project is not needed.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$0	$0

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Sewer Collection Facilities

Project Title / Ref#: Plaza Serena Street, Granada Court To Vineyard Avenue **SW -015**

Submitting Departments: City Of Ontario Municipal Utilities Company

Project Description:

Construct the sewer line starting from Plaza Serena, Granada Court to Vineyard Avenue (OS-12). Contingency costs are included at 15% of the estimated construction cost. Administration, engineering and construction management are included at 15% of the combined construction/contingency cost.

Justification / Consequences of Avoidance:

This project is necessary to be able to meet the sewage collection capacity demand that has been calculated as necessary resulting from proposed development in the General City area and existing sewage flows.

Relationship to General Plan Development:

The project is mostly largely related to existing flows and will be financed with utility rate receipts with the remaining new demand related to development within to the General City area.

Allocation To General Plan Buildout: 29.80%

Reference Document:

Old Model Colony and New Model Colony Sewer Master Plan, April 2012.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$3,925	$3,925
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$23,792	$23,792
4. Contingency	$0	$0	$0	$0	$2,380	$2,380
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$30,097	$30,097

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Sewer Collection Facilities

Project Title / Ref#: Philadelphia Between Parco And Vineyard **SW -016**

Submitting Departments: City Of Ontario Municipal Utilities Company

Project Description:

Construct 3,900 linear feet of sewer line starting from Philadelphia Avenue between Parco and Vineyard Avenues (OS-13). Contingency costs are included at 15% of the estimated construction cost. Administration, engineering and construction management are included at 15% of the combined construction/contingency cost.

Justification / Consequences of Avoidance:

This project is necessary to be able to meet the sewage collection capacity demand that has been calculated as necessary resulting from proposed development in the General City area and existing sewage flows.

Relationship to General Plan Development:

The project is largely related to existing flows and that portion will be financed with utility rate receipts with the remaining amount related to additional development demands from within the General City area.

Allocation To General Plan Buildout: 15.29%

Reference Document:

Old Model Colony and New Model Colony Sewer Master Plan, April 2012.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$801,688	$801,688
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$4,858,725	$4,858,725
4. Contingency	$0	$0	$0	$0	$485,872	$485,872
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$6,146,285	$6,146,285

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Sewer Collection Facilities

Project Title / Ref#: Holt Boulevard, West Of Imperial Avenue **SW -017**

Submitting Departments: City Of Ontario Municipal Utilities Company

Project Description:

Construct 650 linear feet of sewer line starting from Holt Boulevard to just west of Imperial Avenue (OS-14). Contingency costs are included at 15% of the estimated construction cost. Administration, engineering and construction management are included at 15% of the combined construction/contingency cost.

Justification / Consequences of Avoidance:

This project is necessary to be able to meet the sewage collection capacity demand that has been calculated as necessary resulting from proposed development in the General City area and existing sewage flows.

Relationship to General Plan Development:

The project is largely related to existing flows and that portion will be financed with utility rate receipts with the remaining amount related to additional development demands from within the General City area.

Allocation To General Plan Buildout: 38.70%

Reference Document:

Old Model Colony and New Model Colony Sewer Master Plan, April 2012.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

DRAFT

PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$53,161	$53,161
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$322,188	$322,188
4. Contingency	$0	$0	$0	$0	$32,219	$32,219
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$407,568	$407,568

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Sewer Collection Facilities
Project Title / Ref#: Project Completed Or No Longer Necessary **SW -018**
Submitting Departments: City Of Ontario Municipal Utilities Company

Project Description:
Project completed or no longer necessary.

Justification / Consequences of Avoidance:
The project number is left in as a place holder to maintain the previous project numbering system

Relationship to General Plan Development:
Project completed or nolonger necessary.

Allocation To General Plan Buildout: 0.00%

Reference Document:
Old Model Colony and New Model Colony Sewer Master Plan, April 2012.

Project Timing:
Project completed or no longer necessary/.

DRAFT

PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$0	$0

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Sewer Collection Facilities
Project Title / Ref#: Project Completed Or No Longer Needed
Submitting Departments: City Of Ontario Municipal Utilities Company

SW -019

Project Description:
Project is completed or no longer needed.

Justification / Consequences of Avoidance:
The project number is left in as a place holder to maintain the previous project numbering system

Relationship to General Plan Development:
The project is no longer needed.

Allocation To General Plan Buildout: 0.00%

Reference Document:
Not applicable.

Project Timing:
The project is not needed.

DRAFT

PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$0	$0

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Sewer Collection Facilities

Project Title / Ref#: Cherry Avenue, North Of G Street **SW -020**

Submitting Departments: City Of Ontario Municipal Utilities Company

Project Description:

Construct the sewer line starting on Cherry Avenue, North of G Street (OS-02). Contingency costs are included at 15% of the estimated construction cost. Administration, engineering and construction management are included at 15% of the combined construction/contingency cost.

Justification / Consequences of Avoidance:

This project is necessary to be able to meet the sewage collection capacity demand that has been calculated as necessary resulting from existing sewage flows in the General City area.

Relationship to General Plan Development:

The project is fully related to existing flows and will be financed with utility rate receipts.

Allocation To General Plan Buildout: 0.00%

Reference Document:

Old Model Colony and New Model Colony Sewer Master Plan, April 2012.

Project Timing:

The project is completed and was fully attributed to the existing sewer collection system users and has no impact on the Sewer Collection Development Impact Fee for either the General City or Ontario Ranch impact fee areas.

DRAFT

PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$2,276	$2,276
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$13,788	$13,788
4. Contingency	$0	$0	$0	$0	$1,378	$1,378
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$17,442	$17,442

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Sewer Collection Facilities

Project Title / Ref#: Project Completed Or No Longer Needed **SW -021**

Submitting Departments: City Of Ontario Municipal Utilities Company

Project Description:
Project is completed or no longer necssary.

Justification / Consequences of Avoidance:
The project number is left in as a place holder to maintain the previous project numbering system

Relationship to General Plan Development:
The project is no longer needed.

Allocation To General Plan Buildout: 0.00%

Reference Document:
Not applicable.

Project Timing:
The project is not needed.

DRAFT

PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$0	$0

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Sewer Collection Facilities

Project Title / Ref#: Vineyard Avenue, South Of Cedar Et. Al. **SW -022**

Submitting Departments: City Of Ontario Municipal Utilities Company

Project Description:

Construct numerous sewer lines including: Vineyard Avenue, south of Cedar Street (OS-21), Archibald, through the Airport (OS-25), Philadelphia and Hellman (OS-26), Inland empire Boulevard west of Archibald Avenue; and easement between Inland Empire Boulevard and Guasti Road (OS-22), Easement south of Guasti Road (OS-23) and Old Guasti Road west of Turner Avenue (OS-24). Contingency costs are included at 15% of the estimated construction cost. Administration, engineering and construction management are included at 15% of the combined construction/contingency cost.

Justification / Consequences of Avoidance:

This project is necessary to be able to meet the sewage collection capacity demand that has been calculated as necessary resulting from existing sewage flows in the General City Area.

Relationship to General Plan Development:

The project is largely related to development within the General City area with the minor amount remaining related to existing flows with that prortion financed with utility rate receipts.

Allocation To General Plan Buildout: 88.79%

Reference Document:

Old Model Colony and New Model Colony Sewer Master Plan, April 2012.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

DRAFT

PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$1,819,288	$1,819,288
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$11,025,987	$11,025,987
4. Contingency	$0	$0	$0	$0	$1,102,598	$1,102,598
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$13,947,873	$13,947,873

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Sewer Collection Facilities

Project Title / Ref#: Easement East Of Haven **SW -023**

Submitting Departments: City Of Ontario Municipal Utilities Company

Project Description:

Construct 2,700 linear feet of sewer line along an easement, just east of Haven Avenue.t (OS-16). Contingency costs are included at 15% of the estimated construction cost. Administration, engineering and construction management are included at 15% of the combined construction/contingency cost.

Justification / Consequences of Avoidance:

This project is necessary to be able to meet the sewage collection capacity demand that has been calculated as necessary resulting from existing sewage flows in the General City area.

Relationship to General Plan Development:

The project is mostly related to development within the General City area with the remaining amount benefitting existing flows within General City which would be financed with utility rate receipts.

Allocation To General Plan Buildout: 73.41%

Reference Document:

Old Model Colony and New Model Colony Sewer Master Plan, April 2012.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

DRAFT

PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$157,975	$157,975
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$957,432	$957,432
4. Contingency	$0	$0	$0	$0	$95,743	$95,743
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$1,211,150	$1,211,150

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Sewer Collection Facilities
Project Title / Ref#: Project Completed Or No Longer Needed
Submitting Departments: City Of Ontario Municipal Utilities Company

SW -024

Project Description:
This project is no longer needed.

Justification / Consequences of Avoidance:
The project number is left in as a place holder to maintain the previous project numbering system

Relationship to General Plan Development:
The project is no longer needed.

Allocation To General Plan Buildout: 0.00%

Reference Document:
Not applicable.

Project Timing:
The project is not needed.

DRAFT

PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$0	$0

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Sewer Collection Facilities

Project Title / Ref#: Project Completed No Longer Needed **SW -025**

Submitting Departments: City Of Ontario Municipal Utilities Company

Project Description:
This project is no longer needed.

Justification / Consequences of Avoidance:
The project number is left in as a place holder to maintain the previous project numbering system

Relationship to General Plan Development:
The project is no longer needed.

Allocation To General Plan Buildout: 0.00%

Reference Document:
Not applicable.

Project Timing:
The project is not needed.

DRAFT

PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$0	$0

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Sewer Collection Facilities

Project Title / Ref#: Sewer Utility Maintenance Vehicles **SW -026**

Submitting Departments: City Of Ontario Municipal Utilities Company

Project Description:

This project is the cost for the purchase of additional utility system maintenance vehicles and equipment.

Justification / Consequences of Avoidance:

The addition of tens of thousands of linear feet of sewer collection lines will increase the demand upon the existing utility system maintenance vehicle feet. Additional vactors and utility maintenance vehicles will be required.

Relationship to General Plan Development:

The additional vehicles are directly related to new development in both the General City and Ontario Ranch areas based upon the relative addition of new sewer demands.

Allocation To General Plan Buildout: 100.00%

Reference Document:

No specific document, based upon proportional inventory expansion.

Project Timing:

The timing of the capital acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

DRAFT

PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$947,100	$947,100
TOTAL COST:	$0	$0	$0	$0	$947,100	$947,100

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Sewer Collection Facilities

Project Title / Ref#: Sewer Utility Master Plan **SW -027**

Submitting Departments: City Of Ontario Municipal Utilities Company

Project Description:

Update the New Model Colony (now Ontario Ranch) Sewer Master Plan. An updated master Plan is required to evaluate the changing conditions and the sewer demands and infrastructure needed to provide adequate removal of sewage from private and public development.

Justification / Consequences of Avoidance:

Failure to maintain a Master Plan will limit the City's ability to properly plan for, prioritize and define all future sewer projects.

Relationship to General Plan Development:

The Master Plan is required to be able to continue to accommodate the additions of new development thus is attributed to new development.

Allocation To General Plan Buildout: 100.00%

Reference Document:

Old Model Colony and New Model Colony Sewer Master Plan, April 2012.

Project Timing:

The timing of the Master Plan described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

DRAFT

PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$779,184	$779,184
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$779,184	$779,184

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Sewer Collection Facilities
Project Title / Ref#: Project Completed Or No Longer Needed **SW -028**
Submitting Departments: City Of Ontario Municipal Utilities Company

Project Description:
This project is no longer needed.

Justification / Consequences of Avoidance:
The project number is left in as a place holder to maintain the previous project numbering system

Relationship to General Plan Development:
The project is no longer needed.

Allocation To General Plan Buildout: 0.00%

Reference Document:
Not applicable.

Project Timing:
The project is not needed.

DRAFT

PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$0	$0

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Sewer Collection Facilities

Project Title / Ref#: Carpenter Trunk Sewer **SW -029**

Submitting Departments: City Of Ontario Municipal Utilities Company

Project Description:

The Carpenter Avenue Trunk Sewer consists of 15,350 feet of 12-inch to 21-inch diameter pipe in Carpenter Avenue, from Chino Avenue to the Eastern Trunk Sewer. Contingency costs are included at 10% of the estimated construction cost. Administration, engineering and construction management are included at 15% of the combined construction/contingency cost.

Justification / Consequences of Avoidance:

This project is necessary to be able to meet the sewage collection capacity demand that has been calculated as necessary resulting from projected sewage flows in the Ontario Ranch area.

Relationship to General Plan Development:

The project is 100% related to development within Ontario Ranch.

Allocation To General Plan Buildout: 100.00%

Reference Document:

Old Model Colony and New Model Colony Sewer Master Plan, April 2012.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

DRAFT

PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$712,583	$712,583
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$4,318,687	$4,318,687
4. Contingency	$0	$0	$0	$0	$431,869	$431,869
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$5,463,139	$5,463,139

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Sewer Collection Facilities
Project Title / Ref#: Project Completed Or No Longer Needed
Submitting Departments: City Of Ontario Municipal Utilities Company

SW -030

Project Description:
This project is no longer needed.

Justification / Consequences of Avoidance:
The project number is left in as a place holder to maintain the previous project numbering system.

Relationship to General Plan Development:
The project is no longer needed.

Allocation To General Plan Buildout: 0.00%

Reference Document:
Not applicable.

Project Timing:
The project is not needed.

DRAFT

PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$0	$0

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Sewer Collection Facilities

Project Title / Ref#: Easement N/O & S/O Hollowell, E/O Boulder Avenue **SW -031**

Submitting Departments: City Of Ontario Municipal Utilities Company

Project Description:

Construct a sewer collection line north of and south of Boulder Avenue, and east of Boulder Avenue (OS-01). Contingency costs are included at 15% of the estimated construction cost. Administration, engineering and construction management are included at 15% of the combined construction/contingency cost.

Justification / Consequences of Avoidance:

This project is necessary to be able to meet the sewage collection capacity demand that has been calculated as necessary resulting from existing sewage flows in the General City area. However, the project is needed to meet existing demand.

Relationship to General Plan Development:

The project is 100% related to existing General City flows and will be financed with utility rate receipts.

Allocation To General Plan Buildout: 0.00%

Reference Document:

Old Model Colony and New Model Colony Sewer Master Plan, April 2012.

Project Timing:

The project is completed and was fully attributed to the existing sewer collection system users and has no impact on the Sewer Collection Development Impact Fee for either the General City or Ontario Ranch impact fee areas.

DRAFT

PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$13,344	$13,344
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$80,874	$80,874
4. Contingency	$0	$0	$0	$0	$8,088	$8,088
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$102,306	$102,306

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Sewer Collection Facilities

Project Title / Ref#: D Street Between Corona And Vineyard **SW -032**

Submitting Departments: City Of Ontario Municipal Utilities Company

Project Description:

Construct a sewer collection line in D Street between Corona and Vineyard (OS-03). Contingency costs are included at 15% of the estimated construction cost. Administration, engineering and construction management are included at 15% of the combined construction/contingency cost.

Justification / Consequences of Avoidance:

This project is necessary to be able to meet the sewage collection capacity demand that has been calculated as necessary resulting from existing sewage flows in the General City area. However, the project is needed to meet existing demand.

Relationship to General Plan Development:

The project is 100% related to existing General City flows and will be financed with utility rate receipts.

Allocation To General Plan Buildout: 0.00%

Reference Document:

Old Model Colony and New Model Colony Sewer Master Plan, April 2012.

Project Timing:

The project is completed and was fully attributed to the existing sewer collection system users and has no impact on the Sewer Collection Development Impact Fee for either the General City or Ontario Ranch impact fee areas.

DRAFT

PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$9,465	$9,465
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$57,364	$57,364
4. Contingency	$0	$0	$0	$0	$5,737	$5,737
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$72,566	$72,566

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Sewer Collection Facilities

Project Title / Ref#: Easement W/O Euclid From N/O J St To Easement S/O G St **SW -033**

Submitting Departments: City Of Ontario Municipal Utilities Company

Project Description:

Construct a sewer collection line along an easement west of Euclid Avenue from north of J Street to south of G Street (OS-05). Contingency costs are included at 15% of the estimated construction cost. Administration, engineering and construction management are included at 15% of the combined construction/contingency cost.

Justification / Consequences of Avoidance:

This project is necessary to be able to meet the sewage collection capacity demand that has been calculated as necessary resulting from existing sewage flows in the General City area. However, the project is needed to meet existing demand.

Relationship to General Plan Development:

The project is 100% related to existing General City flows and will be financed with utility rate receipts.

Allocation To General Plan Buildout: 0.00%

Reference Document:

Old Model Colony and New Model Colony Sewer Master Plan, April 2012.

Project Timing:

The project is completed and was fully attributed to the existing sewer collection system users and has no impact on the Sewer Collection Development Impact Fee for either the General City or Ontario Ranch impact fee areas.

DRAFT

PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$24,458	$24,458
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$148,233	$148,233
4. Contingency	$0	$0	$0	$0	$14,824	$14,824
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$187,515	$187,515

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Sewer Collection Facilities

Project Title / Ref#: Benson Ave Between I Street And G Street **SW -034**

Submitting Departments: City Of Ontario Municipal Utilities Company

Project Description:

Construct a sewer collection line along Benson Avenue from I Street to G Street (OS-06). Contingency costs are included at 15% of the estimated construction cost. Administration, engineering and construction management are included at 15% of the combined construction/contingency cost.

Justification / Consequences of Avoidance:

This project is necessary to be able to meet the sewage collection capacity demand that has been calculated as necessary resulting from existing sewage flows in the General City area.

Relationship to General Plan Development:

The project is fully related to existing General City flows and will be financed with utility rate receipts.

Allocation To General Plan Buildout: 0.00%

Reference Document:

Old Model Colony and New Model Colony Sewer Master Plan, April 2012.

Project Timing:

The project is completed and was fully attributed to the existing sewer collection system users and has no impact on the Sewer Collection Development Impact Fee for either the General City or Ontario Ranch impact fee areas.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$17,408	$17,408
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$105,512	$105,512
4. Contingency	$0	$0	$0	$0	$10,553	$10,553
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$133,473	$133,473

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Sewer Collection Facilities

Project Title / Ref#: Virginia Avenue Between D Street And Nocta Street **SW -035**

Submitting Departments: City Of Ontario Municipal Utilities Company

Project Description:

Construct a sewer line along Virginia Avenue between D Street and Nocta Street ((OS-07). Contingency costs are included at 15% of the estimated construction cost. Administration, engineering and construction management are included at 15% of the combined construction/contingency cost.

Justification / Consequences of Avoidance:

This project is necessary to be able to meet the sewage collection capacity demand that has been calculated as necessary resulting from proposed development in the General City and existing sewage flows.

Relationship to General Plan Development:

The project is largely related to existing flows and will be financed with utility rate receipts with the remaining amont related to development within the General City area.

Allocation To General Plan Buildout: 19.60%

Reference Document:

Old Model Colony and New Model Colony Sewer Master Plan, April 2012.

Project Timing:

While the project is 19.60% development related, some of the project's construction has been expedited by using Non-DIF receipts. The projects costs remain in the DIF calculation in order to reimburse those loans from other Fund's.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$7,597	$7,597
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$46,041	$46,041
4. Contingency	$0	$0	$0	$0	$4,604	$4,604
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$58,242	$58,242

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Sewer Collection Facilities

Project Title / Ref#: Deer Creek Loop And Laurel Tree Drive **SW -036**

Submitting Departments: City Of Ontario Municipal Utilities Company

Project Description:

Construct 1,250 linear foot of sewer collection line in the Deer Creek loop and Laurel tree drive (OS-08). Contingency costs are included at 15% of the estimated construction cost. Administration, engineering and construction management are included at 15% of the combined construction/contingency cost.

Justification / Consequences of Avoidance:

This project is necessary to be able to meet the sewage collection capacity demand that has been calculated as necessary resulting largely from existing sewage flows in the General City area.

Relationship to General Plan Development:

The project is largely related to existing General City existing flows and will be financed with utility rate receipts. The remaining minor amount is attributed to development in the General City.

Allocation To General Plan Buildout: 0.31%

Reference Document:

Old Model Colony and New Model Colony Sewer Master Plan, April 2012.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$105,587	$105,587
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$639,915	$639,915
4. Contingency	$0	$0	$0	$0	$63,990	$63,990
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$809,492	$809,492

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Sewer Collection Facilities

Project Title / Ref#: Hollowell, Boulder And Holt Avenue **SW -037**

Submitting Departments: City Of Ontario Municipal Utilities Company

Project Description:

Construct a sewer line along Hollowell, Boulder and Holt Boulevard (OS-09). Contingency costs are included at 15% of the estimated construction cost. Administration, engineering and construction management are included at 15% of the combined construction/contingency cost.

Justification / Consequences of Avoidance:

This project is necessary to be able to meet the sewage collection capacity demand that has been calculated as necessary resulting from proposed development in the General City area and existing sewage flows.

Relationship to General Plan Development:

The project is largely related to existing General City flows and will be financed with utility rate receipts with the remaining demand and costs related to development within the General City.

Allocation To General Plan Buildout: 30.48%

Reference Document:

Old Model Colony and New Model Colony Sewer Master Plan, April 2012.

Project Timing:

While the project is 30.48% development related, some of the project's construction has been expedited by using Non-DIF receipts. The projects costs remain in the DIF calculation in order to reimburse those loans from other Fund's.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$32,625	$32,625
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$197,726	$197,726
4. Contingency	$0	$0	$0	$0	$19,773	$19,773
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$250,124	$250,124

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Sewer Collection Facilities

Project Title / Ref#: Easement N/O Holt Blvd, E/O Allyn Avenue **SW -038**

Submitting Departments: City Of Ontario Municipal Utilities Company

Project Description:

Construct a sewer line along an easement north of Holt Boulevard and east of Allyn Avenue (OS-10). Contingency costs are included at 15% of the estimated construction cost. Administration, engineering and construction management are included at 15% of the combined construction/contingency cost.

Justification / Consequences of Avoidance:

This project is necessary to be able to meet the sewage collection capacity demand that has been calculated as necessary resulting from proposed development in the General City area and existing sewage flows.

Relationship to General Plan Development:

The project is largely related to existing flows and will be financed with utility rate receipts with the remaining demand and costs related to development within the General City.

Allocation To General Plan Buildout: 11.19%

Reference Document:

Old Model Colony and New Model Colony Sewer Master Plan, April 2012.

Project Timing:

While the project is 11.19% development related, some of the project's construction has been expedited by using Non-DIF receipts. The projects costs remain in the DIF calculation in order to reimburse those loans from other Fund's.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$12,658	$12,658
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$76,720	$76,720
4. Contingency	$0	$0	$0	$0	$7,673	$7,673
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$97,051	$97,051

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Sewer Collection Facilities

Project Title / Ref#: Riverside Drive Between Sultana And Campus Avenues **SW -039**

Submitting Departments: City Of Ontario Municipal Utilities Company

Project Description:

Construct a sewer line along Riverside Drive between Sultana Avenue and Campus Avenue (OS-11). Contingency costs are included at 15% of the estimated construction cost. Administration, engineering and construction management are included at 15% of the combined construction/contingency cost.

Justification / Consequences of Avoidance:

This project is necessary to be able to meet the sewage collection capacity demand that has been calculated as necessary resulting from proposed development in the General City area and existing sewage flows.

Relationship to General Plan Development:

The project is largelyrelated to existing flows and will be financed with utility rate receipts with the remaining demand and costs related to development within to the General City area.

Allocation To General Plan Buildout: 17.54%

Reference Document:

Old Model Colony and New Model Colony Sewer Master Plan, April 2012.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$23,084	$23,084
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$139,904	$139,904
4. Contingency	$0	$0	$0	$0	$13,990	$13,990
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$176,978	$176,978

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Sewer Collection Facilities

Project Title / Ref#: Vineyard S/O Airport And Easement **SW -040**

Submitting Departments: City Of Ontario Municipal Utilities Company

Project Description:

Construct a sewer line along Vineyard south of the airport and the easement (OS-15). Contingency costs are included at 15% of the estimated construction cost. Administration, engineering and construction management are included at 15% of the combined construction/contingency cost.

Justification / Consequences of Avoidance:

This project is necessary to be able to meet the sewage collection capacity demand that has been calculated as necessary resulting from proposed development in the General City area and existing sewage flows.

Relationship to General Plan Development:

The project is largely related to existing flows and will be financed with utility rate receipts with the remaining demand and costs related to development within to the General City area.

Allocation To General Plan Buildout: 30.81%

Reference Document:

Old Model Colony and New Model Colony Sewer Master Plan, April 2012.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$850,996	$850,996
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$5,157,550	$5,157,550
4. Contingency	$0	$0	$0	$0	$515,755	$515,755
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$6,524,301	$6,524,301

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Sewer Collection Facilities

Project Title / Ref#: Mills Circle N/O Mall Drive **SW -041**

Submitting Departments: City Of Ontario Municipal Utilities Company

Project Description:

Construct a sewer line along Mills Circle north of Mall Drive (OS-17). Contingency costs are included at 15% of the estimated construction cost. Administration, engineering and construction management are included at 15% of the combined construction/contingency cost.

Justification / Consequences of Avoidance:

This project is necessary to be able to meet the sewage collection capacity demand that has been calculated as necessary resulting from proposed development in the General City area and existing sewage flows.

Relationship to General Plan Development:

The project is largely related to existing flows and will be financed with utility rate receipts with the remaining demand and costs related to development within the General City area.

Allocation To General Plan Buildout: 33.65%

Reference Document:

Old Model Colony and New Model Colony Sewer Master Plan, April 2012.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$17,250	$17,250
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$100,000	$100,000
4. Contingency	$0	$0	$0	$0	$15,000	$15,000
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$132,250	$132,250

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Sewer Collection Facilities

Project Title / Ref#: Holt Boulevard E/O Vineyard Avenue **SW -042**

Submitting Departments: City Of Ontario Municipal Utilities Company

Project Description:

Construct a sewer line along Holt Boulevard east of Vineyard Avenue (OS-18). Contingency costs are included at 15% of the estimated construction cost. Administration, engineering and construction management are included at 15% of the combined construction/contingency cost.

Justification / Consequences of Avoidance:

This project is necessary to be able to meet the sewage collection capacity demand that has been calculated as necessary resulting from proposed development in General City area and existing sewage flows.

Relationship to General Plan Development:

The project is mostly related to existing flows and will be financed with utility rate receipts with the remaining demand and costs related to development within the General City area.

Allocation To General Plan Buildout: 47.93%

Reference Document:

Old Model Colony and New Model Colony Sewer Master Plan, April 2012.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$54,800	$54,800
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$332,120	$332,120
4. Contingency	$0	$0	$0	$0	$33,212	$33,212
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$420,132	$420,132

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Sewer Collection Facilities

Project Title / Ref#: Bon View Avenue N/O Francis **SW -043**

Submitting Departments: City Of Ontario Municipal Utilities Company

Project Description:

Construct a sewer line along Bon view Avenue north of Francis Avenue (OS-19). Contingency costs are included at 15% of the estimated construction cost. Administration, engineering and construction management are included at 15% of the combined construction/contingency cost.

Justification / Consequences of Avoidance:

This project is necessary to be able to meet the sewage collection capthe General City area demand that has been calculated as necessary resulting from proposed development in the General City area and existing sewage flows.

Relationship to General Plan Development:

The project is largely related to development within the General City area with the remainder related to existing flows in the General City area to be financed with utility rate receipts.

Allocation To General Plan Buildout: 61.82%

Reference Document:

Old Model Colony and New Model Colony Sewer Master Plan, April 2012.

Project Timing:

While the project is 61.82% development related, some of the project's construction has been expedited by using Non-DIF receipts. The projects costs remain in the DIF calculation in order to reimburse those loans from other Fund's.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$25,791	$25,791
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$156,310	$156,310
4. Contingency	$0	$0	$0	$0	$15,631	$15,631
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$197,732	$197,732

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Sewer Collection Facilities

Project Title / Ref#: Acacia, Easement, Locust And Parco **SW -044**

Submitting Departments: City Of Ontario Municipal Utilities Company

Project Description:

Construct a sewer line along Acacia, an easement, Locust and Parco (OS-20). Contingency costs are included at 15% of the estimated construction cost. Administration, engineering and construction management are included at 15% of the combined construction/contingency cost.

Justification / Consequences of Avoidance:

This project is necessary to be able to meet the sewage collection capacity demand that has been calculated as necessary resulting from proposed development in the General City area and existing sewage flows.

Relationship to General Plan Development:

The project is largely related to development within the General City area with the remainder related to existing flows in the General City area to be financed with utility rate receipts.

Allocation To General Plan Buildout: 81.28%

Reference Document:

Old Model Colony and New Model Colony Sewer Master Plan, April 2012.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$226,495	$226,495
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$1,372,695	$1,372,695
4. Contingency	$0	$0	$0	$0	$137,270	$137,270
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$1,736,460	$1,736,460

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Sewer Collection Facilities

Project Title / Ref#: Turner Avenue, N/O Cedar Street **SW -045**

Submitting Departments: City Of Ontario Municipal Utilities Company

Project Description:

Construct a sewer line along Turner Avenue north of Cedar Street (OS-27). Contingency costs are included at 15% of the estimated construction cost. Administration, engineering and construction management are included at 15% of the combined construction/contingency cost.

Justification / Consequences of Avoidance:

This project is necessary to be able to meet the sewage collection capacity demand that has been calculated as necessary resulting from proposed development in the General City area and existing sewage flows.

Relationship to General Plan Development:

The project is largely related to development within the General City area with the remainder related to existing flows inthe General City area to be financed with utility rate receipts.

Allocation To General Plan Buildout: 81.10%

Reference Document:

Old Model Colony and New Model Colony Sewer Master Plan, April 2012.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$17,250	$17,250
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$104,545	$104,545
4. Contingency	$0	$0	$0	$0	$10,455	$10,455
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$132,250	$132,250

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Sewer Collection Facilities

Project Title / Ref#: Holt Avenue Phase A **SW -046**

Submitting Departments: City Of Ontario Municipal Utilities Company

Project Description:

Construction of sewer collection improvements near Holt Avenue. This is the remaining cost of the completed project.

Justification / Consequences of Avoidance:

This project is necessary to be able to meet the sewage collection capacity demand that has been calculated as necessary resulting from proposed development in the General City area and existing GC sewage flows. However, the project is largely needed to meet existing demand.

Relationship to General Plan Development:

The project is largely related to existing flows and will be financed with utility rate receipts with the remaining amount related to development within to the General City area.

Allocation To General Plan Buildout: 16.55%

Reference Document:

Old Model Colony and New Model Colony Sewer Master Plan, April 2012.

Project Timing:

While the project is 16.55% development related, some of the project's construction has been expedited by using Non-DIF receipts. The projects costs remain in the DIF calculation in order to reimburse those loans from other Fund's.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$125,276	$125,276
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$759,246	$759,246
4. Contingency	$0	$0	$0	$0	$75,925	$75,925
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$960,447	$960,447

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Sewer Collection Facilities

Project Title / Ref#: Holt Avenue Phase B **SW -047**

Submitting Departments: City Of Ontario Municipal Utilities Company

Project Description:

Construct Phase B sewer collection improvements near Holt Avenue. This is the remaining cost of the completed project.

Justification / Consequences of Avoidance:

This project is necessary to be able to meet the sewage collection capacity demand that has been calculated as necessary resulting from proposed development in the General City area and existing sewage flows.

Relationship to General Plan Development:

The project is largely related to existing GC flows and will be financed with utility rate receipts with the remaining small percent related to development within to the General City area.

Allocation To General Plan Buildout: 0.94%

Reference Document:

Old Model Colony and New Model Colony Sewer Master Plan, April 2012.

Project Timing:

While the project is 0.94% development related, some of the project's construction has been expedited by using Non-DIF receipts. The projects costs remain in the DIF calculation in order to reimburse those loans from other Fund's.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$4,883	$4,883
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$29,598	$29,598
4. Contingency	$0	$0	$0	$0	$2,961	$2,961
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$37,442	$37,442

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Sewer Collection Facilities

Project Title / Ref#: Share Of Common City Yard Improvements **SW -048**

Submitting Departments: City Of Ontario Municipal Utilities Company

Project Description:

Construct the following improvements: 1) Reconfigure some 60,000 square feet of a recently acquired warehouse and office space. 2) Pave approximately ten acres of currently dirt parking lot, primarily for the refuse operation refueling area. 3) Construct additional fleet maintenance operations bays. 4) Construct a new welding shop. 5) Increase security through additional fencing and lighting. 6) Construct additional CNG fueling stations and 7) reconfigure a recently acquired 24,000 square foot building into covered parking to maximize fleet lifetime. The combined improvements have a total projected cost of $38.2 million and are spread between all City operations that make use of the City yard.

Justification / Consequences of Avoidance:

This amount represents the proportional amount of a total estimated $38.2 million in structural improvements to the City maintenance yard necessary to meet the increasing demands for greater sewer collection system maintenance capacity. The City has acquired adequate land and has existing structural capacity for the various maintenance demands. This demand for additional structural capacity results from the doubling of all public infrastructure from the Ontario Ranch area and remaining portions of the General City area.

Relationship to General Plan Development:

The City yard improvements are directly related to new development.

Allocation To General Plan Buildout: 100.00%

Reference Document:

Based upon an analysis of demands on City yard capacity and expansion needs.

Project Timing:

The timing of the capital acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$517,827	$517,827
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$3,138,347	$3,138,347
4. Contingency	$0	$0	$0	$0	$313,835	$313,835
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$3,970,009	$3,970,009

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Sewer Collection Facilities

Project Title / Ref#: Project Completed Or No Longer Necessary **SW -049**

Submitting Departments: City Of Ontario Municipal Utilities Company

Project Description:
.Project has been completed.

Justification / Consequences of Avoidance:
The project number is left in as a place holder to maintain the previous project numbering system

Relationship to General Plan Development:
Project has been completed.

Allocation To General Plan Buildout: 0.00%

Reference Document:
Ontario Ranch (formerly NMC) Construction Agreement.

Project Timing:
Projetc has been completed.

DRAFT

PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Studies	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$0	$0

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Sewer Collection Facilities

Project Title / Ref#: Airport Drive Main, E/O Grove **SW -050**

Submitting Departments: City Of Ontario Municipal Utilities Company

Project Description:
Install 580 linear feet of 8" sewer line in Airport Drive. The scope of work includes manhole modifications, pavement removal and replacement and traffic control.

Justification / Consequences of Avoidance:
This project is necessary to provide sewer service to underserved developments along Airport Drive.

Relationship to General Plan Development:
This project will be designed and constructed as a Conditional Approval for a specific development proposal. A share of the construction cost will be reimbursed from the City of Ontario to the Developer via a reimbursement agreement.

Allocation To General Plan Buildout: 100.00%

Reference Document:
None, staff projections.

Project Timing:
The timing of the capital acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$77,085	$77,085
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$467,175	$467,175
4. Contingency	$0	$0	$0	$0	$46,717	$46,717
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$590,977	$590,977

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Sewer Collection Facilities

Project Title / Ref#: Project Completed Or No Longer Necessary **SW -051**

Submitting Departments: City Of Ontario Municipal Utilities Company

Project Description:
.Project has been completed.

Justification / Consequences of Avoidance:
The project number is left in as a place holder to maintain the previous project numbering system

Relationship to General Plan Development:
Project has been completed.

Allocation To General Plan Buildout: 0.00%

Reference Document:
Ontario Ranch (formerly NMC) Construction Agreement.

Project Timing:
Projetc has been completed.

DRAFT

PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Studies	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$0	$0

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Sewer Collection Facilities

Project Title / Ref#: Piedmonte Specific Densification Mitigation In Var. Streets **SW -052**

Submitting Departments: City Of Ontario Municipal Utilities Company

Project Description:

Phase 1 will consist of construction of 1,000 linear feet of 12" sewer line on Mercedes Street from Concours Street to Inland Empire Boulevard. Phase 2 will consist of the construction of a 1,000 linear feet of a 10" sewer main on Ferrari Lane from Concours Street to Inland Empire Boulevard and 500 linear feet of 12" sewer main on Concours Street from Duesenberg Drive to Mercedes Lane.

Justification / Consequences of Avoidance:

The project is needed to accommodate development of the Piedmont Overlay Area.

Relationship to General Plan Development:

The project is fully attributed to additional development demands.

Allocation To General Plan Buildout: 100.00%

Reference Document:

None, staff projections.

Project Timing:

The timing of the capital acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$678,011	$678,011
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$4,109,160	$4,109,160
4. Contingency	$0	$0	$0	$0	$410,917	$410,917
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$5,198,088	$5,198,088

City of Ontario
Refuse Collection Facilities
and Vehicles

DRAFT

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan - All Plan Areas

Refuse Collection Vehicles, Containers And Facilities

MFP 2021-2022 Update

		FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build	Project Build Out Total
RC-001	Side Loader Collection Barrels	$0	$0	$0	$0	$2,174,148	$2,174,148
RC-002	Side Loader Collection Vehicles	$0	$0	$0	$0	$4,212,295	$4,212,295
RC-003	Front Loader Collection Bins	$0	$0	$0	$0	$22,012,056	$22,012,056
RC-004	Front Loader Collection Vehicles	$0	$0	$0	$0	$10,038,750	$10,038,750
RC-005	Roll-Off Boxes	$0	$0	$0	$0	$2,692,416	$2,692,416
RC-006	Roll-Off Collection Vehicles	$0	$0	$0	$0	$1,330,775	$1,330,775
RC-007	Share Of Common City Yard Improvements	$0	$0	$0	$0	$17,965,667	$17,965,667
RC-008	Existing Fund Balance Purchases	$0	$0	$0	$0	$4,530,466	$4,530,466
	TOTALS	$0	$0	$0	$0	$64,956,573	$64,956,573

Notes:
1) If project timing is not a component of this effort, then all projects default to their "Thru Build Out" amount.

DRAFT

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

Infrastructure: Refuse Collection Vehicles, Containers And Facilities

Project Title / Ref#: Side Loader Collection Barrels **RC -001**

Submitting Departments: City Of Ontario Municipal Utilities Company

Project Description:

The project consists of acquiring 39,308 side loader collection barrels (of all types, trash, green waste and recyclables). The additional barrels are required to meet the additional side loader refuse collection demands resulting from new residential detached dwelling development.

Justification / Consequences of Avoidance:

Refuse needs to be collected in a timely and efficient manner. Additions to the rolling stock and inventory of collection containers will be necessary as the net 80,149 additional residences, 546 commercial lodging units and 103,169,177 square feet of business square feet are added to the City.

Relationship to General Plan Development:

The vehicles, containers and additional facilities will be needed to meet the needs of new development. The existing inventory meets the needs of the existing community.

Allocation To General Plan Buildout: 100.00%

Reference Document:

No specific document, based upon proportional inventory expansion.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column.

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PROPOSED EXPENDITURES	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015-2020	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$2,174,148	$2,174,148
TOTAL COST:	$0	$0	$0	$0	$2,174,148	$2,174,148

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

Infrastructure: Refuse Collection Vehicles, Containers And Facilities

Project Title / Ref#: Side Loader Collection Vehicles **RC -002**

Submitting Departments: City Of Ontario Municipal Utilities Company

Project Description:

The project consists of acquiring 11.23 additional side loader collection vehicles. The additional side loader collection vehicles are required to meet the refuse collection demands resulting from new residential detached dwelling development.

Justification / Consequences of Avoidance:

Refuse needs to be collected in a timely and efficient manner. Additions to the rolling stock and inventory of collection containers will be necessary as the net 80,149 additional residences, 546 commercial lodging units and 103,169,177 square feet of business square feet are added to the City.

Relationship to General Plan Development:

The vehicles, containers and additional facilities will be needed to meet the needs of new development. The existing inventory meets the needs of the existing community.

Allocation To General Plan Buildout: 100.00%

Reference Document:

No specific document, based upon proportional inventory expansion.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015-2020	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$4,212,295	$4,212,295
TOTAL COST:	$0	$0	$0	$0	$4,212,295	$4,212,295

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

Infrastructure: Refuse Collection Vehicles, Containers And Facilities

Project Title / Ref#: Front Loader Collection Bins **RC -003**

Submitting Departments: City Of Ontario Municipal Utilities Company

Project Description:

The project consists of acquiring 19,377- four cubic yard bins. The additional four cubic yard collection bins are required to meet the additional refuse collection demands resulting from new high density dwelling unit residential, commercial lodging units and business use development.

Justification / Consequences of Avoidance:

Refuse needs to be collected in a timely and efficient manner. Additions to the rolling stock and inventory of collection containers will be necessary as the net 80,149 additional residences, 546 commercial lodging units and 103,169,177 square feet of business square feet are added to the City.

Relationship to General Plan Development:

The vehicles, containers and additional facilities will be needed to meet the needs of new development. The existing inventory meets the needs of the existing community.

Allocation To General Plan Buildout: 100.00%

Reference Document:

No specific document, based upon proportional inventory expansion.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column.

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PROPOSED EXPENDITURES	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015-2020	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$22,012,056	$22,012,056
TOTAL COST:	$0	$0	$0	$0	$22,012,056	$22,012,056

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

Infrastructure: Refuse Collection Vehicles, Containers And Facilities

Project Title / Ref#: Front Loader Collection Vehicles **RC -004**

Submitting Departments: City Of Ontario Municipal Utilities Company

Project Description:

The project consists of acquiring 26.77 additional new front loaders. The additional collection vehicles are required to meet the needs of new residential high density dwelling unit, commercial lodging and business use demands of new development.

Justification / Consequences of Avoidance:

.Refuse needs to be collected in a timely and efficient manner. Additions to the rolling stock and inventory of collection containers will be necessary as the net 80,149 additional residences, 546 commercial lodging units and 103,169,177 square feet of business square feet are added to the City.

Relationship to General Plan Development:

The vehicles, containers and additional facilities will be needed to meet the needs of new development. The existing inventory meets the needs of the existing community.

Allocation To General Plan Buildout: 100.00%

Reference Document:

No specific document, based upon proportional inventory expansion.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column.

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PROPOSED EXPENDITURES	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015-2020	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$10,038,750	$10,038,750
TOTAL COST:	$0	$0	$0	$0	$10,038,750	$10,038,750

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

Infrastructure: Refuse Collection Vehicles, Containers And Facilities

Project Title / Ref#: Roll-Off Boxes **RC -005**

Submitting Departments: City Of Ontario Municipal Utilities Company

Project Description:

The project consists of acquiring approximately 222 new forty cubic yard roll-off boxes. The additional 40 cubic yard roll-off bins are required to meet of additional collection needs of new industrial/manufacturing resulting from new development.

Justification / Consequences of Avoidance:

Refuse needs to be collected in a timely and efficient manner. Additions to the rolling stock and inventory of collection containers will be necessary as the net 80,149 additional residences, 546 commercial lodging units and 103,169,177 square feet of business square feet are added to the City.

Relationship to General Plan Development:

The vehicles, containers and additional facilities will be needed to meet the needs of new development. The existing inventory meets the needs of the existing community.

Allocation To General Plan Buildout: 100.00%

Reference Document:

No specific document, based upon proportional inventory expansion.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column.

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PROPOSED EXPENDITURES	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015-2020	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$2,692,416	$2,692,416
TOTAL COST:	$0	$0	$0	$0	$2,692,416	$2,692,416

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

Infrastructure: Refuse Collection Vehicles, Containers And Facilities

Project Title / Ref#: Roll-Off Collection Vehicles **RC -006**

Submitting Departments: City Of Ontario Municipal Utilities Company

Project Description:

The project consists of acquiring approximately 4.44 new forty cubic yard roll-off collection vehicles. The additional collection vehicles are required to meet of additional collection needs of new industrial/manufacturing resulting from new development.

Justification / Consequences of Avoidance:

Refuse needs to be collected in a timely and efficient manner. Additions to the rolling stock and inventory of collection containers will be necessary as the net 80,149 additional residences, 546 commercial lodging units and 103,169,177 square feet of business square feet are added to the City.

Relationship to General Plan Development:

The vehicles, containers and additional facilities will be needed to meet the needs of new development. The existing inventory meets the needs of the existing community.

Allocation To General Plan Buildout: 100.00%

Reference Document:

No specific document, based upon proportional inventory expansion.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015-2020	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$1,330,775	$1,330,775
TOTAL COST:	$0	$0	$0	$0	$1,330,775	$1,330,775

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

Infrastructure: Refuse Collection Vehicles, Containers And Facilities

Project Title / Ref#: Share Of Common City Yard Improvements **RC -007**

Submitting Departments: City Of Ontario Municipal Utilities Company

Project Description:

Construct the following improvements: 1) Reconfigure some 60,000 square feet of a recently acquired warehouse and office space. 2) Pave approximately ten acres of currently dirt parking lot, primarily for the refuse operation refueling area. 3) Construct additional fleet maintenance operations bays. 4) Construct a new welding shop. 5) Increase security through additional fencing and lighting. 6) Construct additional CNG fueling stations and 7) reconfigure a recently acquired 24,000 square foot building into covered parking to maximize fleet lifetime. The combined improvements have a total projected cost of $44.5 million and are spread between all City operations that make use of the City yard.

Justification / Consequences of Avoidance:

This amount represents the proportional amount of a total estimated $44.5 million in structural improvements to the City maintenance yard necessary to meet the increasing demands for greater refuse collection system maintenance capacity. The City has acquired adequate land and has existing structural capacity for the various maintenance demands. This demand for additional structural capacity results from the doubling of all public infrastructures from the Ontario Ranch area and remaining portions of the General City area.

Relationship to General Plan Development:

The vehicles, containers and additional facilities will be needed to meet the needs of new development. The existing inventory meets the needs of the existing community.

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Allocation To General Plan Buildout: 100.00%

Reference Document:

No specific document, based upon proportional inventory expansion.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

PROPOSED EXPENDITURES	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015-2020	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$2,130,316	$2,130,316
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$14,202,109	$14,202,109
4. Contingency	$0	$0	$0	$0	$1,633,242	$1,633,242
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$17,965,667	$17,965,667

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

Infrastructure: Refuse Collection Vehicles, Containers And Facilities

Project Title / Ref#: Existing Fund Balance Purchases **RC -008**

Submitting Departments: City Of Ontario Municipal Utilities Company

Project Description:

This impact fee fund has $4,530,466 in existing fund balance waiting to be spent on any combination of additional containers and collection vehicles and more importantly, improvements to the City maintenance yard. The bulk of this fund balance will be dedicated too much needed City yard improvements.

Justification / Consequences of Avoidance:

The City Yard will fail to meet the needs of additional collection vehicles storage and repair capabilities/capacity.

Relationship to General Plan Development:

The vehicles, containers and additional facilities will be needed to meet the needs of new development. The existing inventory meets the needs of the existing community.

Allocation To General Plan Buildout: 100.00%

Reference Document:

No specific document, based upon proportional inventory expansion.

Project Timing:

The timing of the capital construction or acquisition described herein, was not included in the scope of the engagement, thus all project costs default to the "build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015-2020	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$4,530,466	$4,530,466
TOTAL COST:	$0	$0	$0	$0	$4,530,466	$4,530,466

City of Ontario
General Facilities, Vehicles and Equipment

DRAFT

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan - All Plan Areas

General Facilities, Vehicles And Equipment

MFP 2021-2022 Update

		FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build	Project Build Out Total
GF -001	City Hall And Annex Reconfiguration	$0	$0	$0	$0	$11,636,848	$11,636,848
GF -002	Expansion Of Administrative Pool Car Fleet	$0	$0	$0	$0	$585,750	$585,750
GF -003	Electronic Specialty Equipment/Computer Hardware/Software	$0	$0	$0	$0	$12,096,920	$12,096,920
GF -004	City Animal Holding Facility	$0	$0	$0	$0	$0	$0
GF -005	Share Of Common City Yard Improvements	$0	$0	$0	$0	$1,583,822	$1,583,822
	TOTALS	$0	$0	$0	$0	$25,903,340	$25,903,340

Notes:
1) If project timing is not a component of this effort, then all projects default to their "Thru Build Out" amount.

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CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: General Facilities, Vehicles And Equipment

Project Title / Ref#: City Hall And Annex Reconfiguration **GF -001**

Submitting Departments: Central Management

Project Description:

This project represents the cost (to date) of reconfiguring the City Hall and the City Hall Annex (former Police Station) into general office space. It also includes the future cost of completing the remaining reconfiguration of the Annex as it is not yet been completed. Some of the DIF proceeds will be used to complete the Emergency Operation Center.

Justification / Consequences of Avoidance:

As the City doubles in size, (population, businesses, residences, infrastructure, etc.) there will be a need for additional office space. The demand created by future development will benefit from the City having a building become available such as the former police facility but will need to contribute by constructing the reconfiguration. The reconfiguration provides a very inexpensive alternative to constructing additional office square footage.

Relationship to General Plan Development:

The additional space will be required over time as the City expands. The existing facilities are sufficient for the existing community. A small amount has been attributed to the existing community, but most of it, 80%, is required for accommodating the demands of new development.

Allocation To General Plan Buildout: 80.00%

Reference Document:

None.

Project Timing:

The timing of the capital construction or acquisition herein, is not included in the scope of this engagement, thus all project costs default to the "Build-out" column.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$1,517,850	$1,517,850
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$9,199,089	$9,199,089
4. Contingency	$0	$0	$0	$0	$919,909	$919,909
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$11,636,848	$11,636,848

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: General Facilities, Vehicles And Equipment
Project Title / Ref#: Expansion Of Administrative Pool Car Fleet **GF -002**
Submitting Departments: Central Management

Project Description:
Expand the City Hall pool vehicle fleet. Vehicles would consist of standard sedans, small trucks and some four wheel drive vehicles.

Justification / Consequences of Avoidance:
The City will require additional unassigned pool cars as the City experiences additional demands for code enforcement, mail and supply, planning and engineering staff on-site inspections, and other required services.

Relationship to General Plan Development:
The vehicles would be additions to the existing fleet and thus is fully attributed to new development.

Allocation To General Plan Buildout: 100.00%

Reference Document:
None.

Project Timing:
The timing of the capital construction or acquisition herein, is not included in the scope of this engagement, thus all project costs default to the "Build-out" column.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$585,750	$585,750
TOTAL COST:	$0	$0	$0	$0	$585,750	$585,750

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: General Facilities, Vehicles And Equipment

Project Title / Ref#: Electronic Specialty Equipment/Computer Hardware/Software **GF -003**

Submitting Departments: Central Management

Project Description:

Expand the City's electronic software, storage and processing capacity. The cost estimate is the same as in the 2010 Development Impact Fee Calculation and Nexus Report update.

Justification / Consequences of Avoidance:

Additional general electronic capacity would need to be acquired over General Plan build-out to accommodate additional data demands required as a result of additional citizens and businesses.

Relationship to General Plan Development:

The equipment would be additions to the existing capacity and thus fully attributed to new development.

Allocation To General Plan Buildout: 100.00%

Reference Document:

No specific document, based upon proportional inventory expansion.

Project Timing:

The timing of the capital construction or acquisition herein, is not included in the scope of this engagement, thus all project costs default to the "Build-out" column.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$12,096,920	$12,096,920
TOTAL COST:	$0	$0	$0	$0	$12,096,920	$12,096,920

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: General Facilities, Vehicles And Equipment

Project Title / Ref#: City Animal Holding Facility **GF -004**

Submitting Departments: Central Management

Project Description:

The City has not indicated any plans for construction of an animal control facilty. This project remains as a placeholder should the City determine tha one should be built.

Justification / Consequences of Avoidance:

Animal management services are a municipal responsibility. The City currently contracts for services from the Inland Valley Humane Society. The City shares a shelter provided under the contract.

Relationship to General Plan Development:

The costs are split proportionally between the existing community and the future community based upon existing and additional residential units.

Allocation To General Plan Buildout: 0.00%

Reference Document:

None, staff projections.

Project Timing:

The timing of the capital construction or acquisition herein, is not included in the scope of this engagement, thus all project costs default to the "Build-out" column.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$0	$0

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: General Facilities, Vehicles And Equipment

Project Title / Ref#: Share Of Common City Yard Improvements **GF -005**

Submitting Departments: Central Management

Project Description:

Construct the following improvements: 1) Reconfigure some 60,000 square feet of a recently acquired warehouse and office space. 2) Pave approximately ten acres of currently dirt parking lot, primarily for the refuse operation refueling area. 3) Construct additional fleet maintenance operations bays. 4) Construct a new welding shop. 5) Increase security through additional fencing and lighting. 6) Construct additional CNG fueling stations and 7) reconfigure a recently acquired 24,000 square foot building into covered parking to maximize fleet lifetime. The combined improvements have a total projected cost of $44.5 million and are spread between all City operations that make use of the City yard.

Justification / Consequences of Avoidance:

This amount represents the proportional amount of a total estimated $44.5 million in structural improvements to the City maintenance yard necessary to meet the increasing demands for greater general facilities maintenance capacity (vehicles and structures). The City has acquired adequate land and has existing structural capacity for the various maintenance demands. This demand for additional structural capacity results from the doubling of all public infrastructure from the Ontario Ranch and remaining portions of the General City area.

Relationship to General Plan Development:

The existing yard meets the City's needs quite well. The existing land holdings are adequate and sufficient, but some of the more recently acquired parcels and buildings will need some reconfiguring to be sufficient and adequate for future development-generated demands.

Allocation To General Plan Buildout: 100.00%

Reference Document:

No specific document, based upon proportional inventory expansion.

Project Timing:

The timing of the capital construction or acquisition herein, is not included in the scope of this engagement, thus all project costs default to the "Build-out" column.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$187,805	$187,805
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$1,252,033	$1,252,033
4. Contingency	$0	$0	$0	$0	$143,984	$143,984
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$1,583,822	$1,583,822

City of Ontario

Library Facilities and Collection

DRAFT

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan - All Plan Areas

Library Facilities And Collection

MFP 2021-2022 Update

		FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build	Project Build Out Total
LB -001	Library Facilities Space Expansion	$0	$0	$0	$0	$77,222,210	$77,222,210
LB -002	Library Collection Expansion	$0	$0	$0	$0	$17,005,347	$17,005,347
	TOTALS	$0	$0	$0	$0	$94,227,557	$94,227,557

Notes:
1) If project timing is not a component of this effort, then all projects default to their "Thru Build Out" amount.

DRAFT

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Library Facilities And Collection

Project Title / Ref#: Library Facilities Space Expansion **LB -001**

Submitting Departments: Community & Public Services Agency

Project Description:

The project consists of the acquisition of land and construction of a total of 115,599 square feet of library space in one or more locations in order to maintain pace with new development-generated residential population growth. The expansion needs roughly relate to 33,063 square feet to new General City residents and some 82,356 square feet to service the anticipated Ontario Ranch new residents. Contingency costs are included as a normal part of the construction estimate at 10%. Project administration, consisting of engineering, construction management and contract administration is included at 15% of the combined construction and contingency costs.

Justification / Consequences of Avoidance:

The proposed expansion will provide the square footage necessary to maintain the current ratio of floor space to residential patrons as is offered at this point in time. The current level of service standard is 0.460 square feet of space per City resident. Were no additional library space be added to the City, the standard would drop to 0.193 square feet per person at general Plan build-out.

Relationship to General Plan Development:

The Library Land Acquisition and Construction development impact fee schedule is necessary to accommodate new development and are intended to prevent the diminishment of library facilities availability to the existing community.

Allocation To General Plan Buildout: 100.00%

Reference Document:

Based upon the City's Aesthetic, Cultural, Open Space and Recreation Resources GP Element.

Project Timing:

The timing of the capital construction or acquisition herein, is not included in the scope of this engagement, thus all project costs default to the "Build-out" column. In general, General City and Ontario Ranch projects will be constructed as needed and as DIF receipts are collected.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$9,275,898	$9,275,898
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$6,106,991	$6,106,991
3. Construction	$0	$0	$0	$0	$56,217,565	$56,217,565
4. Contingency	$0	$0	$0	$0	$5,621,756	$5,621,756
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$77,222,210	$77,222,210

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Library Facilities And Collection

Project Title / Ref#: Library Collection Expansion **LB -002**

Submitting Departments: Community & Public Services Agency

Project Description:

This project consists of acquisition and processing of approximately 486,521 additional library collection items to increase the public library's collection in order to maintain pace with new residential home construction and occupancy. Collection items consist of books, books/movies on CDs, documents, and other long-term items. The City enjoys a standard of approximately 1.936 collection items per resident. The General City area will require approximately 139,152 collection items and Ontario Ranch area will require 347,369 collection items to maintain the current standard.

Justification / Consequences of Avoidance:

The proposed expansion will provide the collection additions necessary to maintain the current ratio of collection items to residential patrons as is offered at this point in time. The current level of service standard is 1.936 collection items per resident. Should the current collection not be expanded, the number of collection items per president would drop to about 0.813 collection items per resident at General Plan build-out. The 486,521 additional collection items represents the amount necessary to maintain the current standard.

Relationship to General Plan Development:

The library collection item development impact fees are necessary to accommodate new development and are intended to prevent the diminishment of the library collection availability to the existing community.

Allocation To General Plan Buildout: 100.00%

Reference Document:

Based upon the City's Aesthetic, Cultural, Open Space and Recreation Resources GP Element.

Project Timing:

The timing of the capital construction or acquisition herein, is not included in the scope of this engagement, thus all project costs default to the "Build-out" column. In general, General City and Ontario Ranch projects will be constructed as needed and as DIF receipts are collected.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$17,005,347	$17,005,347
TOTAL COST:	$0	$0	$0	$0	$17,005,347	$17,005,347

City of Ontario

Public Use

(community center) Facilities

DRAFT

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan - All Plan Areas

Public Use (Community Centers) Facilities

MFP 2021-2022 Update

		FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build	Project Build Out Total
PF -001	Public Use Community Center Space Expansion	$0	$0	$0	$0	$131520,217	$131520,217
	TOTALS	$0	$0	$0	$0	$131,520,217	$131,520,217

Notes:
1) If project timing is not a component of this effort, then all projects default to their "Thru Build Out" amount.

DRAFT

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Public Use (Community Centers) Facilities

Project Title / Ref#: Public Use Community Center Space Expansion **PF -001**

Submitting Departments: Community & Public Services Agency

Project Description:

Acquire land for and construct approximately 201,042 square feet community center for a broad range of public uses. The facilities would contain various rooms for classes, meetings, and sports activities. They may also have a "serving kitchen" and banquet facilities.

Justification / Consequences of Avoidance:

The City has a public use facilities community center standard of 0.800 square feet per resident based upon the existing 145,570 square feet of existing public use facilities divided by the 2021 State of California Department of Finance population estimate of 182,004. Failure to maintain that standard would force the City to continually reduce the level of services to its citizens. Should the City not construct any additional public use facilities, the standard of square foot space per resident would plummet to 0.336 square feet per resident. The Community & Services Agency would not be able to meet requests for space by instructors, groups and individual citizens.

Relationship to General Plan Development:

The Community Center land acquisition and development impact fees are necessary to accommodate new development and are intended to prevent the diminishment of public use facilities availability to the existing community.

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Allocation To General Plan Buildout: 100.00%

Reference Document:

Based upon the City's Aesthetic, Cultural, Open Space and Recreation Resources GP Element.

Project Timing:

The timing of the capital construction or acquisition herein, is not included in the scope of this engagement, thus all project costs default to the "Build-out" column. In general, General City and Ontario Ranch projects will be constructed as needed and as DIF receipts are collected. All costs are at nominal, or current dollar value.

PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$15,797,865	$15,797,865
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$10,403,249	$10,403,249
3. Construction	$0	$0	$0	$0	$95,744,639	$95,744,639
4. Contingency	$0	$0	$0	$0	$9,574,464	$9,574,464
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$131,520,217	$131,520,217

City of Ontario

Aquatics Facilities

DRAFT

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan - All Plan Areas

Aquatics Facilities

MFP 2021-2022 Update

		FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build	Project Build Out Total
AQ-001	Aquatics Centers - Pool Expansion	$0	$0	$0	$0	$8,190,044	$8,190,044
	TOTALS	$0	$0	$0	$0	$8,190,044	$8,190,044

Notes:
1) If project timing is not a component of this effort, then all projects default to their "Thru Build Out" amount.

DRAFT

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Aquatics Facilities

Project Title / Ref#: Aquatics Centers - Pool Expansion **AQ -001**

Submitting Departments: Community & Public Services Agency

Project Description:

One of the park amenities planned for inclusion within the Great Park is a public Aquatics Center. This amenity is to be located within the active sports area of the Great Park and serve the Ontario Ranch neighborhoods and the General City areas with a combo community center/aquatic center building programmed with full recreational activities. The aquatic center will serve as the local community plunge offering an Olympic sized pool to provide community aquatic opportunities for swim lessons, swim competition, recreational family swim and recreational exercise swimming. The current standards are 0.414 square feet of pool surface per resident and 0.026 square feet of support building per resident. The City would likely need to add non-impact fee to construct the size aquatics complex desired. The $8.2 million represents the amount that can be financed with impact fee receipts.

Justification / Consequences of Avoidance:

The construction of additional pool surface square feet based upon the collection of impact fee receipts would merely maintain the existing standard of square foot of surface per resident. The existing pools would prove inadequate to meet the aquatics needs of the City's future residents, in particular, the Ontario Ranch area where there are no aquatics facilities.

Relationship to General Plan Development:

The aquatics DIFs are necessary to accommodate new development and are intended to prevent the diminishment of the availability to the existing community of the City's existing pool complexes.

Allocation To General Plan Buildout: 100.00%

Reference Document:

Based upon the City's Aesthetic, Cultural, Open Space and Recreation Resources GP Element.

Project Timing:

The timing of the capital construction or acquisition herein, is not included in the scope of this engagement, thus all project costs default to the "Build-out" column. In general, Ontario Ranch projects will be constructed as needed and as DIF receipts are collected. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$971,151	$971,151
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$6,474,343	$6,474,343
4. Contingency	$0	$0	$0	$0	$744,550	$744,550
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$8,190,044	$8,190,044

City of Ontario

Park Land Acquisition

And Park Improvements

DRAFT

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan - All Plan Areas

Park Land Acquisition And Park Infrastructure Development

MFP 2021-2022 Update

		FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build	Project Build Out Total
PK -001	Park Land Acquisition And Park Facilities Development	$0	$0	$0	$0	$21,018,771	$21,018,771
PK -002	Park Maintenance Vehicles	$0	$0	$0	$0	$3,003,416	$3,003,416
PK -003	Share Of Common City Yard Improvements	$0	$0	$0	$0	$4,065,904	$4,065,904
	TOTALS	$0	$0	$0	$0	$28,088,091	$28,088,091

Notes:
1) If project timing is not a component of this effort, then all projects default to their "Thru Build Out" amount.

DRAFT

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Park Land Acquisition And Park Infrastructure Development

Project Title / Ref#: Park Land Acquisition And Park Facilities Development **PK -001**

Submitting Departments: Community & Public Services Agency

Project Description:

Acquire land for and develop approximately 753.9 acres of a combination of community/sports park acres designed to meet the community's youth/adult needs for both passive/programmed sports/activity uses. Improvements would include grading, irrigation, turf, sports infrastructure, playground climbing apparatus, drinking fountains, restrooms, group picnicking facilities, BBQs, benches, metered walking and bike paths and passive open green space. Contingency costs are included at 10% of the estimated construction cost. Administration, engineering and construction management are included at 15% of the combined construction/contingency cost. Neighborhood, or local, parks are added as a condition of approval consistent with the size of the proposed residential development.

Justification / Consequences of Avoidance:

The City currently enjoys a park standard of 2.59 acres per 1,000 residents based upon a 471.52 park acres and a 2021 California State Department of Finance population of 182,004. The Quimby Act allows the City to adopt a standard of 3.0 acres per 1,000 if the City is below that figure. In order for the City to maintain the 3.0 acres per 1,000 resident's standard, while potential adding the residents from some 80,149 additional residential dwellings, the City would need to add a combination of 754 acres of community and sports parks. There are no such specific plans for any particular combination of for the 754 acres of parks, beyond the conceptual Great Park plans, that could be financed from the DIF receipts.

Relationship to General Plan Development:

The park land acquisition and park facilities Development Impact Fees are necessary to accommodate new development and are intended to prevent the diminishment of park availability to the existing community.

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Allocation To General Plan Buildout: 100.00%

Reference Document:

Based upon the City's Aesthetic, Cultural, Open Space and Recreation Resources GP Element.

Project Timing:

The timing of the capital construction or acquisition herein, is not included in the scope of this engagement, thus all project costs default to the "Build-out" column. All costs are at nominal, or current dollar value.

PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$56,448,126	$56,448,126
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$588,249,806	$588,249,806
3. Construction	$0	$0	$0	$0	$342,109,854	$342,109,854
4. Contingency	$0	$0	$0	$0	$34,210,985	$34,210,985
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$1,021,018,771	$1,021,018,771

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Park Land Acquisition And Park Infrastructure Development

Project Title / Ref#: Park Maintenance Vehicles **PK -002**

Submitting Departments: Community & Public Services Agency

Project Description:

Acquire the park maintenance vehicles necessary and sufficient to maintain the approximately 754 additional acres of a combination of community and sports park acres designed to meet the community's youth and adult needs for both passive and programmed sports and activity use.

Justification / Consequences of Avoidance:

The City's existing park maintenance fleet would become overwhelmed by the addition of 754 acres of park.

Relationship to General Plan Development:

The park land acquisition and Development Impact Fees are necessary to accommodate new development and are intended to prevent the diminishment of park availability to the existing community.

Allocation To General Plan Buildout: 100.00%

Reference Document:

Based upon the City's Aesthetic, Cultural, Open Space and Recreation Resources GP Element.

Project Timing:

The timing of the capital construction or acquisition herein, is not included in the scope of this engagement, thus all project costs default to the "Build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$3,003,416	$3,003,416
TOTAL COST:	$0	$0	$0	$0	$3,003,416	$3,003,416

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: Park Land Acquisition And Park Infrastructure Development

Project Title / Ref#: Share Of Common City Yard Improvements **PK -003**

Submitting Departments: Community & Public Services Agency

Project Description:

Construct the following improvements: 1) Reconfigure some 60,000 square feet of a recently acquired warehouse and office space. 2) Pave approximately ten acres of currently dirt parking lot, primarily for the refuse operation refueling area. 3) Construct additional fleet maintenance operations bays. 4) Construct a new welding shop. 5) Increase security through additional fencing and lighting. 6) Construct additional CNG fueling stations and 7) reconfigure a recently acquired 24,000 square foot building into covered parking to maximize fleet lifetime. The combined improvements have a total projected cost of $44.4 million and are spread between all City operations that make use of the City yard.

Justification / Consequences of Avoidance:

This amount represents the proportional amount of a total estimated $44.5 million in structural improvements to the City maintenance yard necessary to meet the increasing demands for greater park system maintenance capacity. The City has acquired adequate land and has existing structural capacity for the various maintenance demands. This demand for additional structural capacity results from the doubling of all public infrastructure from the Ontario ranch area and remaining portions of the General City area.

Relationship to General Plan Development:

The project benefits future development within both the General City and Ontario Ranch areas.

Allocation To General Plan Buildout: 100.00%

Reference Document:

Based upon the City's Aesthetic, Cultural, Open Space and Recreation Resources GP Element.

Project Timing:

The timing of the capital construction or acquisition herein, is not included in the scope of this engagement, thus all project costs default to the "Build-out" column. All costs are at nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$530,335	$530,335
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$3,214,154	$3,214,154
4. Contingency	$0	$0	$0	$0	$321,415	$321,415
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$4,065,904	$4,065,904

City of Ontario

FiberOptics System

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CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan - All Plan Areas

FiberOptics System

MFP 2021-2022 Update

		FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build	Project Build Out Total
FO -001	HEAD END Facilities (Points Of Presence System)	$0	$0	$0	$0	$9,628,430	$9,628,430
FO -002	Core Network - Planning/Installation - Equipment/Facilities	$0	$0	$0	$0	$17,055,967	$17,055,967
FO -003	Project Completed Or No Longer Needed	$0	$0	$0	$0	$0	$0
FO -004	Distribution Network - Major Streets Conduit System	$0	$0	$0	$0	$14,874,465	$14,874,465
FO -005	System Distribution Network - Fiber System	$0	$0	$0	$0	$4,200,622	$4,200,622
FO -006	Cabling System - Residential/Non-Residential	$0	$0	$0	$0	$35,980,788	$35,980,788
FO -007	Fiber Equipment Within Residential Units	$0	$0	$0	$0	$35,893,754	$35,893,754
FO -008	Fiber Equipment Within Non-Residential Areas	$0	$0	$0	$0	$10,716,065	$10,716,065
FO -009	Share Of Specific/Common City Yard Improvments	$0	$0	$0	$0	$0	$0
	TOTALS	$0	$0	$0	$0	$128,350,091	$128,350,091

Notes:
1) If project timing is not a component of this effort, then all projects default to their "Thru Build Out" amount.

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CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: FiberOptics System

Project Title / Ref#: HEAD END Facilities (Points Of Presence System) **FO -001**

Submitting Departments: Information Technology

Project Description:

This project consists of the construction and installation of Point-of-Presence (POP) facilities and equipment that are categorized as Head End Facilities. The HEAD END facilities are a critical part of the Fiber Communications system. The Head End facilities will be located in several strategic locations, including City Hall, City Arena, and two separate locations within the Ontario Ranch area. These Head end facilities will provide the primary services hub for the delivery of services to the end-user. The Head End Facilities will provide a reliable FTTH System, through diversity and by leveraging a ring design, with redundant connections throughout System and multiple content feeds. This Project includes the installation of equipment in existing City facilities, including specialized power systems, fire suppression systems, back-up power systems and fiber optic distribution equipment. This Project also includes site development costs and pre-fabricated structure

Justification / Consequences of Avoidance:

The Project is a requirement for the provision of a Fiber Optics Communication system to serve the Ontario Ranch area. Multiple locations are required to provide redundancy and avoid service outages. 2021-22 Update: Project costs were recalculated based upon greater costing experience over previous estimates. An increase to the Ontario Ranch land use database also increased the project costs.

Relationship to General Plan Development:

The Project will primarily provide services to the new development in the Ontario Ranch area. A portion of the Project located within existing City facilities may also provide the potential to provide Fiber optic communications services to a limited area of the General City at some point in the future. All potential project costs related to future services to the General City have been removed from the estimated Project costs. The estimated Project costs are fully related to new development in the Ontario Ranch area.

Allocation To General Plan Buildout: 100.00%

Reference Document:

None, staff projections.

Project Timing:

A Major portion of the project will need to be constructed and completed to enable the initiation of services to the Ontario Ranch area. The remainder of the Project may be constructed as the system expands and DIF receipts are collected. All costs are nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$1,255,882	$1,255,882
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$7,611,407	$7,611,407
4. Contingency	$0	$0	$0	$0	$761,141	$761,141
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$9,628,430	$9,628,430

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: FiberOptics System

Project Title / Ref#: Core Network - Planning/Installation - Equipment/Facilities **FO -002**

Submitting Departments: Information Technology

Project Description:

This Project includes the planning services and pre-development services required for the design of an effective FTTH, including pre-design work with legal and specialized consulting services, preliminary review of available FTTH system alternatives. This Project also includes development of system standards and coordinating standards for conduit design within residential developments. In addition to the planning and pre-development services, this Project includes the acquisition and installation of the Core Network system. This includes the acquisition and installation of fiber optic cabling and fiber optic distribution systems between the Points-of-Presence locations in the existing City facilities and Ontario Ranch locations. The resulting Core Network system will distribute fiber optic services in a manner that will provide redundancy and service reliability.

Justification / Consequences of Avoidance:

The Project is needed to provide Fiber Optic system services to the Ontario Ranch area. 2021-22 Update: Project costs were recalculated based upon greater costing experience over previous estimates. An increase to the Ontario Ranch land use database also increased the project costs.

Relationship to General Plan Development:

The Project will primarily provide services to the new development in the Ontario Ranch area. A portion of the Project located within existing City facilities may also provide the potential to provide Fiber optic communications services to a limited area of the General City at some point in the future. All potential project costs related to future services to the General City have been removed from the estimated Project costs. The estimated Project costs are fully related to new development in the Ontario Ranch area.

Allocation To General Plan Buildout: 100.00%

Reference Document:

None, staff projections.

Project Timing:

A major portion of the project will need to be constructed and completed to enable the initiation of fiber optic services to the Ontario Ranch area. The remainder of the Project may be constructed as the system expands and DIF receipts are collected. All costs are nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$2,224,691	$2,224,691
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$13,482,978	$13,482,978
4. Contingency	$0	$0	$0	$0	$1,348,298	$1,348,298
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$17,055,967	$17,055,967

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: FiberOptics System

Project Title / Ref#: Project Completed Or No Longer Needed **FO -003**

Submitting Departments: Information Technology

Project Description:
The Implementation project has been completed.

Justification / Consequences of Avoidance:

Relationship to General Plan Development:

Allocation To General Plan Buildout: 0.00%

Reference Document:
None, staff projections.

Project Timing:

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$0	$0

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: FiberOptics System

Project Title / Ref#: Distribution Network - Major Streets Conduit System **FO -004**

Submitting Departments: Information Technology

Project Description:

This Project consists of the construction of the Fiber Optic Distribution Network in the major streets in the Ontario Ranch area and to connect the Fiber Optic system in the Ontario Ranch area to the locations in the existing City facilities. The Project will include the construction of approximately 359,400 linear feet of conduit to be constructed within the rights-of-way of the major streets in the Ontario Ranch area. Construction of this conduit will allow for the additional installation of fiber cabling to provide the Primary Ring, Secondary Ring, and Lateral portions of the Ontario Ranch Fiber Optics system. This conduit will also allow for the installation of the fiber cabling to provide the connections between the various Points-of-Presence facilities in the existing City facilities and the Ontario Ranch facility locations.

Justification / Consequences of Avoidance:

The Project is a requirement for the provision of a Fiber Optics Communication system to serve the Ontario Ranch area. The installation of conduit is required in all major streets to provide minimum system capabilities, including traffic signal timing coordination and other City utility functions in the Ontario Ranch area. 2021-22 Update: Project costs were recalculated based upon greater costing experience over previous estimates. An increase to the Ontario Ranch land use database also increased the project costs.

Relationship to General Plan Development:

The Project will provide services to the new development in the Ontario Ranch area only. The estimated Project costs are fully related to new development in the Ontario Ranch area.

Allocation To General Plan Buildout: 100.00%

Reference Document:

None, staff projections.

Project Timing:

An initial portion of the project will be constructed to enable the initiation of services to the Ontario Ranch area. The remainder of the Project is anticipated to be constructed at the time the major streets are constructed and the system expands. All costs are nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$1,940,148	$1,940,148
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$11,758,470	$11,758,470
4. Contingency	$0	$0	$0	$0	$1,175,847	$1,175,847
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$14,874,465	$14,874,465

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: FiberOptics System

Project Title / Ref#: System Distribution Network - Fiber System **FO -005**

Submitting Departments: Information Technology

Project Description:

This Project consists of the design and construction of the fiber cabling and related distribution cabinets and equipment for the Fiber Optic Distribution Network in the major streets in the Ontario Ranch area and to connect the Fiber Optic system in the Ontario Ranch area to the locations in the existing City facilities. The Project will include the design and construction of the fiber cabling to be installed the conduit within the rights-of-way of the major streets in the Ontario Ranch area. Design and construction of this fiber cabling system will provide the Primary Ring, Secondary Ring, and Lateral portions of the Ontario Ranch Fiber Optics system. This construction of this fiber cabling will also provide the connections between the various Points-of-Presence facilities in the existing City facilities and the Ontario Ranch facility locations.

Justification / Consequences of Avoidance:

The Project is a requirement for the provision of a Fiber Optics Communication system to serve the Ontario Ranch area. The installation of fiber cabling, cabinets and equipment is required in all major streets to provide a Fiber Optics system in the Ontario Ranch area. 2021-22 Update: Project costs were recalculated based upon greater costing experience over previous estimates. An increase to the Ontario Ranch land use database also increased the project costs.

Relationship to General Plan Development:

The Project will provide services to the new development in the Ontario Ranch area only. The estimated Project costs are fully related to new development in the Ontario Ranch area.

Allocation To General Plan Buildout: 100.00%

Reference Document:

None, staff projections.

Project Timing:

An initial portion of the project will be constructed to enable the initiation of services to the Ontario Ranch area. The remainder of the Project is anticipated to be constructed at the time the major streets are constructed and the system expands. All costs are nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$547,907	$547,907
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$3,320,650	$3,320,650
4. Contingency	$0	$0	$0	$0	$332,065	$332,065
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$4,200,622	$4,200,622

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: FiberOptics System

Project Title / Ref#: Cabling System - Residential/Non-Residential **FO -006**

Submitting Departments: Information Technology

Project Description:

This Project consists of the design and construction of the fiber cabling and related distribution cabinets and equipment for the Fiber Optic System within neighborhood (in-tract) streets in the Ontario Ranch area. This in-tract fiber cabling will connect the Fiber Optic system to the facilities located within the major streets within the Ontario Ranch area. The Project will include the design and construction of the fiber cabling to be installed in the conduit installed by the individual developers within the rights-of-way of the neighborhood streets in the Ontario Ranch area. This Project will provide a Fiber Optics system in both residential neighborhoods and non-residential areas in the Ontario Ranch area.

Justification / Consequences of Avoidance:

The Project is a requirement for the provision of a Fiber Optics Communication system to serve the Ontario Ranch area. The installation of fiber cabling, cabinets and equipment is required in the in-tract streets to provide a Fiber Optics system in the Ontario Ranch area. 2021-22 Update: Project costs were recalculated based upon greater costing experience over previous estimates. An increase to the Ontario Ranch land use database also increased the project costs.

Relationship to General Plan Development:

The Project will provide services to the new development in the Ontario Ranch area only. The estimated Project costs are fully related to new development in the Ontario Ranch area.

Allocation To General Plan Buildout: 100.00%

Reference Document:

None, staff projections.

Project Timing:

The project is anticipated to be constructed within individual development projects at time that local in-tract streets are constructed. It is anticipated that the individual developers will continue to be required to install conduit and related underground system needs and this Project will provide the related construction of the in-tract fiber systems. All costs are nominal, or current dollar value.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$3,957,887	$3,957,887
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$14,392,315	$14,392,315
4. Contingency	$0	$0	$0	$0	$1,799,039	$1,799,039
5. Equipment / Other	$0	$0	$0	$0	$15,831,547	$15,831,547
TOTAL COST:	$0	$0	$0	$0	$35,980,788	$35,980,788

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: FiberOptics System

Project Title / Ref#: Fiber Equipment Within Residential Units **FO -007**

Submitting Departments: Information Technology

Project Description:

This Project will include the acquisition and installation of Fiber Optic System equipment for each residential unit in the Ontario Ranch area. This includes attached, detached residential units and commercial lodging units. The Network Interface Device (NID) equipment will be acquired and installed in approximately 45,900 residential units within the Ontario Ranch area. This Project will provide for the installation of a NID at each residential unit within the Ontario Ranch area. The Project will also provide for all required design for the placement of the NID equipment within various types of single and multi-family residential units.

Justification / Consequences of Avoidance:

The Project is a requirement for the provision of a Fiber Optics Communication system to serve residential units within the Ontario Ranch area. The installation of fiber equipment in each residential unit is required to provide a Fiber Optics system in the Ontario Ranch area. 2021-22 Update: Project costs were recalculated based upon greater costing experience over previous estimates. An increase to the Ontario Ranch land use database also increased the project costs.

Relationship to General Plan Development:

The Project is a requirement for the provision of a Fiber Optics Communication system to serve residential units within the Ontario Ranch Area. The installation of fiber cabling and equipment is required for each residential unit in the Ontario Ranch area.

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Allocation To General Plan Buildout: 100.00%

Reference Document:

None, staff projections.

Project Timing:

The project is anticipated to be constructed within individual development projects at time that non-residential buildings are constructed. All costs are nominal, or current dollar value.

PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$3,948,313	$3,948,313
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$13,639,626	$13,639,626
4. Contingency	$0	$0	$0	$0	$1,794,688	$1,794,688
5. Equipment / Other	$0	$0	$0	$0	$16,511,127	$16,511,127
TOTAL COST:	$0	$0	$0	$0	$35,893,754	$35,893,754

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: FiberOptics System

Project Title / Ref#: Fiber Equipment Within Non-Residential Areas **FO -008**

Submitting Departments: Information Technology

Project Description:

This Project will include the acquisition and installation of Fiber Optic System equipment for each non-residential building in the Ontario Ranch area. The Project will provide the design and installation of network interface equipment in all non-residential units within the Ontario Ranch area. The Project includes the estimated acquisition and installation costs for the projected number of non-residential buildings in the Ontario Ranch area and the General Plan designated land-uses for those non-residential buildings.

Justification / Consequences of Avoidance:

The Project is a requirement for the provision of a Fiber Optics Communication system to serve non-residential buildings within the Ontario Ranch Aaea. The installation of fiber equipment in each non-residential building is required to provide a Fiber Optics system in the Ontario Ranch area. 2021-22 Update: Project costs were recalculated based upon greater costing experience over previous estimates. An increase to the Ontario Ranch land use database also increased the project costs.

Relationship to General Plan Development:

The Project is a requirement for the provision of a Fiber Optics Communication system to serve non-residential buildings within the Ontario Ranch area. The installation of fiber cabling and equipment is required for each non-residential building in the Ontario Ranch area.

Allocation To General Plan Buildout: 100.00%

Reference Document:

None, staff projections.

Project Timing:

The project is anticipated to be constructed within an individual development project time frame.

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$1,270,680	$1,270,680
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$8,471,197	$8,471,197
4. Contingency	$0	$0	$0	$0	$974,188	$974,188
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$10,716,065	$10,716,065

CITY OF ONTARIO, CALIFORNIA

Master Facilities Plan Project Detail

MFP 2021-2022 Update

Infrastructure: FiberOptics System

Project Title / Ref#: Share Of Specific/Common City Yard Improvments **FO -009**

Submitting Departments: Information Technology

Project Description:

This project, in the future will include improvements to the City Yard for needed fiber-optic facilities. The project was put into abeyance until a full City Yard Master Plan can be completed.

Justification / Consequences of Avoidance:

Relationship to General Plan Development:

Allocation To General Plan Buildout: 0.00%

Reference Document:

Based upon an analysis of demands on City yard capacity and expansion needs.

Project Timing:

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PROPOSED EXPENDITURES	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	G.P. Build-Out	Total all Years
1. Design / Engineering / Administratic	$0	$0	$0	$0	$0	$0
2. Land Acquistion / Right Of Way	$0	$0	$0	$0	$0	$0
3. Construction	$0	$0	$0	$0	$0	$0
4. Contingency	$0	$0	$0	$0	$0	$0
5. Equipment / Other	$0	$0	$0	$0	$0	$0
TOTAL COST:	$0	$0	$0	$0	$0	$0

End of

Master Facilities Plan

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CITY OF ONTARIO *Agenda Report* **May 16, 2023**	**SECTION:** **PUBLIC HEARINGS**
Department: Planning Prepared By: Diane Ayala Staff Member Presenting: Scott Murphy, Executive Director Community Development Approved By:	Submitted To: Council/OHA Approved: _____ Continued To: _____ Denied: _____ Item No: 12

SUBJECT: **A PUBLIC HEARING TO CONSIDER FILE NO. PUD22-005, A PLANNED UNIT DEVELOPMENT FOR A 2.38-ACRE PARCEL OF LAND LOCATED AT THE NORTHEAST CORNER OF EUCLID AVENUE AND D STREET, BORDERED BY E STREET ON THE NORTH AND LEMON AVENUE ON THE EAST**

RECOMMENDATION: That the City Council introduce and waive further reading of an Ordinance approving File No. PUD22-005, the D Block Planned Unit Development, establishing development standards and design guidelines to facilitate a commercial and residential mixed-use development located at the northeast corner of Euclid Avenue and D Street.

THE FOLLOWING COUNCIL GOALS ARE BEING ACHIEVED:
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

FISCAL IMPACT: There is not a direct fiscal impact associated with this action. The proposed D Block Planned Unit Development (PUD) establishes development standards and guidelines to facilitate the development of commercial and residential mixture of use. Implementation of the PUD would result in an increase in property taxes from future development and the one-time payment to the City for plan check fees and development impact fees.

BACKGROUND & ANALYSIS: On June 8, 2022, the Ontario Place D Block, LLC., filed a Planned Unit Development ("PUD") application, File No. PUD22-005, in conjunction with a Tentative Tract Map (TTM 20556), File No. PMTT22-019, a Development Plan, File No. PDEV22-031, and a Certificate of Appropriateness, File No. PHP22-010, to facilitate construction of a commercial and residential mixed-use development.

The Project site is comprised of 2.38 acres of land located within the historic downtown, at the northeast corner of Euclid Avenue and D Street, bordered by E Street on the north and Lemon Avenue on the east, within the LUA-1 (Euclid Avenue Entertainment) of the MU-1 (Downtown Mixed-Use) and Euclid Avenue Overlay zoning districts. The Project site is developed with a vacant commercial retail center, paved surface parking lot, and 3 automatic teller machines that have been

recently removed. The commercial retail center was constructed during the 1960s and then remodeled during the early 2000s.

On the same block, at the northwest corner, is a 0.12-acre lot that is improved with a fueling station. The block south of the Project site is developed with a 5-level public parking structure and vacant land slated for construction of a mixed-use development consisting of 144 residential apartment units and approximately 4,050 square feet of ground floor retail. Other surrounding land uses include commercial to the west, across Euclid Avenue, and a mixture of retail and office to the east and north.

The Policy Plan specifies that the Downtown Mixed-Use Area is to be implemented through the approval of an Area Plan or Planned Unit Development prior to the development of properties. In compliance with this requirement, the Applicant has submitted the D Block Planned Unit Development (included as Attachment "A" to the Ordinance), which is consistent with this vision, goals, and policies of the Policy Plan. A Planned Unit Development is comparable to a Specific Plan in that it establishes development regulations that are unique to a specific area. However, it is unlike a Specific Plan in that a Planned Unit Development is typically intended to apply to a single development project or several interrelated development projects that function together as a single, comprehensive project.

Key components of the D Block Planned Unit Development include the following:

- Land Use and Development Regulations — The MU-1 (Downtown Mixed Use) zoning district allows for commercial and residential mixed-use development at a density of 25.1 to 75 dwelling units per acre and a building intensity of 2.0 Floor Area Ratio. Consistent with the MU-1 zoning district and TOP Downtown District Place Type, the D Block PUD allows for development of 60 to 178 dwelling units, with a maximum building height of 55 feet (4 stories) and up to 65 feet for architectural projections and elevators.
- Landscaping — The landscaping concept is centered around the use of sustainable and low water use plant materials. As an example, varying species of evergreen and deciduous trees with interest in form and foliage color may be integrated in the landscape design. Pattern and planting should accentuate the common open space areas and create a visible connection to pedestrian pathways and sidewalks. The PUD also requires the landscaping be drought tolerant and irrigation meet the current Water Use Classifications of Landscape Species requirements. Due to building placement, the use of container landscapes is encouraged and may be used along street frontages.
- Parking and Circulation — In order to achieve the preferred density and building intensities, the PUD allows for a combination of on-site and on-street parking to provide an adequate parking supply to meet the anticipated parking demand for the Project. All resident parking will be provided on site, while guest parking and retail visitor spaces will be provided on-street. The Project site is located within a mixed-use area where on-street parking is available along the Project frontage and on surrounding blocks.
- Access to Mass Transit — An existing bus stop is located on the northeast corner of Euclid Avenue and D Street for Omnitrans Route 83. Additionally, located near Euclid Avenue on Holt

Boulevard is Omnitrans Route 61 which has been identified as the future West Valley Connector Bus Rapid Transit (BRT).

- Architectural Character — The PUD includes architectural design guidelines, specific to the downtown location and mixed-use building type, and establishes the following design principles:
    - Create an architectural character that reflects the various styles within the historic downtown by using similar proportions, building details and building material;
    - New buildings should appear to fit in contextually with existing historic buildings by using similar proportions, articulation, building details and building material;
    - The overall character should feel like a modern interpretation of a traditional American small town; and
    - Create compatibility between the mixed-use architecture and the residential architecture within the downtown area; the introduction of unifying elements such as similar materials and colors should be considered; however, "sameness" is discouraged.

On April 25, 2023, the Planning Commission conducted a public hearing to consider the Project and concluded the hearing on that date. After considering all public testimony on the application, the Planning Commission voted unanimously (6-0) to approve a Resolution recommending that the City Council approve the D Block Planned Unit Development. At the same meeting, Planning Commission approved the related Tentative Tract Map, Development Plan, and Certificate of Appropriateness contingent upon City Council approval of the PUD.

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.

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 City Council 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 City Council, 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.

ENVIRONMENTAL REVIEW: The Project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15332 (Class 32, In-fill Development Projects) of the CEQA Guidelines, and meets all of the following conditions:

- The proposed Project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations. The proposed Project is located within the Downtown Mixed Use land use designation of the Policy Plan (general plan) Land Use Map, and the MU-1/LUA-1 (Downtown Mixed Use/Euclid Avenue Entertainment) zoning district. The proposed Project is consistent with all applicable Policy Plan policies, as well as with the requirements of the MU-1/LUA-1 (Downtown Mixed Use/Euclid Avenue Entertainment) zoning district and the related proposed D Block Planned Unit Development, which, at the Project location, intends to accommodate housing units at a density of 25 to 75 du/ac.
- The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses. The Project is proposed within the established boundaries of the City of Ontario, on a project site totaling 2.38-acres of land, which is surrounded by established development on all sides and consists of a mix of multiple-family, civic, retail, and commercial land uses.
- The Project site has no value as habitat for endangered, rare, or threatened species. The site is located in an urbanized area that has been fully developed with a commercial building and a large, paved surface for vehicular parking, and as such is not suitable habitat for any endangered, rare, or threatened species. Additionally, the site has not been identified on federal or state designation map.
- Approval of the Project would not result in any significant effects relating to traffic, noise, air quality, or water quality. The proposed mixed-use commercial and residential development is similar to, and of no greater impact than other allowed uses and development projects within the MU-1/LUA-1 (Downtown Mixed Use/Euclid Avenue Entertainment) zoning district. The Project would not result in any significant impacts through implementation of required state, regional, and local development and performance standards, and as demonstrated in the Air Quality and GHG, Noise, Traffic, and Parking Studies, and the Preliminary Water Quality Management Plan ("PWQMP") prepared for the Project.
- The site is adequately served by all required utilities and public services. All necessary wet and dry utilities are within the public street and are readily available for connection; and
- The application of the categorical exemption is not barred by one of the exceptions set forth in CEQA Guidelines Section 15300.2.

CITY OF ONTARIO PLANNING DEPARTMENT

PLANNING COMMISSION AGENDA REPORT

April 25, 2023

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

FILE NOS: PUD22-005, PMTT22-019, PDEV22-031 and PHP22-010

SUBJECT: A public hearing to consider: [1] a Planned Unit Development (File No. PUD22-005) to establish development and performance standards and design guidelines for the project site; [2] Tentative Tract Map No. 20556 (File No. PMTT22-019), consolidating 4 lots into one lot; [3] a Development Plan (File No. PDEV22-031) to construct a mixed-use development consisting of 109 residential apartment units and approximately 4,050 square feet of ground floor retail; and [4] a Certificate of Appropriateness (File No. PHP22-010) to determine appropriateness of the infill development adjacent to a designated historic landmark on 2.38 acres of land within the LUA-1 (Euclid Avenue Entertainment) of the MU-1 (Downtown Mixed Use) zoning district located at the northeast corner of Euclid Avenue and D Street, bordered by E Street on the north and Lemon Avenue on the east; (APNs: 1048-363-05, 1048-363-04, 1048-363-03 and 1048-363-02) **submitted by Ontario Place D Block LLC. City Council action is required for File No. PUD22-005.**

PROPERTY OWNER: City of Ontario

RECOMMENDED ACTION: That the Planning/Historic Preservation Commission consider and approve File Nos. PUD22-005, PMTT22-019, PDEV22-031 and PHP22-010, 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."

PROJECT SETTING: The Project site is comprised of 2.38 acres of land located within the historic downtown, at the northeast corner of Euclid Avenue and D Street, bordered by E Street on the north and Lemon Avenue on the east, within the LUA-1 (Euclid Avenue Entertainment) of the MU-1 (Downtown Mixed-Use) and Euclid Avenue Overlay zoning districts (see Figure 1: Project Location). The Project site is developed with a vacant



Figure 1: Project Location

Case Planner:	Diane Ayala
Planning Director Approval:	
Submittal Date:	June 8, 2022

Hearing Body	*Date*	*Decision*	*Action*
DAB	April 3, 2023	Approval	Recommend
PC	April 25, 2023	Approved	Final
CC	May 16, 2023		Final / PUD

commercial retail center, paved surface parking lot, and 3 automatic teller machines that have been recently removed. The commercial retail center was constructed during the 1960s and then remodeled during the early 2000s.

On the same block, at the northwest corner, is a 0.12-acre lot that is improved with a fueling station. The block south of the Project site is developed with a 5-level public parking structure and vacant land slated for construction of a mixed-use development consisting of 144 residential apartment units and approximately 4,050 square feet of ground floor retail. Other surrounding land uses include commercial to the west, across Euclid Avenue, and a mixture of retail and office to the east and north. The existing surrounding land uses, zoning, and Policy Plan (general plan) land use designations are summarized in the "Surrounding Zoning & Land Uses" table located in the Technical Appendix of this report.

PROJECT ANALYSIS:

(1) Background — On July 5, 2022, the City Council approved a Disposition and Development Agreement ("DDA") with the Applicant for a mutual benefit that would further The Ontario Plan (TOP) Policy Plan (general plan) goals of an intensive mixture of retail, office, and residential uses in a pedestrian friendly atmosphere, while ensuring that the historic character of the Downtown is preserved. As stipulated in the DDA, the City is responsible for preparing the site through relocation of existing businesses and building demolition to deliver a "shovel ready" Project site to the Applicant.

The Applicant filed a request for approval of the D Block Planned Unit Development ("PUD"), File No. PUD22-005, and a Tentative Tract Map (TTM 20556), File No. PMTT22-019, concurrently with a Development Plan, File No. PDEV22-031, and a Certificate of Appropriateness, File No. PHP22-010. Final approval of the Tentative Tract Map and Development Plan is contingent upon the City Council adoption of the PUD for the Project site and Certificate of Appropriateness approval by the Historic Preservation Commission.

On April 3, 2023, the Development Advisory Board considered the subject Tentative Tract Map and Development Plan and recommended approval to the Planning Commission with conditions of approval. On April 12, 2023, the Historic Preservation Subcommittee considered the subject Certificate of Appropriateness and recommended approval to the Planning/Historic Preservation Commission.

(2) Planned Unit Development (File No. PUD22-005) — The LUA-1 (Euclid Avenue Entertainment) of the MU-1 (Downtown Mixed-Use) zoning district, requires the preparation and approval of a PUD to establish the development standards and design guidelines for the site. The proposed D Block PUD, appended to the attached resolution as "Attachment A," identifies the following components:

(a) Land Use and Development Regulations — The MU-1 (Downtown Mixed Use) zoning district allows for commercial and residential mixed-use development at a density of 25.1 to 75 dwelling units per acre and a building intensity of 2.0 Floor Area Ratio. Consistent with the MU-1 zoning district and TOP Downtown District Place Type, the D Block PUD allows for development of 60 to 178 dwelling units, with a maximum building height of 55 feet (4 stories) and up to 65 feet for architectural projections and elevators.

(b) Landscaping — The landscaping concept is centered around the use of sustainable and low water use plant materials. As an example, varying species of evergreen and deciduous trees with interest in form and foliage color may be integrated in the landscape design. Pattern and planting should accentuate the common open space areas and create a visible connection to pedestrian pathways and sidewalks. The PUD also requires the landscaping and irrigation be drought tolerant and meet the current Water Use Classifications of Landscape Species requirements. Due to building placement, the use of container landscapes is encouraged and may be used along street frontages.

(c) Parking and Circulation — In order to achieve the preferred density and building intensities, the PUD allows for a combination of on-site and on-street parking to provide an adequate parking supply to meet the anticipated parking demand for the Project. All resident parking will be provided on site, while guest parking and retail visitor spaces will be provided on-street. The Project site is located within a mixed-use area where on-street parking is available along the project frontage and on surrounding blocks.

(d) Access to Mass Transit — An existing bus stop is located on the northeast corner of Euclid Avenue and D Street for Omnitrans Route 83. Additionally, located near Euclid Avenue on Holt Boulevard is Omnitrans Route 61 which has been identified as the future West Valley Connector Bus Rapid Transit (BRT).

(e) Architectural Character — The PUD includes architectural design guidelines, specific to the downtown location and mixed-use building type, and establishes the following design principles:

(i) Create an architectural character that reflects the various styles within the historic downtown by using similar proportions, building details and building material.

(ii) New buildings should appear to fit in contextually with existing historic buildings by using similar proportions, articulation, building details and building material.

(iii) The overall character should feel like a modern interpretation of a traditional American small town.

(iv) Create compatibility between the mixed-use architecture and the residential architecture within the downtown area; the introduction of unifying elements such as similar materials and colors should be considered; however, "sameness" is discouraged.

(3) Tentative Tract Map (File No. PMTT22-019) — Tentative Tract Map No. 20556, which is depicted in Exhibit B: Tentative Tract Map, proposes to consolidate 4 parcels of land into a single lot and vacate the north-south and east-west running alleys located within the Project site, creating a single 2.38-acre parcel for development. This will facilitate the construction of 4,050 square feet of commercial space and 109 residential apartment units in a mixed-use development.

(4) Development Plan (File No. PDEV22-031)

(a) Site Design/Building Layout — The Project proposes the construction of one mixed-use building consisting of 109 residential apartment units, at a density of 45.8 dwelling units per acre, and approximately 4,050 square feet of ground floor commercial uses, as depicted in Exhibit C: Site Plan, attached. The proposed L-shaped building will have 4-stories, with an overall average height of 51 feet, and constructed with an approximate 3-foot setback from Euclid Avenue, an average of 6-foot setback from D Street, an approximate 2-foot setback from Lemon Avenue, and a 10 to 20-foot setback from the adjacent primary recreation area and surface parking lot located at the northeastern portion of the site. The residential perimeter is enclosed by a decorative 6-foot tubular steel fence.

The stacked-flat residential unit configuration will provide studio, one and 2-bedroom apartments, as depicted in Exhibit D: Floor Plans. Oriented towards Euclid Avenue, the ground floor commercial units are divided by a mid-block pedestrian pass-thru that leads to a gated corridor accessing the residential units, amenity area, and parking lot. Residential units, as described in the table below, will be accessible from interior hallways, 2 on-site elevators, and 2 interior stairwells. Each unit will have a private deck or patio, ranging in size from 60 to 90 square feet, that will be enclosed by a decorative pony wall. A 1,100-square-foot roof deck patio and an adjacent 500-square-foot clubhouse is located on the fourth floor. Four commercial units, ranging in size from approximately 600 to 1,850 square feet, will have Euclid Avenue frontage. The remaining commercial units on the block, also designed as a traditional storefront, will house the administrative operations and provide space for indoor amenities, storage, and mailboxes for residential tenants.

Residential Floor Plans

Plan No.	*Area (in SF)*	*No. Bedrooms*	*No. Baths*	*No. of Units*
S1	374	studio	1 bath	7
A1	670	1 bedroom	1 bath	2

A1.1	670	1 bedroom	1 bath	47
B1	1,019	2 bedrooms	2 baths	4
B1.1	1,019	2 bedrooms	2 baths	46
B2	980	2 bedrooms	2 baths	3
TOTAL RESIDENTIAL UNITS				**109**

(b) Site Access/Circulation — The Project will have pedestrian access at multiple locations throughout the site. All commercial units will have direct access from Euclid Avenue. Residents will have secured and gated access to their units and amenity areas from Euclid Avenue, D Street, E Street, Lemon Avenue, and the surface parking lot.

Vehicular access to the site will be limited to residents. The fully enclosed and gated parking lot is accessible from E Street via 3, 2-way driveways that lead to 24-foot-wide drive aisles that circulate through the parking lot.

(c) Parking — The Project requires 200 vehicle parking spaces as specified in the proposed D Block PUD and are shown in the table below. In order to achieve the preferred Project density, residential parking will be provided on-site, with guest and retail visitor parking available on surrounding public streets, parking lots, and the C Block parking structure.

Parking Summary

Type of Use	***Building Area (in SF) or No. Units***	***Parking Ratio***	***Spaces Required***	***Spaces Provided***
Residential Units	162 bedrooms	1 space per bedroom	162	162 (off-street)
Residential Guest	109 units	0.20 space per unit	22	22 (street and public parking lots)
Retail Units	4,050 SF	0.25 per GFA	16	16 (street and public parking lots)
TOTAL			**200**	**200 (off-street, on-street, and public parking lots)**

The Project is designed to provide a total of 162 residential parking spaces on-site (including 23 tandem spaces), and 38 retail and visitor parking spaces will be accommodated on-street. To determine the availability of on-street and public parking spaces surrounding the Project site, a parking study was conducted in November 2022 by RK Engineering Group, Inc. and is included as Attachment B-3 (Parking Study). The parking study examined the availability of curb adjacent street parking along the Project frontage on E Street, D Street, Lemon Avenue, and the north and south bound lanes of Euclid Avenue. The parking study concluded that the minimum parking availability during the peak demand for parking was 48 spaces. In other words, if the Project was at a 100

percent tenant occupancy during peak demand, there would be 10 additional street parking spaces available for public use. Thus, the number of off-street parking spaces available meets the minimum parking requirement for the Project as supported by the parking study.

(d) Architecture — The building will be designed in a contemporary Art Deco architectural style, as depicted in Exhibit E: Exterior Elevations and Exhibit F: Project Renderings, attached. Ground floor commercial units are designed as a traditional storefront with a bulkhead (base), display windows, transom windows above display windows and entry door, and a mid-panel floor to distinguish from the upper residential floors. A combination of brick veneer, in a variety of colors and textures, smooth stucco, and fiber cement siding will emphasize each building modulation that will be carried through to the upper residential floors. The residential units will feature balconies with solid pony walls that consist of clear glass, stucco finish and an Art Deco motif. Vertical panels with windows that are inset from the exterior wall face and metal awnings are strategically placed over fourth-story windows to provide visual relief. The building has a parapet roof with decorative cornice.

The Project illustrates the type of high-quality mixed-use development and architecture promoted by the proposed D Block PUD, Downtown Design Guidelines, and the Secretary of Interior Standards for the Treatment of Historic Properties. This is exemplified through the use of:

- Articulation in building dipartite and tripartite divisions, creating breaks in horizontal massing every 30 to 65 feet through change of material and architectural features, and creating breaks in the vertical massing through use of a mid-floor panel distinguishing the commercial floor from the upper residential floors; and

- Articulation in storefront modulation through color and material changes, bulkhead/base, display windows, transom windows, glass entry doors with kickplates, and mid-floor panels; and

- Articulation in the building parapet and roof lines, which serves to accentuate the building's entries and openings, and breaks up large expanses of building wall; and

- Articulation of building corners, through use of traditional Art Deco fluted columns and a stepped parapet roof; and

- Recessed and symmetrically arranged upper floor windows; and

- A mix of exterior materials, finishes, fixtures, and color blocking.

(e) Common Open Space, Amenities and Landscaping — Approximately 20,647 square feet of common open space and recreation amenities are provided throughout the site, which includes a pool deck and in-ground spa with seating, 2 outdoor lounge

areas, open play area, indoor fitness room and work space on the ground floor and a roof deck and adjacent clubhouse with pool tables, tables, chairs, and sofas located on the fourth-level. Additional on-site amenities for residential tenants include long term bicycle parking and storage area. Common open space and amenities meet the minimum requirement of 20,500 square feet, at a ratio of 188 square feet per dwelling unit.

Landscaping is provided for the full length of the Project street frontages, recreation area, pedestrian walkways, and in the parking lot, for a total of 12,774 square feet (12.3 percent landscape coverage), which meets the minimum 12 percent landscape coverage requirement for the Project. A variety of accent and shade trees in 24-inch, 36-inch, and 48-inch box and 15-gallon sizes have been provided, as well as, 1, 5, and 15- gallon size shrubs, groundcover, and vines. Decorative paving and lighting will be provided at entries, pedestrian walkways, and other key locations throughout the Project, as depicted in Exhibit G: Landscape Conceptual Plan, attached.

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

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

The Project proposes to improve the existing right-of-way with 4-foot wide sidewalks with historic concrete scoring, King standard light post, and street trees, including Australian Willow, Chinquapin and Holly Oaks, and London Plane, planted in 4-foot wide tree grates designed to match the Civic Center/Town Square area.

(5) Certificate of Appropriateness (File No. PHP22-010) — Section 6.01.035 (Overlay Zoning Districts) of the Ontario Development Code, requires Certificate of Appropriateness approval for Development Plan approval located within the Euclid Avenue Overlay zoning district. The Euclid Avenue Overlay zoning district is intended to recognize, protect, and enhance the visual character and quality of Euclid Avenue as a historic resource (cultural landscape) and safeguard Euclid Avenue's position on the National Register of Historic Places. The intent of the overlay zoning district is not to create a false sense of history with any new development along the Euclid Avenue Corridor, but

rather to ensure that new development does not cause an adverse effect on the character-defining features of Euclid Avenue, such as the 60-foot wide landscaped median, rock curbs, and King's Standard lampposts. Additionally, all new construction should be compatible with the surrounding developments in site design, massing, and scale.

The Secretary of the Interior Standards for the Treatment of Historic Properties, also referred to as "the Standards," provide 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 Ontario Development Code. The Standards state that alterations will not destroy historic features and spatial relationships 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, and proportion, and massing to protect the integrity of the resource.

The Downtown Design Guidelines, adopted in 1998, recognizes that downtown developed over several decades beginning in the late 1880s through the 1950s. As such, three retail districts were established to reflect the existing development and provide guidance on new context (infill) buildings. The Retail District is bound by Emporia Street to the south, G Street to the north, Lemon Avenue to the east, and generally Laurel Avenue to the west. The Retail District is further divided by thematical subdistricts. The "Turn-of-the-Century" starts at Emporia Street and then transitions north to the "Historic 1920s-1940s" at B Street. The subdistrict transitions north mid-block between C and D Streets to the "Historic 1950s Style," where the Project site is located. Across from the Project site is the Ontario Laundry Building, Local Historic Landmark No. 6, built 1941 and constructed in the Streamline Moderne architectural style, and the remainder of the buildings on the block are single-story with large display windows typical of 1950s period construction. North of the Project site is a fueling station, office buildings, parking lots, and Bethel Congregational Church, Local Historic Landmark No. 24, constructed with split stone cladding in 1914. The commercial properties within this subdistrict have been constructed in a variety of styles, materials, and massing.

The Project illustrates the type of high-quality mixed-use development and architecture promoted by the proposed D Block PUD, Downtown Design Guidelines, and the Secretary of Interior Standards for the Treatment of Historic Properties. The design, site configuration and landscaping of the 4-story mixed-use commercial and residential development is appropriate in scale and massing for the infill construction and will not detract or adversely affect the historic character of neither Euclid Avenue nor the proposed Downtown Historic District.

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 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 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 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 File Nos. PMTT22-019, PDEV22-031, and PHP22-010 and recommending body for File No. PUD22-005, the Planning/Historic Preservation 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 / Historic Preservation 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.

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

(1) City Council Goals.

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

(2) Vision.

Distinctive Development:

- Commercial and Residential Development

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

(3) Governance.

Decision Making:

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

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

(4) Policy Plan (General Plan)

Land Use Element:

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

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

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

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

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

Housing Element:

- Goal H-2 Housing Supply & Diversity: Diversity of types of quality housing that are affordable to a range of household income levels, accommodate changing demographics, and support and reinforce the economic sustainability of Ontario.

  - H-2.5 Housing Design. We require architectural excellence through adherence to City design guidelines, thoughtful site planning, environmentally sustainable practices, and other best practices.

- Goal H-5 Special Needs: A full range of housing types and community services that meet the special housing needs for all individuals and families in Ontario, regardless of income level, age, or other status.

Community Economics Element:

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

  - CE-1.6 Diversity of Housing. We collaborate with residents, housing providers, and the development community to provide housing opportunities for every stage of life; we plan for a variety of housing types and price points to encourage the development of housing supportive of our efforts to attract business in growing sectors of the community while being respectful of existing viable uses.

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

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

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

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

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

Safety Element:

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

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

Community Design Element:

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

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

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

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

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

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

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

  - CD-2.2 Neighborhood Design. We create distinct residential neighborhoods that promote a sense of community and identity by emphasizing access, connectivity, livability, and social interaction through such elements as:

- A pattern of smaller, walkable blocks that promote activity, safety, and access to nearby amenities and services;
- Varied parcel sizes and lot configurations to accommodate a diversity of housing types;
- Traffic calming measures to slow traffic and promote walkability while maintaining acceptable traffic flows and emergency evacuation access;
- Floor plans that encourage views onto the street and de-emphasize the visual and physical dominance of garages (introducing the front porch as the "outdoor living room"), as appropriate; and
- Landscaped parkways, with sidewalks separated from the curb and designed to maximize safety, comfort, and aesthetics for all users.

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

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

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

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

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

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

➢ CD-2.12 *Site and Building Signage*. We encourage the use of sign programs that utilize complementary materials, colors, and themes. Project signage should be

designed to effectively communicate and direct users to various aspects of the development and complement the character of the structures.

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

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

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

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

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

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

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

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

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

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

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

ENVIRONMENTAL REVIEW: The Project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15332 (Class 32, In-fill Development Projects) of the CEQA Guidelines, and meets all of the following conditions:

(a) The proposed Project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations. The proposed Project is located within the Downtown Mixed Use land use designation of the Policy Plan (general plan) Land Use Map, and the MU-1/LUA-1 (Downtown Mixed Use/Euclid Avenue Entertainment) zoning district. The proposed Project is consistent with all applicable Policy Plan policies, as well as with the requirements of the MU-1/LUA-1 (Downtown Mixed Use/Euclid Avenue Entertainment) zoning district and the related proposed D Block Planned Unit Development, which, at the Project location, intends to accommodate housing units at a density of 25 to 75 du/ac.

(b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses. The Project is proposed within the established boundaries of the City of Ontario, on a project site totaling 2.38-acres of land, which is surrounded by established development on all sides and consists of a mix of multiple-family, civic, retail, and commercial land uses.

(c) The Project site has no value as habitat for endangered, rare, or threatened species. The site is located in an urbanized area that has been fully developed with a commercial building and a large paved surface for vehicular parking, and as such is not suitable habitat for any endangered, rare, or threatened species. Additionally, the site is not been identified on federal or state designation map.

(d) Approval of the Project would not result in any significant effects relating to traffic, noise, air quality, or water quality. The proposed mixed-use commercial and residential development is similar to, and of no greater impact than other allowed uses and development projects within the MU-1/LUA-1 (Downtown Mixed Use/Euclid Avenue Entertainment) zoning district. The Project would not result in any significant impacts

through implementation of required state, regional, and local development and performance standards, and as demonstrated in the Air Quality and GHG, Noise, Traffic, and Parking Studies, and the Preliminary Water Quality Management Plan ("PWQMP") prepared for the Project.

(e) The site is adequately served by all required utilities and public services. All necessary wet and dry utilities are within the public street and are readily available for connection; and

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

TECHNICAL APPENDIX:

Surrounding Zoning and Land Use:

	Existing Land Use	*Policy Plan Land Use Designation*	*Zoning Designation*
Site:	Vacant retail, commercial, and office center and paved parking lots	Mixed Use Downtown	MU-1 (Mixed Use Downtown/ D Block PUD
North:	Fuel station and paved parking lot	Mixed Use Downtown	MU-1 (Mixed Use Downtown)
South:	Parking structure and undeveloped land	Mixed Use Downtown	Downtown Civic Center PUD
East:	Retail and office	Office Commercial	OL (Low Intensity Office)
West:	Euclid Avenue corridor and commercial	Mixed Use Downtown	MU-1(Mixed Use Downtown)

General Site & Building Statistics

Item	*Required Min./Max.*	*Provided (Ranges)*	*Meets Y/N*
Project area (in acres):	None	2.38	Y
Maximum project density (dwelling units/ac):	25.1- 75 DU/AC	45.8	Y
Floor Area Ratio(FAR):	2.0 Max.	0.03	Y
Maximum coverage (in %):	None	29.3	
Euclid Ave setback (in FT):	0-3	3	Y
D and E Streets setback (in FT):	3-10	6	Y
Lemon Ave setback (in FT):	2-15	2	Y
Drive aisle setback (in FT):	15	15	Y
Parking setback (in FT):	20-feet (to building) and 7-feet (to back of sidewalk)	20-feet (to building) and 7-feet 2-inches (to back of sidewalk)	Y
Maximum dwelling units/building:	60- 178	109	Y
Maximum height (in FT):	55	51	Y
Parking – resident:	1 per bedroom	162	Y
Parking – guest and retail:	.20 per unit	22 guest and 16 retail (38 total)	Y
Open space – private (in SF):	60	60-90 average	Y
Open space – common (in SF):	188 per unit	189 per unit average	Y

Exhibit A: PROJECT LOCATION MAP

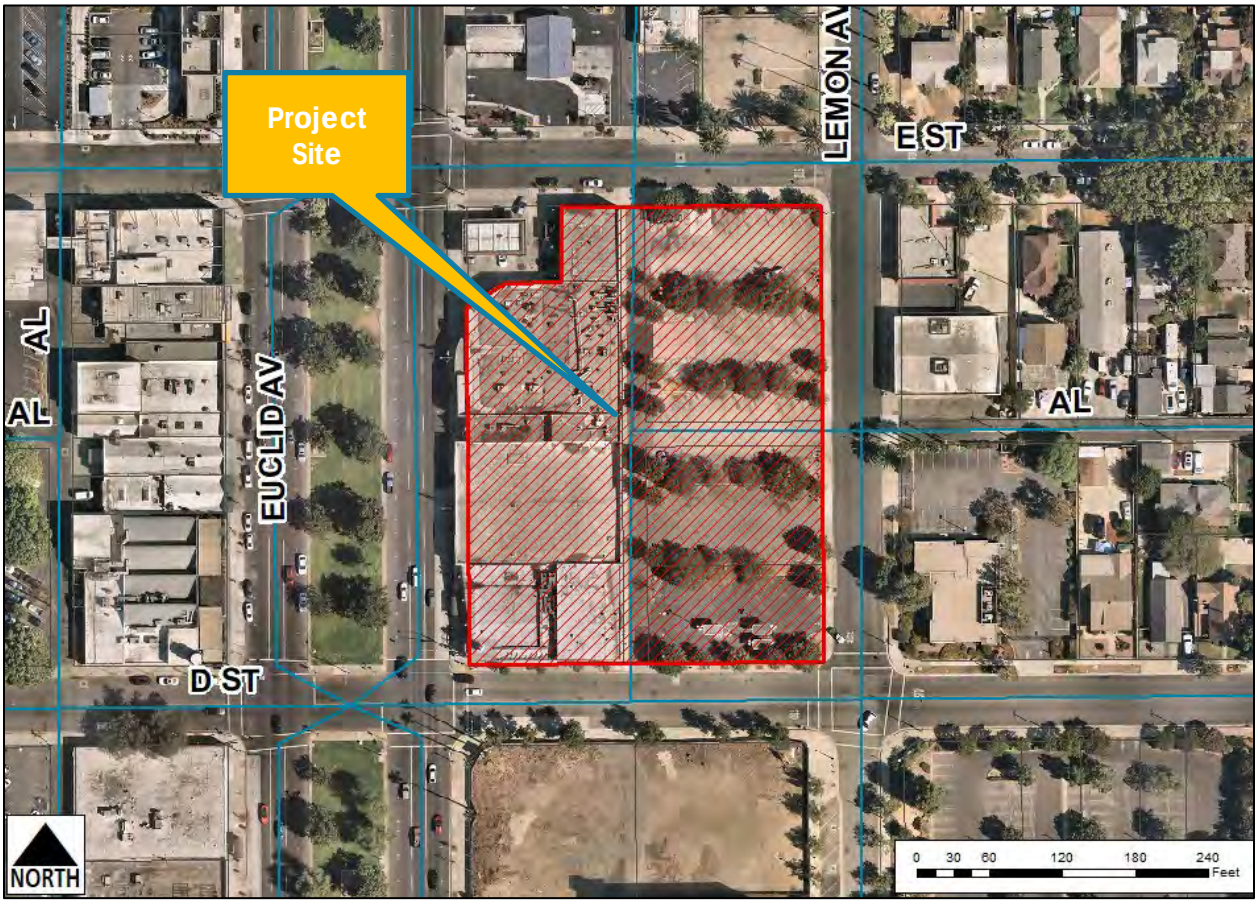


Exhibit B: TENTATIVE TRACT MAP NO. 20556

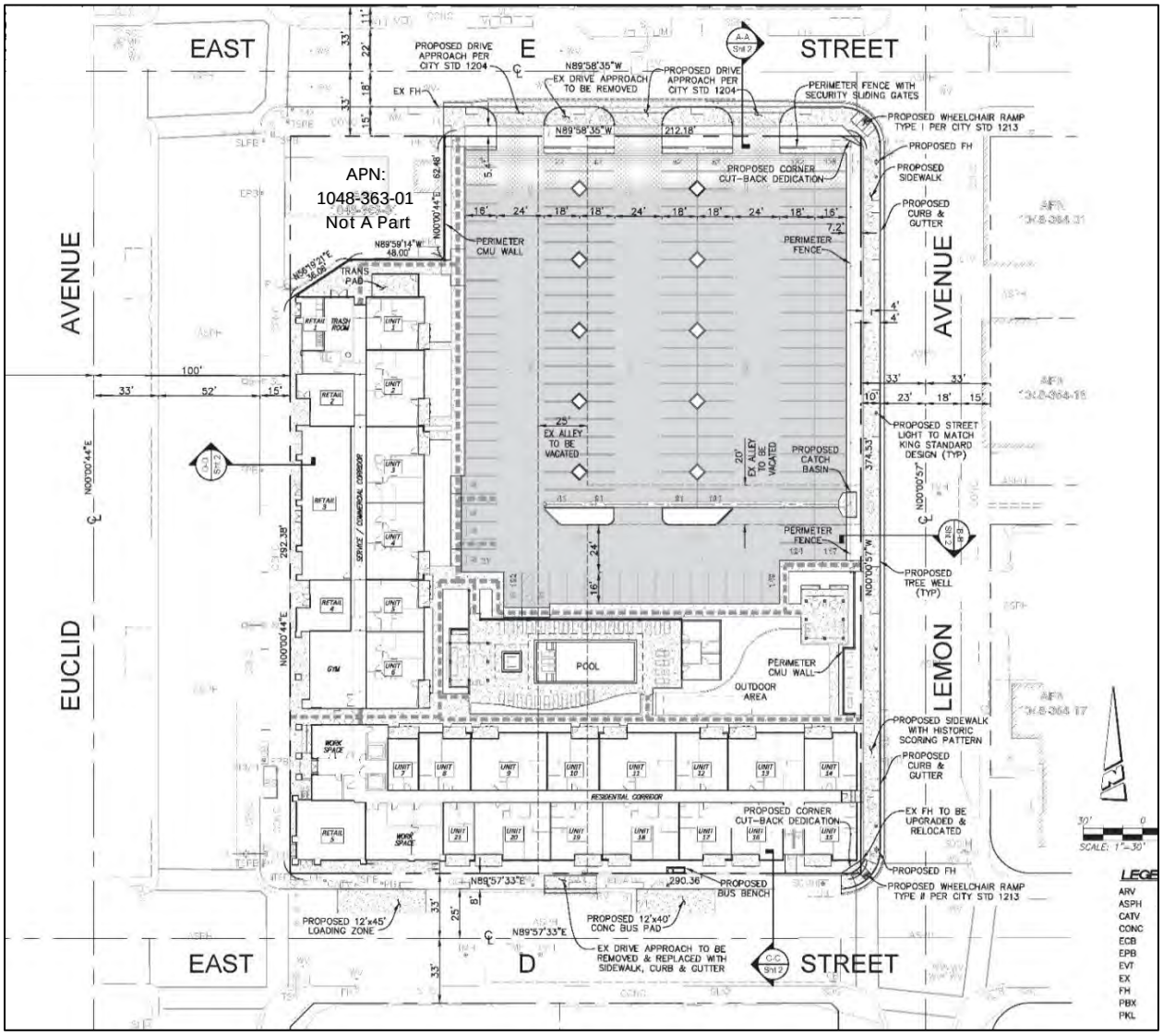
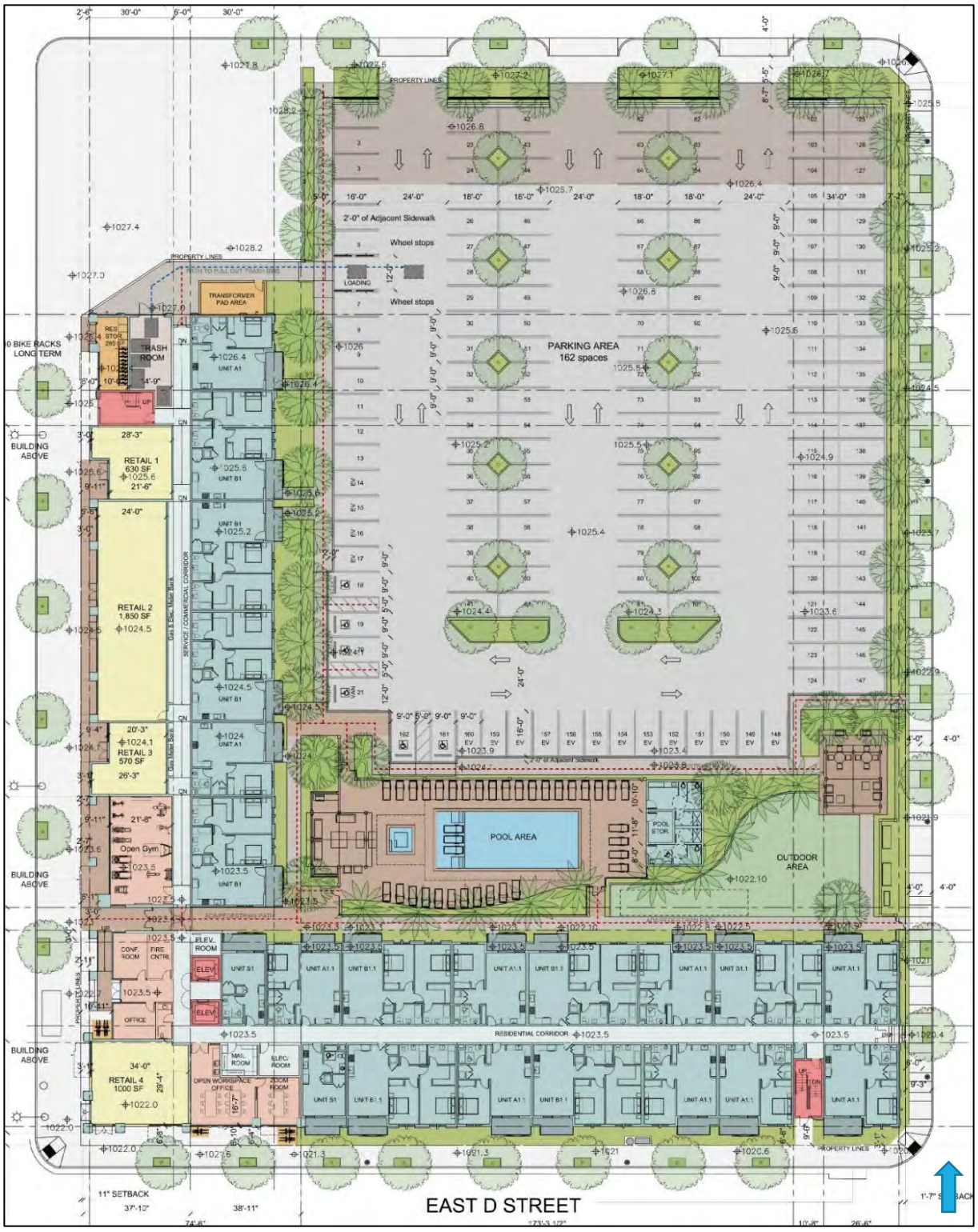


Exhibit C: SITE PLAN

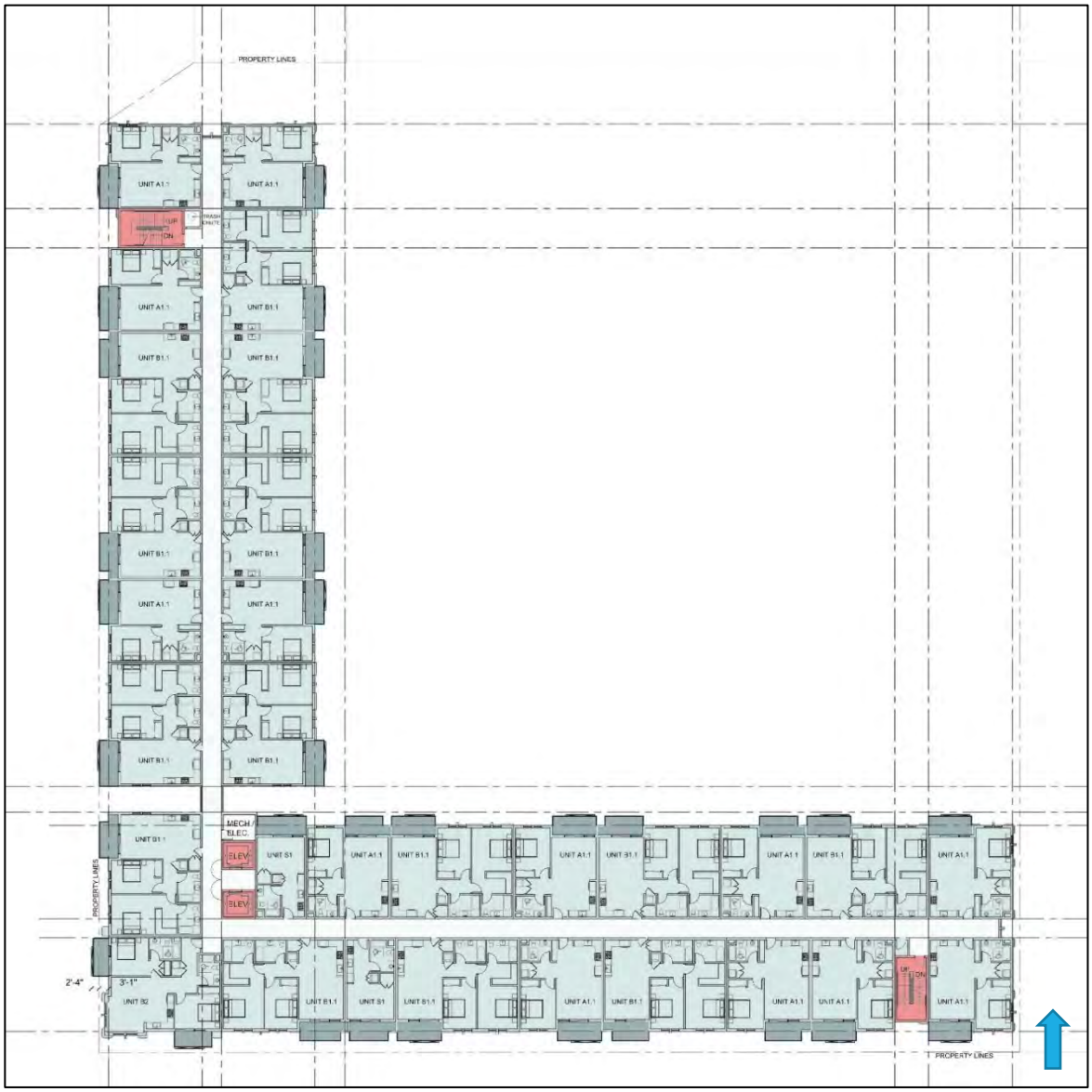


Exhibit D: FLOOR PLANS



First Level

Exhibit D: FLOOR PLANS (CONTINUED)



2nd and 3rd Levels

Exhibit D: FLOOR PLANS (CONTINUED)



4th Level

Exhibit D: FLOOR PLANS (CONTINUED)



Residential Unit Plan Layout Typical

Exhibit D: FLOOR PLANS (CONTINUED)



Amenities Plan Layout Typical

Exhibit E: EXTERIOR ELEVAITONS



Euclid Avenue (west)



D Street (south)



Lemon Avenue (east)



E Street (north)

Exhibit F: PROJECT RENDERINGS



Northeast corner of Euclid Avenue and D Street



Pedestrian Pass-thru on Euclid Avenue

Exhibit F: PROJECT RENDERINGS (CONTINUED)



Northeast Perspective (Euclid Avenue and D Street)



Southwest Perspective (Lemon Avenue and E Street)

Exhibit G: LANDSCAPE CONCEPTUAL PLAN



414 & 440 EUCLID AVENUE MIXED USE PROJECT
AIR QUALITY & GREENHOUSE GAS IMPACT STUDY
City of Ontario, California



414 & 440 EUCLID AVENUE MIXED USE PROJECT
NOISE IMPACT STUDY
City of Ontario, California

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April 1, 2022

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1.0 Introduction

The purpose of this air quality and greenhouse gas (GHG) impact study is to determine whether the estimated criteria air pollutants and greenhouse gas emissions generated from the construction and operation of the proposed 414 & 440 Euclid Avenue Mixed Use Project (hereinafter referred to as project) would cause significant impacts to air resources.

This assessment was conducted within the context of the California Environmental Quality Act (CEQA, California Public Resources Code Sections 21000, et seq.). The methodology follows the California Air Resources Board (CARB), the South Coast Air Quality Management District (SCAQMD), and City of Ontario recommendations for quantification of emissions and evaluation of potential impacts.

1.1 Site Location

The project site is located on the northeast corner of Euclid Avenue and East D Street, at 414 & 440 Euclid Avenue, in the City of Ontario.

The project site is located within the South Coast Air Basin (SCAB), the SCAQMD San Bernardino Valley General Forecast Area, and the Southwest San Bernardino Valley Air Monitoring Area-33.

The project location map is provided in Exhibit A.

1.2 Project Description

The project proposes to construct and operate 109 multifamily residential homes and 5,356 square feet of ground floor general commercial use on approximately 2.3 acres. The project site currently consists of approximately 44,572 square feet of existing buildings and approximately 52,250 square feet of existing parking lot that will be demolished as a part of the project.

The site plan used for this analysis, provided by ADEPT is illustrated in Exhibit B. Table 1 summarizes the proposed project land uses.

Table 1
Land Use Summary

Project Land Use	CalEEMod Land Use Category	Quantity	Metric
Multifamily Residential (Mid-Rise)	Condos/Townhomes	109	Dwelling Units
Strip Retail Plaza (<40k)	Shopping Center	5,356.0	Square Feet
Parking Lot	Parking Lot	162	Spaces

Construction of the project is estimated to begin in the year 2023 and last approximately 12 months. Construction activities are expected to consist of demolition, site preparation, grading, building construction, paving, and architectural coating.

The project is not expected to require the import or export of earthwork materials; preliminary grading estimates show a balanced site. The project is expected to be operational in the year 2024.

1.3 Sensitive Receptors

Sensitive receptors are considered land uses or other types of population groups that are more sensitive to air pollution exposure. Sensitive population groups include children, the elderly, the acutely and chronically ill, and those with cardio-respiratory diseases. For CEQA purposes, the SCAQMD considers a sensitive receptor to be a location where a sensitive individual could remain for 24-hours or longer, such as residences, hospitals, and schools (etc), as described in the Localized Significance Threshold Methodology (SCAQMD 2008a, page 3-2).

The nearest sensitive land uses to the project site include the following:

- Existing residential dwelling unit located along E Street, approximately 90 feet from the project site.

1.4 Summary of Air Quality and Greenhouse Gas Impacts

Table 2 provides a summary of the CEQA air quality impact analysis results.

Table 2
CEQA Air Quality Impact Criteria

Air Quality Impact Criteria	Potentially Significant	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
Would the project:				
a) Conflict with, or obstruct implementation of, the applicable air quality plan?			X	
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable Federal or State ambient air quality standard?			X	
d) Expose sensitive receptors to substantial pollutant concentrations?			X	
e) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			X	

Table 3 provides a summary of the CEQA GHG impact criteria analysis results.

Table 3
CEQA GHG Impact Criteria

GHG Impact Criteria	Potentially Significant	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases?			X	

1.5 Recommended Project Design Features

The following recommended project design features include standard dust control measures, construction best practices and building code requirements that are intended to reduce air quality and GHG emissions. Project design features should be included as part of the conditions of approval for the project but are not typically considered mitigation under CEQA.

Construction Design Features:

DF-1 The project must follow the standard SCAQMD rules and requirements with regards to fugitive dust control, which includes, but are not limited to the following:

1. All active construction areas shall be watered two (2) times daily.
2. Speed on unpaved roads shall be reduced to less than 15 mph.
3. Any visible dirt deposition on any public roadway shall be swept or washed at the site access points within 30 minutes.
4. Any on-site stockpiles of debris, dirt or other dusty material shall be covered or watered twice daily.
5. All operations on any unpaved surface shall be suspended if winds exceed 15 mph.
6. Access points shall be washed or swept daily.
7. Construction sites shall be sandbagged for erosion control.
8. Apply nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 10 days or more).
9. Cover all trucks hauling dirt, sand, soil, or other loose materials, and maintain at least 2 feet of freeboard space in accordance with the requirements of California Vehicle Code (CVC) section 23114.
10. Pave or gravel construction access roads at least 100 feet onto the site from the main road and use gravel aprons at truck exits.
11. Replace the ground cover of disturbed areas as quickly possible.

DF-2 All diesel construction equipment should have Tier 4 low emission "clean diesel" engines (OEM or retrofit) that include diesel oxidation catalysts and diesel particulate filters that meet the latest CARB best available control technology.

DF-3 Construction equipment should be maintained in proper tune.

DF-4 All construction vehicles should be prohibited from excessive idling. Excessive idling is defined as five (5) minutes or longer.

DF-5 Minimize the simultaneous operation of multiple construction equipment units, to the maximum extent feasible.

DF-6 The use of heavy construction equipment and earthmoving activity should be suspended during Air Alerts when the Air Quality Index reaches the "Unhealthy" level.

DF-7 Establish an electricity supply to the construction site and use electric powered equipment instead of diesel-powered equipment or generators, where feasible.

DF-8 Establish staging areas for the construction equipment that as far from adjacent residential homes, as feasible.

DF-9 Use haul trucks with on-road engines instead of off-road engines for on-site hauling.

Operational Design Features

DF-10 Implement the GHG Reduction Measures from the Ontario County Climate Action Plan (CAP) Screening Tables to achieve at least 100 points, per the requirements for Mixed Use Projects.

DF-11 The project will comply with the mandatory requirements of the California Building Standards Code, Title 24, Part 6 (Energy Code) and Part 11 (CALGreen), including, but not limited to:

- Install low flow fixtures and toilets, water efficient irrigation systems, drought tolerant/native landscaping, and reduce the amount of turf.
- Provide the necessary infrastructure to support electric vehicle charging.

DF-12 Participate in the local waste management recycling and composting programs.

DF-13 Encourage the property management company and landscape maintenance crews to use electric powered landscaping equipment for landscape maintenance.

2.0 Air Quality Setting

The Federal Clean Air Act (§ 7602) defines air pollution as any agent or combination of such agents, including any physical, chemical, biological, or radioactive substance which is emitted into or otherwise enters the ambient air. Household combustion devices, motor vehicles, industrial facilities and forest fires are common sources of air pollution. Air pollution can cause disease, allergies and even death. It affects soil, water, crops, vegetation, manmade materials, animals, wildlife, weather, visibility, and climate. It can also cause damage to and deterioration of property, present hazards to transportation, and negatively impact the economy.

This section provides background information on criteria air pollutants, the applicable federal, state and local regulations concerning air pollution, and the existing physical setting of the project within the context of local air quality.

2.1 Description of Air Pollutants[1].

The following section describes the air pollutants of concern related to the project. Criteria air pollutants are defined as those pollutants for which the federal and state governments have established air quality standards for outdoor or ambient concentrations to protect public health. The following descriptions of criteria air pollutants have been provided by the SCAQMD.

- **Carbon Monoxide (CO)** is a colorless, odorless, toxic gas produced by incomplete combustion of carbon-containing fuels (e.g., gasoline, diesel fuel, and biomass). Sources include motor vehicle exhaust, industrial processes (metals processing and chemical manufacturing), residential wood burning, and natural sources. CO is somewhat soluble in water; therefore, rainfall and fog can suppress CO conditions. CO enters the body through the lungs, dissolves in the blood, and competes with oxygen, often replacing it in the blood, thus reducing the blood's ability to transport oxygen to vital organs in the body. The ambient air quality standard for carbon monoxide is intended to protect persons whose medical condition already compromises their circulatory system's ability to deliver oxygen. These medical conditions include certain heart ailments, chronic lung diseases, and anemia. Persons with these conditions have reduced exercise capacity even when exposed to relatively low levels of CO. Fetuses are at risk because their blood has an even greater affinity to bind with CO. Smokers are also at risk from ambient CO levels because smoking

[1] SCAQMD. Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning (May 6, 2005)

increases the background level of CO in their blood. The South Coast basin has recently achieved attainment status for carbon monoxide by both USEPA and CARB.

- **Nitrogen Dioxide (NO_2)** is a byproduct of fuel combustion. The principal form of nitrogen oxide produced by combustion is nitric oxide (NO), but NO reacts quickly to form NO_2, creating the mixture of NO and NO_2 commonly called NO_x. NO_2 acts as an acute irritant and, in equal concentrations, is more injurious than NO. At atmospheric concentrations, however, NO_2 is only potentially irritating. There is some indication of a relationship between NO_2 and chronic pulmonary fibrosis. Some increase in bronchitis in young children has also been observed at concentrations below 0.3 parts per million (ppm). NO_2 absorbs blue light which results in a brownish red cast to the atmosphere and reduced visibility. Although NO_2 concentrations have not exceeded national standards since 1991 and the state hourly standard since 1993, NO_x emissions remain of concern because of their contribution to the formation of O_3 and particulate matter.

- **Ozone (O_3)** is one of several substances called photochemical oxidants that are formed when volatile organic compounds (VOC) and NO_x react in the presence of ultraviolet sunlight. O_3 concentrations in the South Coast basin are typically among the highest in the nation, and the damaging effects of photochemical smog, which is a popular name for a number of oxidants in combination, are generally related to the concentrations of O_3. Individuals exercising outdoors, children, and people with preexisting lung disease, such as asthma and chronic pulmonary lung disease, are considered to be the subgroups most susceptible to O_3 effects. Short-term exposures (lasting for a few hours) to O_3 at levels typically observed in southern California can result in breathing pattern changes, reduction of breathing capacity, increased susceptibility to infections, inflammation of the lung tissue, and some immunological changes. In recent years, a correlation between elevated ambient O_3 levels and increases in daily hospital admission rates, as well as mortality, has also been reported. The South Coast Air Basin is designated by the USEPA as an extreme non-attainment area for ozone. Although O_3 concentrations have declined substantially since the early 1990s, the South Coast basin continues to have peak O_3 levels that exceed both state and federal standards.

- **Fine Particulate Matter (PM_{10})** consists of extremely small, suspended particles or droplets 10 microns or smaller in diameter that can lodge in the lungs, contributing to respiratory problems. PM_{10} arises from such sources as re-entrained road dust, diesel soot, combustion products, tire and brake abrasion, construction operations, and fires. It is also formed in the atmosphere from NO_x and SO_2 reactions with ammonia. PM_{10} scatters light and significantly reduces visibility. Inhalable particulates

pose a serious health hazard, alone or in combination with other pollutants. More than half of the smallest particles inhaled will be deposited in the lungs and can cause permanent lung damage. Inhalable particulates can also have a damaging effect on health by interfering with the body's mechanism for clearing the respiratory tract or by acting as a carrier of an absorbed toxic substance. The South Coast basin has recently achieved federal attainment status for PM_{10}, but is non-attainment based on state requirements.

- **Ultra-Fine Particulate Matter ($PM_{2.5}$)** is defined as particulate matter with a diameter less than 2.5 microns and is a subset of PM_{10}. $PM_{2.5}$ consists mostly of products from the reaction of NO_x and SO_2 with ammonia, secondary organics, finer dust particles, and the combustion of fuels, including diesel soot. $PM_{2.5}$ can cause exacerbation of symptoms in sensitive patients with respiratory or cardiovascular disease, declines in pulmonary function growth in children, and increased risk of premature death from heart or lung diseases in the elderly. Daily fluctuations in $PM_{2.5}$ levels have been related to hospital admissions for acute respiratory conditions, school absences, and increased medication use in children and adults with asthma. The South Coast basin is designated as non-attainment for $PM_{2.5}$ by both federal and state standards.

- **Sulfur dioxide (SO_2)** is a colorless, pungent gas formed primarily by the combustion of sulfur-containing fossil fuels. Health effects include acute respiratory symptoms and difficulty in breathing for children. Individuals with asthma may experience constriction of airways with exposure to SO_2. Though SO_2 concentrations have been reduced to levels well below state and federal standards, further reductions in SO_2 emissions are needed because SO_2 is a precursor to sulfate and PM_{10}. The South Coast basin is considered a SO_2 attainment area by USEPA and CARB.

- **Lead (Pb)** is a toxic heavy metal that can be emitted into the air through some industrial processes, burning of leaded gasoline and past use of lead-based consumer products. Lead is a neurotoxin that accumulates in soft tissues and bones, damages the nervous system, and causes blood disorders. It is particularly problematic in children, in that permanent brain damage may result, even if blood levels are promptly normalized with treatment. Concentrations of lead once exceeded the state and federal air quality standards by a wide margin, but as a result of the removal of lead from motor vehicle gasoline, ambient air quality standards for lead have not been exceeded since 1982. Though special monitoring sites immediately downwind of lead sources recorded localized violations of the state standard in 1994, no violations have been recorded since. Consequently, the South Coast basin is designated as an attainment area for lead by both the USEPA and CARB. This report

does not analyze lead emissions from the project, as it is not expected to emit lead in any significant measurable quantity.

- **Volatile Organic Compounds (VOC),** although not actually a criteria air pollutant, VOCs are regulated by the SCAQMD because they cause chemical reactions which contribute to the formation of ozone. VOCs are also transformed into organic aerosols in the atmosphere, contributing to higher PM_{10} and lower visibility levels. Sources of VOCs include combustion engines, and evaporative emissions associated with fuel, paints and solvents, asphalt paving, and the use of household consumer products such as aerosols. Although health-based standards have not been established for VOCs, health effects can occur from exposures to high concentrations of VOC. Some hydrocarbon components classified as VOC emissions are hazardous air pollutants. Benzene, for example, is a hydrocarbon component of VOC emissions that are known to be a human carcinogen. The term reactive organic gases (ROG) are often used interchangeably with VOC.

- **Toxic Air Contaminants (TACs)** are defined as air pollutants which may cause or contribute to an increase in mortality or serious illness, or which may pose a hazard to human health, and for which there is no concentration that does not present some risk. This contrasts with the criteria pollutants, in that there is no threshold level for TAC exposure below which adverse health impacts are not expected to occur. The majority of the estimated health risk from TACs can be attributed to a relatively few compounds, the most common being diesel particulate matter (DPM) from diesel engine exhaust. In addition to DPM, benzene and 1,3-butadiene are also significant contributors to overall ambient public health risk in California.

2.2 Federal and State Ambient Air Quality Standards

The Federal Clean Air Act, which was last amended in 1990, requires the EPA to set National Ambient Air Quality Standards (NAAQS) for criteria pollutants considered harmful to public health and the environment. The State of California has also established additional and more stringent California Ambient Air Quality Standards (CAAQS) in addition to the seven criteria pollutants designated by the federal government.

AAQS are designed to protect the health and welfare of the populace with a reasonable margin of safety. The standards are divided into two categories, primary standards, and secondary standards. Primary standards are implemented to provide protection for the "sensitive" populations such as those with asthma, or the children and elderly. Secondary standards are to provide protection against visible pollution as well as damage to the surrounding environment, including animals, crops, and buildings.

Table 4 shows the Federal and State Ambient Air Quality Standards.

Table 4
Federal and State Ambient Air Quality Standards (AAQS)[1]

Air Pollutant	Averaging Time [2]	Federal Standard (NAAQS)[2]	California Standard (CAAQS)[2]
Ozone	1 Hour	--	0.09 ppm
	8 Hour	0.070 ppm	0.070 ppm
Carbon Monoxide (CO)	1 Hour	35 ppm	20 ppm
	8 Hour	9 ppm	9 ppm
Nitrogen Dioxide (NO_2)	1 Hour	0.100 ppm	0.18 ppm
	Annual	0.053 ppm	0.030 ppm
Sulfur Dioxide (SO_2)	1 Hour	0.075 ppm	0.25 ppm
	3 Hour	0.5 ppm[3]	--
	24 Hour	--	0.04 ppm
Particulate Matter (PM_{10})	24 Hour	150 $\mu g/m^3$	50 $\mu g/m^3$
	Mean	--	20 $\mu g/m^3$
Particulate Matter (PM2.5)	24 Hour	35 $\mu g/m^3$	--
	Annual	12 $\mu g/m^3$	12 $\mu g/m^3$
Lead	30-day	--	1.5 $\mu g/m$
	Quarter	1.5 $\mu g/m$	--
	3-month average	0.15 $\mu g/m$	--
Visibility reducing particles	8 Hour	--	0.23/km extinction coefficient. (10-mile visibility standard)
Sulfates	24 Hour	--	25 $\mu g/m$
Vinyl chloride	24 Hour	--	0.01 ppm
Hydrogen sulfide	24 Hour	--	0.03 ppm

[1] Source: USEPA: https://www.epa.gov/criteria-air-pollutants/naaqs-table and
CARB: https://ww2.arb.ca.gov/resources/california-ambient-air-quality-standards

[2] ppm = parts per million of air, by volume; µg/m3 = micrograms per cubic meter; Annual = Annual Arithmetic Mean; 30-day = 30-day average; Quarter = Calendar quarter.

[3] Secondary standards

Several pollutants listed in Table 4 are not addressed in this analysis. Lead is not included because the project is not anticipated to emit lead. Visibility-reducing particles are not explicitly addressed in this analysis because particulate matter is addressed. The project is not expected to generate or be exposed to vinyl chloride because proposed project uses do not utilize the chemical processes that create this pollutant and there are no such uses in the project vicinity. The proposed project is not expected to cause exposure to hydrogen sulfide because it would not generate hydrogen sulfide in any substantial quantity.

2.3 Attainment Status

The Clean Air Act requires states to prepare a State Implementation Plan (SIP) to ensure air quality meets the NAAQS. The California Air Resources Board (CARB) provides designations of attainment for air basins where AAQS are either met or exceeded. If the AAQS are met, the area is designated as being in "attainment", if the air pollutant concentrations exceed the AAQS, than the area is designated as being "nonattainment". If there is inadequate or inconclusive data to make a definitive attainment designation, the area is considered "unclassified."

National nonattainment areas are further designated as marginal, moderate, serious, severe, or extreme as a function of deviation from standards. Each standard has a different definition, or 'form' of what constitutes attainment, based on specific air quality statistics. For example, the Federal 8-hour CO standard is not to be exceeded more than once per year; therefore, an area is in attainment of the CO standard if no more than one 8-hour ambient air monitoring values exceeds the threshold per year. In contrast, the federal annual $PM_{2.5}$ standard is met if the three-year average of the annual average $PM_{2.5}$ concentration is less than or equal to the standard.

When a state submits a request to the EPA to re-designate a nonattainment area to attainment, the Clean Air Act (CAA) section 175A(a) requires that the state (or states, if the area is a multi-state area) submit a maintenance plan ensuring the area can maintain the air quality standard for which the area is to be re-designated for at least 10 years following the effective date of re-designation.

Table 5 lists the attainment status for the criteria pollutants in the South Coast Air Basin (SCAB).

Table 5
South Coast Air Basin Attainment Status[1]

Pollutant	State Status	National Status
Ozone	Nonattainment	Nonattainment (Extreme)[2]
Carbon monoxide	Attainment	Attainment (Maintenance)
Nitrogen dioxide	Attainment	Attainment (Maintenance)
PM_{10}	Nonattainment	Attainment (Maintenance)
$PM_{2.5}$	Nonattainment	Nonattainment
Lead	Attainment	Nonattainment (Partial)[3]

[1] Source: California Air Resources Board. http://www.arb.ca.gov/desig/adm/adm.htm
[2] 8-Hour Ozone.
[3] Partial Nonattainment designation – Los Angeles County portion of Basin only.

2.4 South Coast Air Quality Management District (SCAQMD)

The agency responsible for air pollution control for the South Coast Air Basin (SCAB) is the South Coast Air Quality Management District (SCAQMD). SCAQMD is responsible for controlling emissions primarily from stationary sources. SCAQMD maintains air quality monitoring stations throughout the SCAB. SCAQMD, in coordination with the Southern California Association of Governments, is also responsible for developing, updating, and implementing the Air Quality Management Plan (AQMP) for the SCAB. An AQMP is a plan prepared and implemented by an air pollution district for a county or region designated as nonattainment of the federal and/or California ambient air quality standards. The term nonattainment area is used to refer to an air SCAB where one or more ambient air quality standards are exceeded.

The latest version is the 2016 AQMP. The 2016 AQMP is a regional blueprint for achieving the federal air quality standards and healthful air. While air quality has dramatically improved over the years, the SCAB still exceeds federal public health standards for both ozone and particulate matter (PM) and experiences some of the worst air pollution in the nation. The 2016 AQMP includes both stationary and mobile source strategies to ensure that rapidly approaching attainment deadlines are met, that public health is protected to the maximum extent feasible, and that the region is not faced with burdensome sanctions if the Plan is not approved or if the NAAQS are not met on time.

According to the 2016 AQMP, the most significant air quality challenge in the SCAB is to reduce nitrogen oxide (NOx) emissions sufficiently to meet the upcoming ozone standard deadlines. Based on the inventory and modeling results, 522 tons per day (tpd) of total

SCAB NOx 2012 emissions are projected to drop to 255 tpd and 214 tpd in the 8-hour ozone attainment years of 2023 and 2031 respectively, due to continued implementation of already adopted regulatory actions ("baseline emissions"). The analysis suggests that total SCAB emissions of NOx must be reduced to approximately 141 tpd in 2023 and 96 tpd in 2031 to attain the 8-hour ozone standards. This represents an additional 45 percent reduction in NOx in 2023, and an additional 55 percent NOx reduction beyond 2031 levels.[2]

2.4.1 SCAQMD Rules and Regulations

The SCAQMD establishes a program of rules and regulations to obtain attainment of the state and federal standards in conjunction with the AQMP. Several of the rules and regulations that may be applicable to this project include, but are not limited to, the following:

- **SCAQMD Rule 402** prohibits a person from discharging from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

- **SCAQMD Rule 403** governs emissions of fugitive dust during construction and operation activities. Compliance with this rule is achieved through application of standard Best Management Practices, such as application of water or chemical stabilizers to disturbed soils, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 miles per hour, sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 mph, and establishing a permanent ground cover on finished sites.

- **SCAQMD Rule 445** restricts wood burning devices from being installed into any new development and is intended to reduce the emissions of particulate matter for wood burning devices.

- **SCAQMD Rule 1113** governs the sale, use, and manufacturing of architectural coating and limits the VOC content in paints and paint solvents. This rule regulates the VOC content of paints available during construction. Therefore, all paints and

[2] SCAQMD. Final 2016 Air Quality Management Plan. http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan/final-2016-aqmp

solvents used during construction and operation of project must comply with Rule 1113.

- **SCAQMD Rule 1143** governs the manufacture, sale, and use of paint thinners and solvents used in thinning of coating materials, cleaning of coating application equipment, and other solvent cleaning operations by limiting their VOC content. This rule regulates the VOC content of solvents used during construction. Solvents used during the construction phase must comply with this rule.

- **SCAQMD Rule 1186** limits the presence of fugitive dust on paved and unpaved roads and sets certification protocols and requirements for street sweepers that are under contract to provide sweeping services to any federal, state, county, agency or special district such as water, air, sanitation, transit, or school district.

2.5 Local Climate and Meteorology

The project is located in the South Coast Air Basin (SCAB). Climatological data from the nearest weather station to the project site is summarized in Table 6.

Table 6
Meteorological Summary[1]

Month	Temperature (˚F)			Mean Precipitation (inches)
	Max.	Min.	Mean	
January	66.8	44.0	55.5	3.65
February	69.4	45.0	57.2	2.85
March	70.1	46.3	58.2	2.80
April	74.5	48.4	61.5	1.13
May	79.9	52.6	66.2	0.26
June	86.7	56.6	71.7	0.04
July	95.0	62.2	78.6	0.01
August	94.4	62.9	78.7	0.11
September	91.3	61.3	76.3	0.34
October	83.0	55.4	69.2	0.34
November	73.6	48.5	61.0	1.72
December	68.3	44.4	56.3	2.07
Annual	**79.4**	**52.3**	**65.9**	**15.32**

[1] Source: Western Regional Climate Center 2012. Averages derived from measurements recorded from 1951 to 1984 at Fontana Kaiser Station No. 043120.

2.6 Local Air Quality

The air quality at any site is dependent on the regional air quality and local pollutant sources. Regional air quality is determined by the release of pollutants throughout the air basin. Estimates of the existing emissions in the Basin provided in the Final 2016 Air Quality Management Plan, prepared by SCAQMD, March 2017, indicate that collectively, mobile sources account for 60 percent of the VOC, 90 percent of the NOx emissions, 95 percent of the CO emissions and 34 percent of directly emitted PM2.5, with another 13 percent of PM2.5 from road dust.

The SCAQMD has divided the SCAB into fourteen general forecasting areas and thirty eight Source Receptor Areas (SRA) for monitoring and reporting local air quality. The SCAQMD provides daily reports of the current air quality conditions in each general forecast area and SRA. The monitoring areas provide a general representation of the local meteorological, terrain, and air quality conditions within the SCAB.

The project is located within the San Bernardino Valley general forecasting area and Southwest San Bernardino Valley (SRA-33). The Southwest San Bernardino Valley has been divided into two (2) regions; I-10 Near Road and CA-60 Near Road. Due to the close proximity of the project site to the I-10 Road, published air quality monitoring data has been used from this location.

Table 7 summarizes the published air quality monitoring for the most recent 3-year period available. These pollutant levels were used to comprise a "background" for the project location and existing local air quality. For criteria pollutants not monitored near the site, data from the nearest monitoring station with a comparable setting were used.

Table 7
Local Air Quality

Air Pollutant Location	Averaging Time	Item	2018	2019	2020
Carbon Monoxide -- I-10 Near Road	1 Hour	Max 1-Hour (ppm)	1.6	1.5	1.5
		Exceeded State Standard (20 ppm)	No	No	No
		Exceeded National Standard (35 ppm)	No	No	No
	8 Hour	Max 8 Hour (ppm)	1.3	1.1	1.2
		Exceeded State Standard (9 ppm)	No	No	No
		Exceeded National Standard (9 ppm)	No	No	No
Ozone -- Central San Bernardino Valley-1	1 Hour	Max 1-Hour (ppm)	0.141	0.124	0.151
		Days > State Standard (0.09 ppm)	38	41	56.0
	8 Hour	Max 8 Hour (ppm)	0.116	0.114	0.111
		Days > State Standard (0.07 ppm)	69	67	89
		Days >National Standard (0.070 ppm)	69	67	89
Nitrogen Dioxide -- I-10 Near Road	1 Hour	Max 1-Hour (ppm)	0.0883	0.0863	0.094
		Exceeded State Standard (0.18 ppm)	No	No	No
	Annual	Annual Average (ppm)	0.0272	0.0276	0.029
		Exceeded >State Standard (0.030 ppm)	No	No	No
		Exceeded >National Standard (0.053 ppm)	No	No	No
Sulfur Dioxide -- Central San Bernardino Valley-1	1 Hour	Max 1 Hour (ppm)	0.0029	0.0024	0.0025
		Exceed State Standard (0.25 ppm)	No	No	No
		Exceed National Standard (0.075 ppm)	No	No	No
Coarse Particles (PM10) -- Central San Bernardino Valley-1	24 Hour	Max 24-Hour ($\mu g/m^3$)	64	88	61
		Days > State Standard (50 $\mu g/m^3$)	9	12	6
		Days >National Standard (150 $\mu g/m^3$)	0	0	0
	Annual	Annual Average ($\mu g/m^3$)	34.1	34.8	35.80
		Exceeded State Standard (20 $\mu g/m^3$)	Yes	Yes	Yes
Fine Particulates (PM2.5) -- Central San Bernardino Valley-1	24 Hour	Max 24-Hour ($\mu g/m^3$)	29.2	46.5	46.10
		Days >National Standard (35 $\mu g/m^3$)	0	2	1
	Annual	Annual Average ($\mu g/m^3$)	11.13	10.84	11.95
		Exceeded State Standard (12 $\mu g/m^3$)	No	No	No
		Exceeded National Standard (15 $\mu g/m^3$)	No	No	No

Source : https://www.aqmd.gov/home/air-quality/historical-air-quality-data/historical-data-by-year
$\mu g/m^3$ = micrograms per cubic meter
ARB = California Air Resource Board
EPA= Environmental Protection Agency
ppm = part per million
(- -) = Data not provided

3.0 Global Climate Change Setting

Global climate change is the change in the average weather of the earth that is measured by such things as alterations in temperature, wind patterns, storms, and precipitation. Current data shows that the recent period of warming is occurring more rapidly than past geological events. The average global surface temperature has increased by approximately 1.4° Fahrenheit since the early 20th Century. 1.4° Fahrenheit may seem like a small change, but it's an unusual event in Earth's recent history, and as we are seeing, even small changes in temperature can cause enormous changes in the environment.

The planet's climate record, preserved in tree rings, ice cores, and coral reefs, shows that the global average temperature has been stable over long periods of time. For example, at the end of the last ice age, when the Northeast United States was covered by more than 3,000 feet of ice, average global temperatures were only 5° to 9° Fahrenheit cooler than today. The Intergovernmental Panel on Climate Change (IPCC), which includes more than 1,300 scientists from the United States and other countries, forecasts a temperature rise of 2.5° to 10° Fahrenheit over the next century. Therefore, significant changes to the environment are expected in the near future.

The consequences of global climate change include more frequent and severe weather, worsening air pollution by increasing ground level ozone, higher rates of plant and animal extinction, more acidic and oxygen depleted oceans, strain on food and water resources, and threats to densely populated coastal and low lying areas from sea level rise.

The impacts of climate change are already visible in the Southwest United States. In California, the consequences of climate change include;

- A rise in sea levels resulting in the displacement of coastal businesses and residencies
- A reduction in the quality and supply of water from the Sierra snowpack
- Increased risk of large wildfires
- Exacerbation of air quality problems
- Reductions in the quality and quantity of agricultural products
- An increased temperature and extreme weather events
- A decrease in the health and productivity of California's forests

3.1 Greenhouse Gases

GHGs comprise less than 0.1 percent of the total atmospheric composition, yet they play an essential role in influencing climate. Greenhouse gases include naturally occurring compounds such as carbon dioxide (CO_2), methane (CH_4), water vapor (H_2O), and nitrous oxide (N_2O), while others are synthetic. Man-made GHGs include the chlorofluorocarbons (CFCs), hydrofluorocarbons (HFCs) and Perfluorocarbons (PFCs), as well as sulfur hexafluoride (SF_6). Different GHGs have different effects on the Earth's warming. GHGs differ from each other in their ability to absorb energy (their "radiative efficiency") and how long they stay in the atmosphere, also known as the "lifetime".

The Global Warming Potential (GWP) was developed to allow comparisons of the global warming impacts of different gases. Specifically, it is a measure of how much energy the emissions of 1 ton of a gas will absorb over a given period of time, relative to the emissions of 1 ton of CO_2. The larger the GWP, the more that a given gas warms the Earth compared to CO_2 over that time period. The time period usually used for GWPs is 100 years. GWPs provide a common unit of measure, which allows analysts to add up emissions estimates of different gases and allows policymakers to compare emissions reduction opportunities across sectors and gases.

Table 8 lists the 100-year GWP of GHGs from the Intergovernmental Panel on Climate Change (IPCC) sixth assessment report (AR6).

Table 8
Global Warming Potential of Greenhouse Gases[1, 2]

Gas Name	Formula	Lifetime (years)	GWP
Carbon Dioxide	CO_2		1
Methane	CH_4 (Fossil Origin)	12	29.8
	CH_4 (Non-Fossil Origin)		27.2
Nitrous Oxide	N_2O	114	273
Sulphur Hexafluoride	SF_6	3200	23,500
Nitrogen Trifluoride	NF_3	740	16,100
Chlorofluorocarbon (CFC-11)	CFC-11	52	8,321
Hexafluoroethane (PFC-116)	C_2F_6	10,000	11,100
Octafluoropropane (PFC-218)	C_3F_8	2,600	8,900
Octafluorocyclobutane (PFC-318)	C_4F_8	3,200	9,540
Tetrafluoromethane (PFC-14)	CF_4	50,000	5,301
Hydrofluorocarbon 125	HFC-125	29	3,170
Hydrofluorocarbon 134a	HFC-134a	14	1,526
Hydrofluorocarbon 143a	HFC-143a	52	4,800
Hydrofluorocarbon 152a	HFC-152a	1	138
Hydrofluorocarbon 227ea	HFC-227ea	34	3,350
Hydrofluorocarbon 23	HFC-23	270	12,400
Hydrofluorocarbon 236fa	HFC-236fa	240	8,060
Hydrofluorocarbon 245fa	HFC-245fa	8	858
Hydrofluorocarbon 32	HFC-32	5	771
Hydrofluorocarbon 365mfc	HFC-365mfc	9	804
Hydrofluorocarbon 43-10mee	HFC-43-10mee	16	1,650

[1] Source: IPCC Sixth Assessment Report (AR6),
https://www.ipcc.ch/report/ar6/wg1/downloads/report/IPCC_AR6_WGI_Full_Report.pdf
https://www.ipcc.ch/site/assets/uploads/2018/02/WG1AR5_Chapter08_FINAL.pdf
[2] GWPs are used to convert GHG emission values to "carbon dioxide equivalent" (CO_2e) units

3.2 GHG Regulatory Setting – State of California

The State of California has been a leader in climate change legislation and has passed numerous bills to reduce greenhouse gas emissions across all sectors of the economy. Some of the key climate legislation in the State include the following:

- **Assembly Bill (AB) 32, California Global Warming Solutions Act of 2006.** AB 32 set the stage for the State's transition to a sustainable, low-carbon future. AB 32 was the first program in the country to take a comprehensive, long-term approach to addressing climate change.[3]

- **Senate Bill (SB) 375, Sustainable Communities & Climate Protection Act of 2008.** SB 375 requires the Air Resources Board to develop regional greenhouse gas emission reduction targets for passenger vehicles GHG reduction targets for 2020 and 2035 for each region covered by the State's 18 metropolitan planning organizations.[4]

- **Senate Bill (SB) 100, California Renewables Portfolio Standard Program.** SB 100 established a landmark policy requiring renewable energy and zero-carbon resources supply 100 percent of electric retail sales to end-use customers by 2045.[5]

[3] California Air Resources Board. AB 32 Global Warming Solutions Act of 2006. https://ww2.arb.ca.gov/resources/fact-sheets/ab-32-global-warming-solutions-act-2006
[4] California Air Resources Board. Sustainable Communities and Climate Protection Program. https://ww2.arb.ca.gov/our-work/programs/sustainable-communities-climate-protection-program/about
[5] California Energy Commission. SB 100 Joint Agency Report. https://www.energy.ca.gov/sb100

3.3 GHG Emissions Inventory

Table 9 shows the latest GHG emission inventories at the national, state, regional and local levels.

Table 9
GHG Emissions Inventory[1]

United States (2019)[2]	State of California (2019)[3]	SCAG (2020)[4]	City of Ontario (2020)[5]
6,558 $MMTCO_2e$	418.2 $MMTCO_2e$	216.4 $MMTCO_2e$	3.12 $MMTCO_2e$

[1] $MMTCO_2e$ = Million Metric Tons of Carbon Dioxide Equivalent

[2] https://www.epa.gov/ghgemissions/inventory-us-greenhouse-gas-emissions-and-sinks

[3] https://ww3.arb.ca.gov/cc/inventory/pubs/reports/2000_2019/ghg_inventory_trends_00-19.pdf.

[4] http://www.scag.ca.gov/programs/Pages/GreenhouseGases.aspx. Projected Emission from SACG - Regional GHG Inventory and Reference Case Projections, 1990-2035, dated May 30, 2012.

[5] City of Ontario Community Climate Action Plan, November 2014. Estimated value.

4.0 Modeling Parameters and Assumptions

The California Emissions Estimator Model Version 2020.4.0 (CalEEMod) was used to calculate criteria air pollutants and GHG emissions from the construction and operation of the project. CalEEMod is a statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify criteria air pollutant and GHG emissions.

The model quantifies direct emissions from construction and operation activities (including vehicle use), as well as indirect emissions, such as GHG emissions from off-site energy generation, solid waste disposal, vegetation planting and/or removal, and water use. The model also identifies design features to reduce criteria pollutant and GHG emissions. The model was developed for the California Air Pollution Control Officers Association (CAPCOA) in collaboration with the California air districts.

4.1 Construction Assumptions

Construction of the project is estimated to begin in the year 2023 and last approximately 12 months. Construction activities are expected to consist of demolition, site preparation, grading, building construction, paving, and architectural coating. The project is expected to be operational in the year 2024. For purposes of this analysis, construction phases are not expected to overlap. The project site currently consists of approximately 44,572 square feet of existing buildings and approximately 52,250 square feet of existing parking lot area that is expected to be demolished as a part of the project. The project is not expected to require the import or export any earthwork material during grading phase; preliminary earthwork estimates show a balanced site.

The CalEEMod default construction equipment list is based on survey data and the size of the site. The parameters used to estimate construction emissions, such as the worker and vendor trips and trip lengths, utilize the CalEEMod defaults. The construction equipment list is shown in Table 10.

The project will be required to comply with several standard fugitive dust control measures, per SCAQMD Rule 403. The following key inputs are utilized in CalEEMod and are based upon data provided from SCAQMD[6]:

[6] SCAQMD. Fugitive Dust Mitigation Measures. http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/mitigation-measures-and-control-efficiencies/fugitive-dust

- Utilize soil stabilizers - 30% PM_{10} and $PM_{2.5}$ reduction.
- Replace ground cover - 15% PM_{10} and $PM_{2.5}$ reduction.
- Water exposed areas 2x per day.
- Unpaved road moisture content – 25%.
- Unpaved road vehicle speed – 15 mph.

Table 10
Construction Equipment Assumptions[1]

Phase	Equipment	Number	Hours Per Day	Soil Disturbance Rate (Acres/ 8hr-Day)[2]	Off-Road Equipment Daily Disturbance Footprint (Acres)	Total Daily Disturbance Footprint (Acres)
Demolition	Concrete/Industrial Saws	1	8	0.0	0.00	2.0
	Rubber Tired Dozers	1	8	0.5	0.50	
	Tractors/Loaders/Backhoes	3	8	0.5	1.50	
Site Preparation	Graders	1	8	0.5	0.50	1.9
	Scrapers	1	8	1.0	1.00	
	Tractors/Loaders/Backhoes	1	7	0.5	0.44	
Grading	Graders	1	8	0.5	0.50	1.9
	Rubber Tired Dozers	1	8	0.5	0.50	
	Tractors/Loaders/Backhoes	2	7	0.5	0.88	
Building Construction	Cranes	1	8	0.0	0.00	0.4
	Forklifts	2	7	0.0	0.00	
	Generator Sets	1	8	0.0	0.00	
	Tractors/Loaders/Backhoes	1	6	0.5	0.38	
	Welders	3	8	0.0	0.00	
Paving	Cement and Mortar Mixers	1	8	0.0	0.00	0.5
	Pavers	1	8	0.0	0.00	
	Paving Equipment	1	8	0.0	0.00	
	Rollers	2	8	0.0	0.00	
	Tractors/Loaders/Backhoes	1	8	0.5	0.50	
Architectural Coating	Air Compressors	1	6	0.0	0.00	0.0

[1] CalEEMod Defaults

4.2 Localized Construction Analysis Modeling Parameters

CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily disturbance activity possible for each piece of equipment. This report identifies the following parameters in the project design or applicable mitigation measures in order to compare CalEEMod reported emissions against the localized significance threshold lookup tables:

1) The off-road equipment list (including type of equipment, horsepower, and hours of operation) assumed for the day of construction activity with maximum emissions.
2) The maximum number of acres disturbed on the peak day.
3) Any emission control devices added onto off-road equipment.
4) Specific dust suppression techniques used on the day of construction activity with maximum emissions.

Based on recent discussions with SCAQMD, the Fact Sheet for Applying CalEEMod to Localized Significance Thresholds should no longer be used to determine disturbance acreage for the localized analysis.

4.3 Operational Assumptions

Operational emissions occur over the life of the project and are considered "long-term" sources of emissions. Operational emissions include both direct and indirect sources. This section briefly describes the operational sources of emissions analyzed for the project.

4.3.1 Mobile Source Emissions

Mobile source emissions are the largest source of long-term air pollutants from the operation of the project. Mobile sources are direct sources of project emissions that are primarily attributed to tailpipe exhaust and road dust (tire, brake, clutch, and road surface wear) from motor vehicles traveling to and from the site.

Estimates of mobile source emissions require information on four parameters: trip generation, trip length, vehicle/fleet mix, and emission factors (quantity of emission for each mile traveled or time spent idling by each vehicle).

The trip generation rates, trip length and trip percentages for this project are based on the 414 & 440 Euclid Avenue Mixed Use Project Trip Generation & VMT Study, City of Ontario, dated March 2, 2021 by RK Engineering Group.

Trip summary information is shown in Table 11.

Table 11
Trip Generation Rates

Land Use	ITE Code	Units[1]	Daily Trip Rate[2]		
			Weekday	Saturday[3]	Sunday[3]
Multifamily Mid Rise – Close to Transit	221	DU	2.01	4.55	3.86
Strip Mall (<40k square feet)	822	TSF	49.1	65.7	65.7

[1] DU = Dwelling Unit; TSF = Thousand Square Feet
[2] Source: ITE Trip Generation Manual 11th Edition
[3] Saturday and Sunday trip rates are estimated by multiplying Saturday peak hour rate with 10.

The Emission Factors (EMFAC2017) 2017 model and off-model adjustments factors to account for the SAFE Vehicle Rule is used to estimate the mobile source emissions are embedded in the CalEEMod emissions model. No adjustments have been made to default emission factors.

The project's total vehicle miles traveled estimated by CalEEMod is shown in the Table 12 for this project.

Table 12
Operational Vehicle Miles Traveled[1]

Land Use	Annual Vehicle Miles Traveled (VMT)
Proposed Mixed Use Project	1,531,340

[1] CalEEMod defaults.

The operational vehicle fleet mix has been adjusted to reflect vehicle types used for typical residential and commercial trips generated by the project. The Southern California Association of Governments (SCAG) regional travel demand model does not include heavy-duty trucks, buses or other large vehicles that would require passenger car equivalent (PCE) adjustments for residential home-based trips. The project does not consist of land uses that would typically require PCE adjustments to account for large trucks, such as warehousing.

To be conservative, the Air Quality/GHG analysis has assumed that 2% of the total residential home-based trips will include trucks with a gross vehicle weight rating (GVWR) of 10,000 pound or greater. This includes LHD2, MHD, HHD, OBUS, UBUS, and SBUS vehicles. The 2% mix is also consistent with the default Highway Capacity Manual (HCM)

assumptions. The adjusted vehicle mix is proportioned according to the default CalEEMod vehicle mix.

Table 13 summarizes vehicle mix used for this project.

Table 13
Operational Vehicle Mix[1]

YUY	Vehicle Mix (%)
Light Duty Automobile (LDA)	55.35%
Light Duty Truck (LDTI)	5.74%
Light Duty Truck (LDT2)	17.68%
Medium Duty Truck (MDV)	13.97%
Light Heavy Truck (LHD1)	2.69%
Light Heavy Truck (LHD2)	0.33%
Medium Heavy Truck (MHD)	0.55%
Heavy Heavy Truck (HHD)	0.81%
Other Bus (OBUS)	0.03%
Urban Bus (UBUS)	0.01%
Motorcycle (MCY)	2.57%
School Bus (SBUS)	0.04%
Motor Home (MH)	0.23%
Total	**100.0%**

[1] Adjusted fleet mix to include 2% total trucks over 10,000 lbs. GVWR. (LHD2, MHD, HHD, OBUS, UBUS, SBUS, MH)

4.3.2 Energy Source Emissions

Energy usage includes both direct and indirect sources of emissions. Direct sources of emissions include on-site natural gas usage (non-hearth) for heating, while indirect emissions include electricity generated by offsite power plants. Natural gas use is measured in units of a thousand British Thermal Units (kBTU) per size metric for each land use subtype and electricity use is measured in kilowatt hours (kWh) per size metric for each land use subtype.

CalEEMod divides building electricity and natural gas use into uses that are subject to Title 24 standards and those that are not. Lighting electricity usage is also calculated as a separate category in CalEEMod. For electricity, Title 24 uses include the major building

envelope systems covered by Part 6 (California Energy Code) of Title 24, such as space heating, space cooling, water heating, and ventilation. Non-Title 24 uses include all other end uses, such as appliances, electronics, and other miscellaneous plug-in uses. Because some lighting is not considered as part of the building envelope energy budget, and since a separate mitigation measure is applicable to this end use, CalEEMod makes lighting a separate category.

For natural gas, uses are likewise categorized as Title 24 or Non-Title 24. Title 24 uses include building heating and hot water end uses. Non-Title 24 natural gas uses include cooking and appliances (including pool/spa heaters).

The baseline values are based on the California Energy Commission (CEC) sponsored California Commercial End Use Survey (CEUS) and Residential Appliance Saturation Survey (RASS) studies.

Table 14 shows the total annual expected electricity and natural gas usage for the proposed project.

Table 14
Electricity and Natural Gas Usage

Land Use	Electricity Usage[1] (KWhr/yr)[2]	Natural Gas Usage[1] (KBTU/yr)[2]
Apartments Mid Rise	431,641.0	1,567,660.0
Strip Mall	65,021.0	11,783.2
Parking Lot	22,680.0	--
Total	519,342.0	1,579,443.2

[1] CalEEMod default estimates.

[2] KWhr/yr = Kilowatt Hours per Year
KBTU/yr = Thousand British Thermal Units per Year

4.3.3 Area Source Emissions

Area source emissions are direct sources of emissions that fall under four categories; hearths, consumer products, architectural coatings, and landscaping equipment. Per SCAQMD rule 445, no wood burning devices are allowed in new developments; therefore, no wood hearths are included in this project.

Consumer products are various solvents used in non-industrial applications which emit ROGs during their product use. These typically include cleaning supplies, kitchen aerosols, cosmetics and toiletries.

4.3.4 Other Sources of Operational Emissions

Water. Greenhouse gas emissions are generated from the upstream energy required to supply and treat the water used on the project site. Indirect emissions from water usage are counted as part of the project's overall impact. The estimated water usage for the project is reported in Table 15 and recommendations to reduce water usage are discussed in Section 6.0.

Waste. CalEEMod calculates the indirect GHG emissions associated with waste that is disposed of at a landfill. The program uses annual waste disposal rates from the California Department of Resources Recycling and Recovery (CalRecycle) data for individual land uses. The program quantifies the GHG emissions associated with the decomposition of the waste which generates methane based on the total amount of degradable organic carbon.

The estimated waste generation by the project is reported in Table 15 and recommendations to reduce waste generation in landfills are discussed in Section 6.0

Table 15
Operational Water Usage and Waste Generation

Land Use	Water Usage (gallons/year)			Waste Generation (tons/year)[1]
	Indoor	Outdoor	Total	
Apartments Mid Rise	7,101,788.79	4,477,214.67	11,579,003.46	50.14
Strip Mall	397,028.72	243,340.18	640,368.90	5.63
Total	7,498,817.51	4,720,554.85	12,219,372.36	55.77

[1] CalEEMod default estimates.

5.0 Significance Thresholds

5.1 Air Quality Significance Thresholds

The SCAQMD has established air quality emissions thresholds for criteria air pollutants for the purposes of determining whether a project may have a significant effect on the environment per Section 15002(g) of the Guidelines for implementing CEQA. By complying with the thresholds of significance, the project would be in compliance with the SCAQMD Air Quality Management Plan (AQMP) and the federal and state air quality standards.

Table 16 lists the air quality significance thresholds for the six air pollutants analyzed in this report. Lead is not included as part of this analysis as the project is not expected to emit lead in any significant measurable quantity.

Table 16
SCAQMD Air Quality Significance Thresholds

Pollutant	Construction (lbs/day)	Operation (lbs/day)
NO_X	100	55
VOC	75	55
PM_{10}	150	150
$PM_{2.5}$	55	55
SO_X	150	150
CO	550	550

[1] Source: http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf

5.2 Air Quality Localized Significance Thresholds

Air quality emissions were analyzed using the SCAQMD's Mass Rate Localized Significant Threshold (LST) Look-up Tables.

Table 17 lists the Localized Significance Thresholds (LST) used to determine whether a project may generate significant adverse localized air quality impacts. LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard.

LSTs are developed based on the ambient concentrations of four applicable air pollutants for source receptor area (SRA) 34 –Central San Bernardino Valley.

The nearest existing sensitive receptors are located to the northeast of the site, approximately 90 feet or 27 meters away from potential areas of on-site construction and operational activity. To be conservative, the LST at 25 meters is utilized. The daily disturbance area is calculated to be 2.0 acres.

Table 17
SCAQMD Localized Significance Thresholds[1] (LST)

Pollutant	Construction (lbs/day)	Operation (lbs/day)
NO_X	170.0	170.0
CO	972.0	972.0
PM_{10}	7.0	2.0
$PM_{2.5}$	4.0	1.0

[1] Source: SCAQMD Mass Rate Localized Significance Thresholds for 2-acre site in SRA-34 at 25 meters

5.3 City of Ontario General Plan

The City of Ontario describes several goals and policies for addressing air quality and greenhouse gas in the General Plan ER4 Air Quality. The following policy goals are aimed at providing guidance and policy direction in providing better indoor and outdoor air quality for Ontario and the air basin will improve the quality of life of residents, workers and visitors, decrease health care costs and make Ontario more prosperous by making the City a more desirable place to be.

GOAL ER4: Improved indoor and outdoor air quality and reduced locally generated pollutant emissions

ER4-1 *Land Use.* We reduce GHG and other local pollutant emissions through compact, mixed use, and transit-oriented development and development that improves the regional jobs-housing balance.

ER4-2 *Sensitive Land Uses.* We prohibit the future siting of sensitive land uses, within the distances defined by the California Air Resources Board for specific source categories, without sufficient mitigation.

ER4-3 *Greenhouse Gases (GHG) Emissions Reductions.* We will reduce GHG emissions in accordance with regional, state and federal regulations.

ER4-4 *Indoor Air Quality.* We will comply with State Green Building Codes relative to indoor air quality.

ER4-5 *Transportation.* We promote mass transit and non-motorized mobility options (e.g. walking, biking) to reduce air pollutant emissions.

ER4-6 Particulate Matter. We support efforts to reduce particulate matter to meet State and Federal Clean Air Standards.

ER4-7 *Other Agency Collaboration.* We collaborate with other agencies within the South Coast Air Basin to improve regional air quality at the emission source.

5.4 City of Ontario Community Climate Action Plan (CCAP)

The City of Ontario has adopted the Community Climate Action Plan (CCAP) to help reduce citywide GHG emissions and align the City with the statewide Scoping Plan GHG reduction efforts.

The CCAP has established Screening Tables, which are setup similar to a checklist, with points allocated to certain elements of the project that would contribute to reduced GHG emissions. If a project garners 100 points (by including enough GHG reducing elements), then the project is consistent with Ontario City's Community Climate Action Plan for reducing emissions and the impact may be considered less than significant for purposes of CEQA.

6.0 Air Quality Impact Analysis

Consistent with CEQA and the State CEQA Guidelines, a significant impact related to air quality would occur if the proposed project is determined to:

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

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

c) Expose sensitive receptors to substantial pollutant concentrations.

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

6.1 Short Term Air Quality Impacts - Construction

6.1.1 Daily Emissions - Construction

Daily air quality emissions include both on-site and off-site emissions associated with construction of the project. Regional daily emissions of criteria pollutants are compared to the SCAQMD thresholds of significance.

As shown in Table 18, daily emissions of criteria pollutants are expected to be below the allowable thresholds of significance.

CalEEMod daily emissions outputs are provided in Appendix A.

Table 18
Daily Construction Emissions

Maximum Daily Emissions (lbs/day)[1]						
Activity	**VOC**	**NO_x**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Demolition	1.58	16.90	14.68	0.04	3.06	1.08
Site Preparation	1.33	14.30	10.08	0.03	1.24	0.59
Grading	1.37	14.49	9.08	0.02	3.43	1.90
Building Construction	2.16	14.74	18.59	0.04	1.97	0.96
Paving	1.32	8.65	12.25	0.02	0.60	0.45
Architectural Coating	37.76	1.36	2.60	0.01	0.31	0.13
Maximum[1]	**37.76**	**16.90**	**18.59**	**0.04**	**3.43**	**1.90**
SCAQMD Threshold	75	100	550	150	150	55
Exceeds Threshold (?)	**No**	**No**	**No**	**No**	**No**	**No**

[1] Maximum daily emission during summer or winter; includes both on-site and off-site project emissions.

The project must follow mandatory SCAQMD rules and requirements with regards to fugitive dust control, as described in Section 6.1.3. Compliance with the standard dust control measures is considered to be part of the conditions of approval for the project and built into the design features.

Table 18 shows that, the project's daily construction emissions will be below the applicable SCAQMD air quality standards and thresholds of significance. As a result, the project would not contribute substantially to an existing or projected air quality violation.

Furthermore, by complying with the SCAQMD standards, the project would not contribute to a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).

The project's short-term construction impact on regional air resources is less than significant.

6.1.2 Localized Emissions - Construction

Table 19 illustrates the construction related localized emissions and compares the results to SCAQMD LST thresholds. As shown in Table 21, the emissions will be below the SCAQMD

thresholds of significance for localized construction emissions. The project must follow all standard SCAQMD rules and requirements with regards to fugitive dust control, as described in Section 6.1.3. Compliance with the dust control is considered a standard requirement and included as part of the project's design features, not mitigation.

The project's short-term construction impact to localized air resources is less than significant.

Table 19
Localized Construction Emissions

Maximum Daily Emissions (lbs/day)[1]				
Activity	**NOx**	**CO**	**PM_{10}**	**$PM_{2.5}$**
On-site Emissions	14.47	14.21	3.31	1.87
SCAQMD Construction Threshold[2]	170.0	972.0	7.0	4.0
Exceeds Threshold (?)	**No**	**No**	**No**	**No**

[1] Maximum daily emission during summer or winter; includes on-site project emissions only.
[2] Reference 2006-2008 SCAQMD Mass Rate Localized Significant Thresholds for construction and operation. SRA-34, Central San Bernardino Valley, 2-acre site, receptor distance 25 meters.

6.1.3 Fugitive Dust - Construction

The Project is required to comply with regional rules that assist in reducing short-term air pollutant emissions associated with suspended particulate matter, also known as fugitive dust. Fugitive dust emissions are commonly associated with land clearing activities, cut-and-fill grading operations, and exposure of soils to the air and wind. SCAQMD Rule 403 requires that fugitive dust is controlled with best-available control measures so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. In addition, SCAQMD Rules 402 and 403 require implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off site.

To ensure full compliance with the applicable dust control standards, the following project design are recommended for the project:

DF-1 The project must follow the standard SCAQMD rules and requirements with regards to fugitive dust control, which includes, but are not limited to the following:

1. All active construction areas shall be watered two (2) times daily.
2. Speed on unpaved roads shall be reduced to less than 15 mph.

3. Any visible dirt deposition on any public roadway shall be swept or washed at the site access points within 30 minutes.
4. Any on-site stockpiles of debris, dirt or other dusty material shall be covered or watered twice daily.
5. All operations on any unpaved surface shall be suspended if winds exceed 15 mph.
6. Access points shall be washed or swept daily.
7. Construction sites shall be sandbagged for erosion control.
8. Apply nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 10 days or more).
9. Cover all trucks hauling dirt, sand, soil, or other loose materials, and maintain at least 2 feet of freeboard space in accordance with the requirements of California Vehicle Code (CVC) section 23114.
10. Pave or gravel construction access roads at least 100 feet onto the site from the main road and use gravel aprons at truck exits.
11. Replace the ground cover of disturbed areas as quickly possible.

6.1.4 Odors - Construction

Heavy-duty equipment in the project area during construction will emit odors; however, the construction activity would cease to occur after individual construction is completed. The project is required to comply with Rule 402 during construction, which states that a person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. No other sources of objectionable odors have been identified for the proposed Project.

Therefore, the project impact from odor emissions is less than significant.

6.1.5 Asbestos - Construction

Asbestos is a carcinogen and is categorized as a hazardous air pollutant by the Environmental Protection Agency (EPA). Asbestos fibers imbedded within construction materials become a health hazard once they are disturbed and rendered airborne, such as through physical contact like building renovation and demolition activities. Asbestos is

regulated through the National Emissions Standards for Hazardous Air Pollutants (NESHAP) and SCAQMD is the local enforcement authority for asbestos.

The project includes demolition of existing structures that would be subject to the National Emissions Standards for Asbestos (40CFR Part 61 Subpart M). Prior to demolition of existing structures, an asbestos evaluation must be completed in accordance with the Asbestos NESHAP regulations. Section 61.145 requires written notification of demolition operations. Asbestos NESHAP demolition/Renovation Notification Form can be downloaded at http://www.arb.ca.gov/enf/asbestosform.pdf.

Asbestos also occurs naturally in serpentine and ultramafic rock. Based on the California Division of Mines and Geology General Location Guide for Ultramafic Rocks in California - Areas More Likely to Contain Naturally Occurring Asbestos, naturally occurring asbestos has not been shown to occur within in the vicinity of the project site. Therefore, the potential risk for naturally occurring asbestos (NOA) during project construction is small.

In the event asbestos is found on the site, the project will be required to comply with SCAQMD and NESHAP standards and protocols. SCAQMD Rule 1403 establishes the survey requirements, notification, and work practice requirements to prevent asbestos emissions during construction activities.

By following the required asbestos abatement protocols, **the project impact is less than significant**.

6.1.6 Diesel Particulate Matter - Construction

The project will generate diesel particulate matter (DPM) during construction from off-road diesel equipment and trucks. The California Office of Environmental Health Hazard Assessment (OEHHA) adopted the Guidance Manual for Preparation of Health Risk Assessments (HRA Guidelines) to provide procedures for use in the Air Toxics Hot Spots Program or for the permitting of existing, new, or modified stationary sources.[7]

The HRA Guidelines provide risk factors based on exposure to toxic substances over a 30-year lifetime span. The proposed project's construction activity is not expected to be a long-term (i.e., 30 years) source of toxic air contaminant emissions and short-term risk factors have not been developed. Due the significantly reduced risk from short-term

[7] OEHHA. Air Toxics Hot Spots Program. Risk Assessment Guidelines. Guidance for Preparation of Health Risk Assessments. February 2015.

exposure, SCAQMD does not typically require the evaluation of long-term cancer risk or chronic health impacts for construction operations from a project such as the one being proposed.

Hence, the impacts from short-term exposure to DMP during project construction may be presumed to be less than significant without the need for a detailed HRA study.

To help further reduce the potential health risks associated with DPM exposure during construction, the following project design features are recommended. Project design features include a recommendation for Tier 4 engines on all off-road diesel equipment. Tier 4 engines, along with the latest national fuel standards, have been shown to yield PM reductions of over 95% from the typical Tier 2 and Tier 3 engines.[8] Thus ensuring the potential DPM exposure to adjacent sensitive receptors is reduced to the maximum extent feasible.

DF-2 All diesel construction equipment should have Tier 4 low emission "clean diesel" engines (OEM or retrofit) that include diesel oxidation catalysts and diesel particulate filters that meet the latest CARB best available control technology.

DF-3 Construction equipment should be maintained in proper tune.

DF-4 All construction vehicles should be prohibited from excessive idling. Excessive idling is defined as five (5) minutes or longer.

DF-5 Minimize the simultaneous operation of multiple construction equipment units, to the maximum extent feasible.

DF-6 The use of heavy construction equipment and earthmoving activity should be suspended during Air Alerts when the Air Quality Index reaches the "Unhealthy" level.

DF-7 Establish an electricity supply to the construction site and use electric powered equipment instead of diesel-powered equipment or generators, where feasible.

[8] EPA. Control of Emissions of Air Pollution from Nonroad Diesel Engines and Fuel; Final Rule. (40 CFR Parts 9, 69, et al.)

DF-8 Establish staging areas for the construction equipment that as far from adjacent residential homes, as feasible.

DF-9 Use haul trucks with on-road engines instead of off-road engines for on-site hauling.

6.2 Long Term Air Quality Impacts - Operation

6.2.1 Daily Emissions - Operation

Long-term operational air pollutant impacts from the project are shown in Table 20. The project is not expected to exceed any of the allowable daily emissions thresholds for criteria pollutants at the regional level. CalEEMod daily emissions outputs are provided in Appendix A.

The project's daily operational emissions will be below the applicable SCAQMD air quality thresholds of significance and the project would not contribute substantially to an existing or projected air quality violation. Furthermore, by complying with the SCAQMD standards, the project would not contribute to a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).

The project related long-term air quality impacts are less than significant.

Table 20
Daily Operational Emissions

Maximum Daily Emissions (lbs/day)[1]						
Activity	**VOC**	**NO_x**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Mobile Sources	2.60	2.57	23.29	0.05	5.00	1.35
Energy Sources	0.05	0.40	0.17	0.00	0.03	0.03
Area Sources	2.94	1.64	9.66	0.01	0.17	0.17
Total	**5.60**	**4.61**	**33.12**	**0.06**	**5.20**	**1.56**
SCAQMD Threshold	55	55	550	150	150	55
Exceeds Threshold (?)	**No**	**No**	**No**	**No**	**No**	**No**

[1] Maximum daily emission during summer or winter; includes both on-site and off-site project emissions.
[2] Daily emissions reports are provided in Appendix A.

6.2.2 Localized Operational Emissions - Operation

Table 21 shows the localized operational emissions and compares the results to SCAQMD LST thresholds of significance. As shown in Table 21, the emissions will be below the SCAQMD thresholds of significance for localized operational emissions. **The project will result in less than significant localized operational emissions impacts.**

Table 21
Localized Operational Emissions

Maximum Daily Emissions (lbs/day)[1]				
LST Pollutants	NOx (lbs/day)	CO (lbs/day)	PM_{10} (lbs/day)	$PM_{2.5}$ (lbs/day)
On-site Emissions[1]	1.31	6.00	0.3	0.2
SCAQMD Operation Threshold[2]	46.0	231.0	1.0	1.0
Exceeds Threshold (?)	**No**	**No**	**No**	**No**

[1] Maximum daily emission in summer or winter.
[2] Mobile source emissions include on-site vehicle emissions only. It is estimated that approximately 5% of mobile emissions will occur on the project site.
[3] Reference: 2006-2008 SCAQMD Mass Rate Localized Significant Thresholds for construction and operation Table C-1 through C-6; SRA 34, Central San Bernardino Valley disturbance area of 2-acre and receptor distance of 25 meters.

6.2.3 Odors - Operation

Land uses that commonly receive odor complaints include agricultural uses (farming and livestock), chemical plants, composting operations, dairies, fiberglass molding facilities, food processing plants, landfills, refineries, rail yards, and wastewater treatment plants. The proposed project does not contain land uses that would typically be associated with significant odor emissions.

The project will be required to comply with standard building code requirements related to exhaust ventilation, as well as comply with SCAQMD Rule 402. Rule 402 requires that a person may not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. Project related odors are not expected to meet the criteria of being a nuisance. **The project's operation would result in less than significant odor impacts.**

6.2.4 Toxic Air Contaminants - Operations

The project would consist of mixed use consisting of commercial and residential land uses. These types of projects do not include major sources of toxic air contaminants (TAC) emissions that would result in significant exposure of sensitive receptors to substantial pollutant concentrations. Therefore, **the project impact is considered less than significant.**

7.0 Greenhouse Gas Impact Analysis

Consistent with CEQA Guidelines, a significant impact related to greenhouse gas would occur if the proposed project is determined to:

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

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

For purposes of this project, the City of Ontario CCAP establishes the requirements for determining whether a project would have a significant impact to GHG emissions under CEQA.

The CCAP uses Screening Tables, which are setup similar to a checklist, with points allocated to certain elements of the project to reduce GHG emissions. If a project garners 100 points (by including enough GHG reducing elements), then the project is consistent with CCAP and the impact may be considered less than significant for purposes of CEQA.

The proposed project is expected to comply with the CCAP by implementing the Screening Table requirements into the project design. To help ensure the project adheres to the CCAP requirements, the following project design feature is provided:

DF-10 Implement the GHG Reduction Measures from the Ontario County Climate Action Plan (CAP) Screening Tables to achieve at least 100 points, per the requirements for Mixed Use Projects.

For mixed use projects, both the residential and non-residential screening tables shall be completed. Mixed use Projects that garner at least 100 points will be consistent with the reduction quantities in the City's CAP and are considered less than significant for GHG emissions. A copy of the Screening Tables is provided in Appendix C.

Therefore, with the implementation of the CCAP Screening Tables, the project is not expected to generate GHG emissions, either directly or indirectly, that would cause a significant impact on the environment. Also, by complying with the CCAP, the project will not conflict with an applicable plan, policy or regulation for the purpose of reducing the emissions of greenhouse gases and the impact is considered less than significant.

Furthermore, since the purpose of the City's CCAP is to ensure compliance with the state's climate initiatives for reducing GHG emissions, by complying with the CCAP, the project will also be in compliant with the broader statewide goals for combating climate change; such as those required in the CARB Scoping Plan and AB 32.

The mixed-use project is also located within close proximity to high quality transit, located within half a mile from the nearest Ontario Train Station, and offers high-density residential development near commercial uses. The project will include pedestrian friendly and walkable design that will encourage fewer auto-based trips.

The following project design features will be implemented to ensure the project is consistent with applicable GHG reduction standards.

DF-11 The project will comply with the mandatory requirements of the California Building Standards Code, Title 24, Part 6 (Energy Code) and Part 11 (CALGreen), including, but not limited to:

- Install low flow fixtures and toilets, water efficient irrigation systems, drought tolerant/native landscaping, and reduce the amount of turf.
- Provide the necessary infrastructure to support electric vehicle charging.
- Provide solar installations per the prescribed Energy Design Ratings.

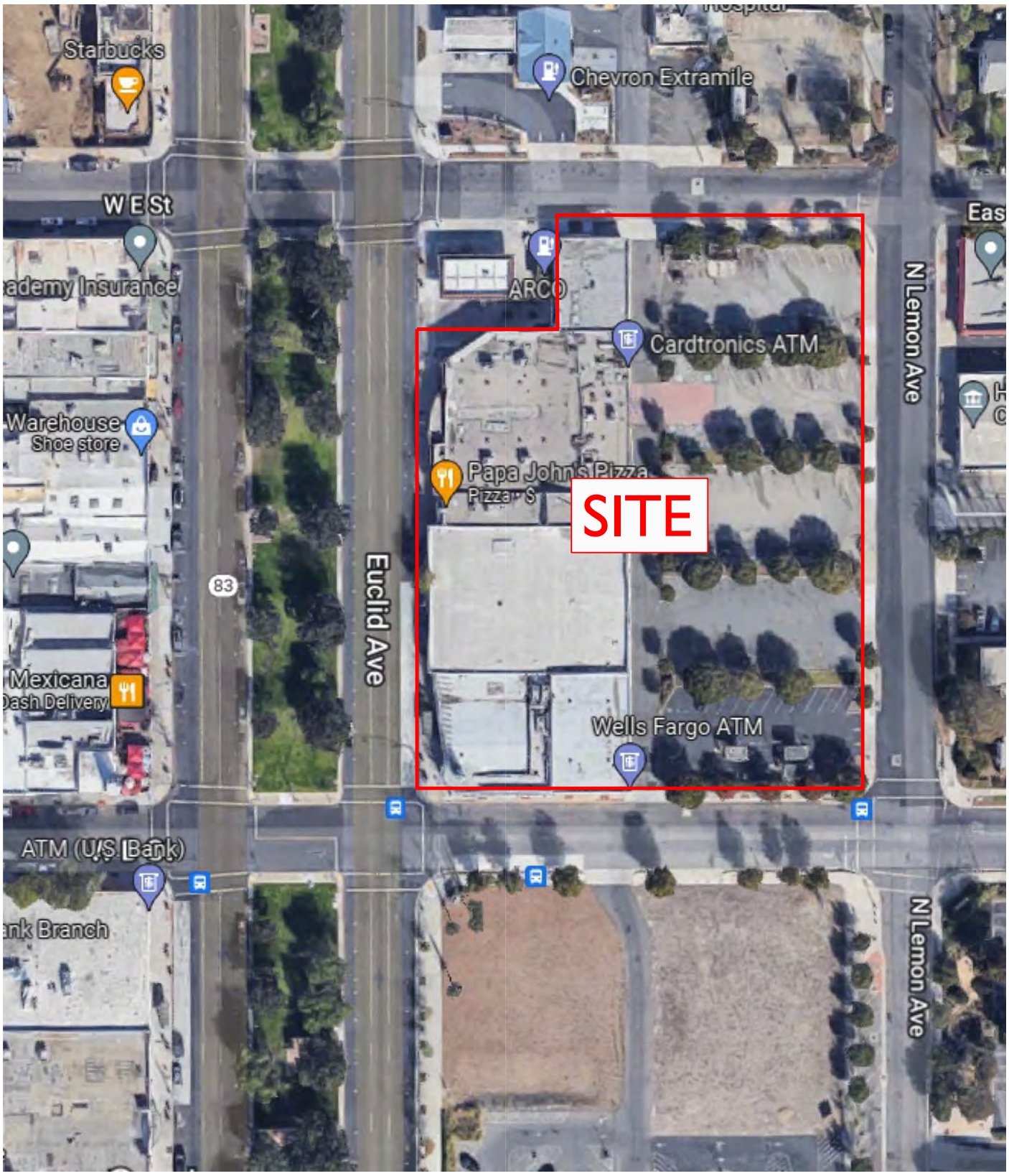
DF-12 Participate in the local waste management recycling and composting programs.

DF-13 Encourage the property management company and landscape maintenance crews to use electric powered landscaping equipment for landscape maintenance.

As a result, the project would not conflict with an applicable plan, policy, or regulation for the purpose of reducing the emissions of greenhouse gases and the impact is considered less than significant.

Exhibits

Location Map



N

Exhibit B
Site Plan



N

Appendices

Appendix A

Daily Emissions Calculations Output
(CalEEMod)

414 & 440 Euclid Avenue Mixed Use Project - San Bernardino-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

414 & 440 Euclid Avenue Mixed Use Project

San Bernardino-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	162.00	Space	1.46	64,800.00	0
Apartments Mid Rise	109.00	Dwelling Unit	0.72	109,000.00	312
Strip Mall	5.36	1000sqft	0.12	5,356.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	32
Climate Zone	10			**Operational Year**	2024
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - The project proposes to construct and operate 109 multifamily residential homes and 5,356 square feet of ground floor general commercial use on approximately 2.3 acre vacant site.

Construction Phase - Construction phases are adjusted to meet opening year 2023.

Demolition - The project site currently consists of approximately 44,572 square feet of existing buildings and approximately 52,250 square feet of existing parking lot area and expected to demolition as a part of the project.

Vehicle Trips - Trip Generation rates are based 414 & 440 Euclid Avenue Mixed Use Project Trip Generation & VMT Study, City of Ontario and ITE Trip Generation Manual 11th Edition.

Woodstoves - SCAQMD Rule 445 restricts wood burning hearths/fireplaces from being installed in new development.

Construction Off-road Equipment Mitigation - Project will be required to comply with SCAQMD Rule 403 regarding fugitive dust control.

Area Mitigation -

414 & 440 Euclid Avenue Mixed Use Project - San Bernardino-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Energy Mitigation - The project will be required to instal solar panels capable of meeting the California Energy Code Design Rating for all residential dwellings. (Assumes 80% of demand generated by renewable sources).

Fleet Mix - Operational fleet mix adjusted to equal 2% trucks with GVWR > 10,000 lbs.

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	12
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	10.00	20.00
tblConstructionPhase	NumDays	220.00	200.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	5.45	0.00
tblFleetMix	HHD	0.02	8.1500e-003
tblFleetMix	HHD	0.02	8.1500e-003
tblFleetMix	HHD	0.02	8.1500e-003
tblFleetMix	LDA	0.54	0.55
tblFleetMix	LDA	0.54	0.55
tblFleetMix	LDA	0.54	0.55
tblFleetMix	LDT1	0.06	0.06
tblFleetMix	LDT1	0.06	0.06
tblFleetMix	LDT1	0.06	0.06
tblFleetMix	LDT2	0.17	0.18
tblFleetMix	LDT2	0.17	0.18
tblFleetMix	LDT2	0.17	0.18
tblFleetMix	LHD1	0.03	0.03
tblFleetMix	LHD1	0.03	0.03
tblFleetMix	LHD1	0.03	0.03
tblFleetMix	LHD2	7.1040e-003	3.3180e-003
tblFleetMix	LHD2	7.1040e-003	3.3180e-003
tblFleetMix	LHD2	7.1040e-003	3.3180e-003
tblFleetMix	MCY	0.03	0.03
tblFleetMix	MCY	0.03	0.03

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblFleetMix	MCY	0.03	0.03
tblFleetMix	MDV	0.14	0.14
tblFleetMix	MDV	0.14	0.14
tblFleetMix	MDV	0.14	0.14
tblFleetMix	MH	4.8300e-003	2.2560e-003
tblFleetMix	MH	4.8300e-003	2.2560e-003
tblFleetMix	MH	4.8300e-003	2.2560e-003
tblFleetMix	MHD	0.01	5.4550e-003
tblFleetMix	MHD	0.01	5.4550e-003
tblFleetMix	MHD	0.01	5.4550e-003
tblFleetMix	OBUS	5.5400e-004	2.5900e-004
tblFleetMix	OBUS	5.5400e-004	2.5900e-004
tblFleetMix	OBUS	5.5400e-004	2.5900e-004
tblFleetMix	SBUS	9.5400e-004	4.4600e-004
tblFleetMix	SBUS	9.5400e-004	4.4600e-004
tblFleetMix	SBUS	9.5400e-004	4.4600e-004
tblFleetMix	UBUS	2.5100e-004	1.1700e-004
tblFleetMix	UBUS	2.5100e-004	1.1700e-004
tblFleetMix	UBUS	2.5100e-004	1.1700e-004
tblLandUse	LandUseSquareFeet	5,360.00	5,356.00
tblLandUse	LotAcreage	2.87	0.72
tblVehicleTrips	ST_TR	4.91	4.55
tblVehicleTrips	ST_TR	42.04	65.70
tblVehicleTrips	SU_TR	4.09	3.86
tblVehicleTrips	SU_TR	20.43	65.70
tblVehicleTrips	WD_TR	5.44	2.01
tblVehicleTrips	WD_TR	44.32	49.10
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

414 & 440 Euclid Avenue Mixed Use Project - San Bernardino-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	37.7593	16.7687	18.5881	0.0398	7.1944	0.7028	7.7993	3.4544	0.6578	4.0109	0.0000	3,824.1205	3,824.1205	0.7700	0.2166	3,884.7839
Maximum	**37.7593**	**16.7687**	**18.5881**	**0.0398**	**7.1944**	**0.7028**	**7.7993**	**3.4544**	**0.6578**	**4.0109**	**0.0000**	**3,824.1205**	**3,824.1205**	**0.7700**	**0.2166**	**3,884.7839**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	37.7593	16.7687	18.5881	0.0398	2.8209	0.7028	3.4258	1.3396	0.6578	1.8961	0.0000	3,824.1205	3,824.1205	0.7700	0.2166	3,884.7839
Maximum	**37.7593**	**16.7687**	**18.5881**	**0.0398**	**2.8209**	**0.7028**	**3.4258**	**1.3396**	**0.6578**	**1.8961**	**0.0000**	**3,824.1205**	**3,824.1205**	**0.7700**	**0.2166**	**3,884.7839**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**60.79**	**0.00**	**56.08**	**61.22**	**0.00**	**52.73**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

414 & 440 Euclid Avenue Mixed Use Project - San Bernardino-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.9443	1.6406	9.6599	0.0103		0.1741	0.1741		0.1741	0.1741	0.0000	1,978.2288	1,978.2288	0.0532	0.0360	1,990.2788
Energy	0.0467	0.3990	0.1711	2.5500e-003		0.0322	0.0322		0.0322	0.0322		509.0861	509.0861	9.7600e-003	9.3300e-003	512.1114
Mobile	2.6040	2.4102	23.2903	0.0474	4.9654	0.0323	4.9978	1.3206	0.0301	1.3507		4,901.9206	4,901.9206	0.2691	0.1953	4,966.8614
Total	**5.5950**	**4.4498**	**33.1213**	**0.0603**	**4.9654**	**0.2387**	**5.2042**	**1.3206**	**0.2365**	**1.5571**	**0.0000**	**7,389.2356**	**7,389.2356**	**0.3321**	**0.2406**	**7,469.2516**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.9443	1.6406	9.6599	0.0103		0.1741	0.1741		0.1741	0.1741	0.0000	1,978.2288	1,978.2288	0.0532	0.0360	1,990.2788
Energy	0.0467	0.3990	0.1711	2.5500e-003		0.0322	0.0322		0.0322	0.0322		509.0861	509.0861	9.7600e-003	9.3300e-003	512.1114
Mobile	2.6040	2.4102	23.2903	0.0474	4.9654	0.0323	4.9978	1.3206	0.0301	1.3507		4,901.9206	4,901.9206	0.2691	0.1953	4,966.8614
Total	**5.5950**	**4.4498**	**33.1213**	**0.0603**	**4.9654**	**0.2387**	**5.2042**	**1.3206**	**0.2365**	**1.5571**	**0.0000**	**7,389.2356**	**7,389.2356**	**0.3321**	**0.2406**	**7,469.2516**

414 & 440 Euclid Avenue Mixed Use Project - San Bernardino-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/2/2023	1/27/2023	5	20	
2	Site Preparation	Site Preparation	1/28/2023	2/1/2023	5	3	
3	Grading	Grading	2/2/2023	2/9/2023	5	6	
4	Building Construction	Building Construction	2/10/2023	11/16/2023	5	200	
5	Paving	Paving	11/17/2023	11/30/2023	5	10	
6	Architectural Coating	Architectural Coating	12/1/2023	12/28/2023	5	20	

Acres of Grading (Site Preparation Phase): 4.5

Acres of Grading (Grading Phase): 6

Acres of Paving: 1.46

Residential Indoor: 220,725; Residential Outdoor: 73,575; Non-Residential Indoor: 8,034; Non-Residential Outdoor: 2,678; Striped Parking Area: 3,888 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Scrapers	1	8.00	367	0.48

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Site Preparation	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Forklifts	2	7.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	440.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	107.00	23.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	21.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Soil Stabilizer

414 & 440 Euclid Avenue Mixed Use Project - San Bernardino-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Replace Ground Cover

Water Exposed Area

Water Unpaved Roads

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.7654	0.0000	4.7654	0.7215	0.0000	0.7215			0.0000			0.0000
Off-Road	1.4725	14.3184	13.4577	0.0241		0.6766	0.6766		0.6328	0.6328		2,324.3959	2,324.3959	0.5893		2,339.1278
Total	**1.4725**	**14.3184**	**13.4577**	**0.0241**	**4.7654**	**0.6766**	**5.4420**	**0.7215**	**0.6328**	**1.3543**		**2,324.3959**	**2,324.3959**	**0.5893**		**2,339.1278**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0530	2.4196	0.7370	0.0124	0.3853	0.0255	0.4107	0.1056	0.0244	0.1300		1,346.7781	1,346.7781	0.0575	0.2135	1,411.8292
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0508	0.0307	0.4902	1.3000e-003	0.1453	7.2000e-004	0.1460	0.0385	6.6000e-004	0.0392		132.8169	132.8169	3.1700e-003	3.1200e-003	133.8269
Total	**0.1038**	**2.4503**	**1.2272**	**0.0137**	**0.5306**	**0.0262**	**0.5567**	**0.1442**	**0.0250**	**0.1692**		**1,479.5950**	**1,479.5950**	**0.0606**	**0.2166**	**1,545.6561**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.8228	0.0000	1.8228	0.2760	0.0000	0.2760			0.0000			0.0000
Off-Road	1.4725	14.3184	13.4577	0.0241		0.6766	0.6766		0.6328	0.6328	0.0000	2,324.3959	2,324.3959	0.5893		2,339.1278
Total	**1.4725**	**14.3184**	**13.4577**	**0.0241**	**1.8228**	**0.6766**	**2.4994**	**0.2760**	**0.6328**	**0.9088**	**0.0000**	**2,324.3959**	**2,324.3959**	**0.5893**		**2,339.1278**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0530	2.4196	0.7370	0.0124	0.3853	0.0255	0.4107	0.1056	0.0244	0.1300		1,346.7781	1,346.7781	0.0575	0.2135	1,411.8292
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0508	0.0307	0.4902	1.3000e-003	0.1453	7.2000e-004	0.1460	0.0385	6.6000e-004	0.0392		132.8169	132.8169	3.1700e-003	3.1200e-003	133.8269
Total	**0.1038**	**2.4503**	**1.2272**	**0.0137**	**0.5306**	**0.0262**	**0.5567**	**0.1442**	**0.0250**	**0.1692**		**1,479.5950**	**1,479.5950**	**0.0606**	**0.2166**	**1,545.6561**

3.3 Site Preparation - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.5908	0.0000	1.5908	0.1718	0.0000	0.1718			0.0000			0.0000
Off-Road	1.3027	14.2802	9.7820	0.0245		0.5419	0.5419		0.4985	0.4985		2,374.8634	2,374.8634	0.7681		2,394.0654
Total	**1.3027**	**14.2802**	**9.7820**	**0.0245**	**1.5908**	**0.5419**	**2.1326**	**0.1718**	**0.4985**	**0.6703**		**2,374.8634**	**2,374.8634**	**0.7681**		**2,394.0654**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Preparation - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0313	0.0189	0.3017	8.0000e-004	0.0894	4.4000e-004	0.0899	0.0237	4.1000e-004	0.0241		81.7335	81.7335	1.9500e-003	1.9200e-003	82.3550
Total	**0.0313**	**0.0189**	**0.3017**	**8.0000e-004**	**0.0894**	**4.4000e-004**	**0.0899**	**0.0237**	**4.1000e-004**	**0.0241**		**81.7335**	**81.7335**	**1.9500e-003**	**1.9200e-003**	**82.3550**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.6085	0.0000	0.6085	0.0657	0.0000	0.0657			0.0000			0.0000
Off-Road	1.3027	14.2802	9.7820	0.0245		0.5419	0.5419		0.4985	0.4985	0.0000	2,374.8634	2,374.8634	0.7681		2,394.0654
Total	**1.3027**	**14.2802**	**9.7820**	**0.0245**	**0.6085**	**0.5419**	**1.1503**	**0.0657**	**0.4985**	**0.5642**	**0.0000**	**2,374.8634**	**2,374.8634**	**0.7681**		**2,394.0654**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Preparation - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0313	0.0189	0.3017	8.0000e-004	0.0894	4.4000e-004	0.0899	0.0237	4.1000e-004	0.0241		81.7335	81.7335	1.9500e-003	1.9200e-003	82.3550
Total	**0.0313**	**0.0189**	**0.3017**	**8.0000e-004**	**0.0894**	**4.4000e-004**	**0.0899**	**0.0237**	**4.1000e-004**	**0.0241**		**81.7335**	**81.7335**	**1.9500e-003**	**1.9200e-003**	**82.3550**

3.4 Grading - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			0.0000			0.0000
Off-Road	1.3330	14.4676	8.7038	0.0206		0.6044	0.6044		0.5560	0.5560		1,995.6147	1,995.6147	0.6454		2,011.7503
Total	**1.3330**	**14.4676**	**8.7038**	**0.0206**	**7.0826**	**0.6044**	**7.6869**	**3.4247**	**0.5560**	**3.9807**		**1,995.6147**	**1,995.6147**	**0.6454**		**2,011.7503**

414 & 440 Euclid Avenue Mixed Use Project - San Bernardino-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0391	0.0236	0.3771	1.0000e-003	0.1118	5.5000e-004	0.1123	0.0296	5.1000e-004	0.0302		102.1669	102.1669	2.4400e-003	2.4000e-003	102.9438
Total	**0.0391**	**0.0236**	**0.3771**	**1.0000e-003**	**0.1118**	**5.5000e-004**	**0.1123**	**0.0296**	**5.1000e-004**	**0.0302**		**102.1669**	**102.1669**	**2.4400e-003**	**2.4000e-003**	**102.9438**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.7091	0.0000	2.7091	1.3100	0.0000	1.3100			0.0000			0.0000
Off-Road	1.3330	14.4676	8.7038	0.0206		0.6044	0.6044		0.5560	0.5560	0.0000	1,995.6147	1,995.6147	0.6454		2,011.7503
Total	**1.3330**	**14.4676**	**8.7038**	**0.0206**	**2.7091**	**0.6044**	**3.3134**	**1.3100**	**0.5560**	**1.8660**	**0.0000**	**1,995.6147**	**1,995.6147**	**0.6454**		**2,011.7503**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0391	0.0236	0.3771	1.0000e-003	0.1118	5.5000e-004	0.1123	0.0296	5.1000e-004	0.0302		102.1669	102.1669	2.4400e-003	2.4000e-003	102.9438
Total	**0.0391**	**0.0236**	**0.3771**	**1.0000e-003**	**0.1118**	**5.5000e-004**	**0.1123**	**0.0296**	**5.1000e-004**	**0.0302**		**102.1669**	**102.1669**	**2.4400e-003**	**2.4000e-003**	**102.9438**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7136	13.6239	14.2145	0.0250		0.6136	0.6136		0.5880	0.5880		2,289.5233	2,289.5233	0.4330		2,300.3479
Total	**1.7136**	**13.6239**	**14.2145**	**0.0250**		**0.6136**	**0.6136**		**0.5880**	**0.5880**		**2,289.5233**	**2,289.5233**	**0.4330**		**2,300.3479**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0269	0.8067	0.3385	4.1200e-003	0.1474	6.0600e-003	0.1534	0.0424	5.8000e-003	0.0482		441.4118	441.4118	0.0115	0.0652	461.1252
Worker	0.4184	0.2525	4.0351	0.0107	1.1960	5.9100e-003	1.2019	0.3172	5.4400e-003	0.3226		1,093.1853	1,093.1853	0.0261	0.0257	1,101.4986
Total	**0.4453**	**1.0592**	**4.3736**	**0.0148**	**1.3434**	**0.0120**	**1.3553**	**0.3596**	**0.0112**	**0.3709**		**1,534.5972**	**1,534.5972**	**0.0377**	**0.0909**	**1,562.6238**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7136	13.6239	14.2145	0.0250		0.6136	0.6136		0.5880	0.5880	0.0000	2,289.5233	2,289.5233	0.4330		2,300.3479
Total	**1.7136**	**13.6239**	**14.2145**	**0.0250**		**0.6136**	**0.6136**		**0.5880**	**0.5880**	**0.0000**	**2,289.5233**	**2,289.5233**	**0.4330**		**2,300.3479**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0269	0.8067	0.3385	4.1200e-003	0.1474	6.0600e-003	0.1534	0.0424	5.8000e-003	0.0482		441.4118	441.4118	0.0115	0.0652	461.1252
Worker	0.4184	0.2525	4.0351	0.0107	1.1960	5.9100e-003	1.2019	0.3172	5.4400e-003	0.3226		1,093.1853	1,093.1853	0.0261	0.0257	1,101.4986
Total	**0.4453**	**1.0592**	**4.3736**	**0.0148**	**1.3434**	**0.0120**	**1.3553**	**0.3596**	**0.0112**	**0.3709**		**1,534.5972**	**1,534.5972**	**0.0377**	**0.0909**	**1,562.6238**

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8802	8.6098	11.6840	0.0179		0.4338	0.4338		0.4003	0.4003		1,709.9926	1,709.9926	0.5420		1,723.5414
Paving	0.3825					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.2627**	**8.6098**	**11.6840**	**0.0179**		**0.4338**	**0.4338**		**0.4003**	**0.4003**		**1,709.9926**	**1,709.9926**	**0.5420**		**1,723.5414**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0587	0.0354	0.5657	1.5000e-003	0.1677	8.3000e-004	0.1685	0.0445	7.6000e-004	0.0452		153.2503	153.2503	3.6600e-003	3.6000e-003	154.4157
Total	**0.0587**	**0.0354**	**0.5657**	**1.5000e-003**	**0.1677**	**8.3000e-004**	**0.1685**	**0.0445**	**7.6000e-004**	**0.0452**		**153.2503**	**153.2503**	**3.6600e-003**	**3.6000e-003**	**154.4157**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8802	8.6098	11.6840	0.0179		0.4338	0.4338		0.4003	0.4003	0.0000	1,709.9926	1,709.9926	0.5420		1,723.5414
Paving	0.3825					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.2627**	**8.6098**	**11.6840**	**0.0179**		**0.4338**	**0.4338**		**0.4003**	**0.4003**	**0.0000**	**1,709.9926**	**1,709.9926**	**0.5420**		**1,723.5414**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0587	0.0354	0.5657	1.5000e-003	0.1677	8.3000e-004	0.1685	0.0445	7.6000e-004	0.0452		153.2503	153.2503	3.6600e-003	3.6000e-003	154.4157
Total	**0.0587**	**0.0354**	**0.5657**	**1.5000e-003**	**0.1677**	**8.3000e-004**	**0.1685**	**0.0445**	**7.6000e-004**	**0.0452**		**153.2503**	**153.2503**	**3.6600e-003**	**3.6000e-003**	**154.4157**

3.7 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	37.4856					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	**37.6772**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**		**281.4481**	**281.4481**	**0.0168**		**281.8690**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0821	0.0496	0.7919	2.1000e-003	0.2347	1.1600e-003	0.2359	0.0623	1.0700e-003	0.0633		214.5504	214.5504	5.1200e-003	5.0500e-003	216.1820
Total	**0.0821**	**0.0496**	**0.7919**	**2.1000e-003**	**0.2347**	**1.1600e-003**	**0.2359**	**0.0623**	**1.0700e-003**	**0.0633**		**214.5504**	**214.5504**	**5.1200e-003**	**5.0500e-003**	**216.1820**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	37.4856					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	**37.6772**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**	**0.0000**	**281.4481**	**281.4481**	**0.0168**		**281.8690**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0821	0.0496	0.7919	2.1000e-003	0.2347	1.1600e-003	0.2359	0.0623	1.0700e-003	0.0633		214.5504	214.5504	5.1200e-003	5.0500e-003	216.1820
Total	**0.0821**	**0.0496**	**0.7919**	**2.1000e-003**	**0.2347**	**1.1600e-003**	**0.2359**	**0.0623**	**1.0700e-003**	**0.0633**		**214.5504**	**214.5504**	**5.1200e-003**	**5.0500e-003**	**216.1820**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

414 & 440 Euclid Avenue Mixed Use Project - San Bernardino-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.6040	2.4102	23.2903	0.0474	4.9654	0.0323	4.9978	1.3206	0.0301	1.3507		4,901.9206	4,901.9206	0.2691	0.1953	4,966.8614
Unmitigated	2.6040	2.4102	23.2903	0.0474	4.9654	0.0323	4.9978	1.3206	0.0301	1.3507		4,901.9206	4,901.9206	0.2691	0.1953	4,966.8614

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	219.09	495.95	420.74	982,255	982,255
Parking Lot	0.00	0.00	0.00		
Strip Mall	263.18	352.15	352.15	549,085	549,085
Total	482.27	848.10	772.89	1,531,340	1,531,340

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.553454	0.057396	0.176797	0.139748	0.026931	0.003318	0.005455	0.008150	0.000259	0.000117	0.025674	0.000446	0.002256
Parking Lot	0.553454	0.057396	0.176797	0.139748	0.026931	0.003318	0.005455	0.008150	0.000259	0.000117	0.025674	0.000446	0.002256

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Strip Mall	0.553454	0.057396	0.176797	0.139748	0.026931	0.003318	0.005455	0.008150	0.000259	0.000117	0.025674	0.000446	0.002256

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Percent of Electricity Use Generated with Renewable Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0467	0.3990	0.1711	2.5500e-003		0.0322	0.0322		0.0322	0.0322		509.0861	509.0861	9.7600e-003	9.3300e-003	512.1114
NaturalGas Unmitigated	0.0467	0.3990	0.1711	2.5500e-003		0.0322	0.0322		0.0322	0.0322		509.0861	509.0861	9.7600e-003	9.3300e-003	512.1114

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	4294.95	0.0463	0.3958	0.1684	2.5300e-003		0.0320	0.0320		0.0320	0.0320		505.2882	505.2882	9.6800e-003	9.2600e-003	508.2908
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Strip Mall	32.2827	3.5000e-004	3.1600e-003	2.6600e-003	2.0000e-005		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004		3.7980	3.7980	7.0000e-005	7.0000e-005	3.8205
Total		**0.0467**	**0.3990**	**0.1711**	**2.5500e-003**		**0.0322**	**0.0322**		**0.0322**	**0.0322**		**509.0861**	**509.0861**	**9.7500e-003**	**9.3300e-003**	**512.1114**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	4.29495	0.0463	0.3958	0.1684	2.5300e-003		0.0320	0.0320		0.0320	0.0320		505.2882	505.2882	9.6800e-003	9.2600e-003	508.2908
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Strip Mall	0.0322827	3.5000e-004	3.1600e-003	2.6600e-003	2.0000e-005		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004		3.7980	3.7980	7.0000e-005	7.0000e-005	3.8205
Total		**0.0467**	**0.3990**	**0.1711**	**2.5500e-003**		**0.0322**	**0.0322**		**0.0322**	**0.0322**		**509.0861**	**509.0861**	**9.7500e-003**	**9.3300e-003**	**512.1114**

6.0 Area Detail

6.1 Mitigation Measures Area

414 & 440 Euclid Avenue Mixed Use Project - San Bernardino-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.9443	1.6406	9.6599	0.0103		0.1741	0.1741		0.1741	0.1741	0.0000	1,978.2288	1,978.2288	0.0532	0.0360	1,990.2788
Unmitigated	2.9443	1.6406	9.6599	0.0103		0.1741	0.1741		0.1741	0.1741	0.0000	1,978.2288	1,978.2288	0.0532	0.0360	1,990.2788

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2054					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.2872					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.1799	1.5369	0.6540	9.8100e-003		0.1243	0.1243		0.1243	0.1243	0.0000	1,962.0000	1,962.0000	0.0376	0.0360	1,973.6592
Landscaping	0.2719	0.1037	9.0059	4.8000e-004		0.0499	0.0499		0.0499	0.0499		16.2288	16.2288	0.0156		16.6196
Total	**2.9443**	**1.6406**	**9.6599**	**0.0103**		**0.1741**	**0.1741**		**0.1741**	**0.1741**	**0.0000**	**1,978.2288**	**1,978.2288**	**0.0532**	**0.0360**	**1,990.2788**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2054					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.2872					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.1799	1.5369	0.6540	9.8100e-003		0.1243	0.1243		0.1243	0.1243	0.0000	1,962.0000	1,962.0000	0.0376	0.0360	1,973.6592
Landscaping	0.2719	0.1037	9.0059	4.8000e-004		0.0499	0.0499		0.0499	0.0499		16.2288	16.2288	0.0156		16.6196
Total	**2.9443**	**1.6406**	**9.6599**	**0.0103**		**0.1741**	**0.1741**		**0.1741**	**0.1741**	**0.0000**	**1,978.2288**	**1,978.2288**	**0.0532**	**0.0360**	**1,990.2788**

7.0 Water Detail

7.1 Mitigation Measures Water

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

414 & 440 Euclid Avenue Mixed Use Project - San Bernardino-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

414 & 440 Euclid Avenue Mixed Use Project

San Bernardino-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	162.00	Space	1.46	64,800.00	0
Apartments Mid Rise	109.00	Dwelling Unit	0.72	109,000.00	312
Strip Mall	5.36	1000sqft	0.12	5,356.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	32
Climate Zone	10			**Operational Year**	2024
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - The project proposes to construct and operate 109 multifamily residential homes and 5,356 square feet of ground floor general commercial use on approximately 2.3 acre vacant site.

Construction Phase - Construction phases are adjusted to meet opening year 2023.

Demolition - The project site currently consists of approximately 44,572 square feet of existing buildings and approximately 52,250 square feet of existing parking lot area and expected to demolition as a part of the project.

Vehicle Trips - Trip Generation rates are based 414 & 440 Euclid Avenue Mixed Use Project Trip Generation & VMT Study, City of Ontario and ITE Trip Generation Manual 11th Edition.

Woodstoves - SCAQMD Rule 445 restricts wood burning hearths/fireplaces from being installed in new development.

Construction Off-road Equipment Mitigation - Project will be required to comply with SCAQMD Rule 403 regarding fugitive dust control.

Area Mitigation -

414 & 440 Euclid Avenue Mixed Use Project - San Bernardino-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Energy Mitigation - The project will be required to instal solar panels capable of meeting the California Energy Code Design Rating for all residential dwellings. (Assumes 80% of demand generated by renewable sources).

Fleet Mix - Operational fleet mix adjusted to equal 2% trucks with GVWR > 10,000 lbs.

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	12
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	10.00	20.00
tblConstructionPhase	NumDays	220.00	200.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	5.45	0.00
tblFleetMix	HHD	0.02	8.1500e-003
tblFleetMix	HHD	0.02	8.1500e-003
tblFleetMix	HHD	0.02	8.1500e-003
tblFleetMix	LDA	0.54	0.55
tblFleetMix	LDA	0.54	0.55
tblFleetMix	LDA	0.54	0.55
tblFleetMix	LDT1	0.06	0.06
tblFleetMix	LDT1	0.06	0.06
tblFleetMix	LDT1	0.06	0.06
tblFleetMix	LDT2	0.17	0.18
tblFleetMix	LDT2	0.17	0.18
tblFleetMix	LDT2	0.17	0.18
tblFleetMix	LHD1	0.03	0.03
tblFleetMix	LHD1	0.03	0.03
tblFleetMix	LHD1	0.03	0.03
tblFleetMix	LHD2	7.1040e-003	3.3180e-003
tblFleetMix	LHD2	7.1040e-003	3.3180e-003
tblFleetMix	LHD2	7.1040e-003	3.3180e-003
tblFleetMix	MCY	0.03	0.03
tblFleetMix	MCY	0.03	0.03

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblFleetMix	MCY	0.03	0.03
tblFleetMix	MDV	0.14	0.14
tblFleetMix	MDV	0.14	0.14
tblFleetMix	MDV	0.14	0.14
tblFleetMix	MH	4.8300e-003	2.2560e-003
tblFleetMix	MH	4.8300e-003	2.2560e-003
tblFleetMix	MH	4.8300e-003	2.2560e-003
tblFleetMix	MHD	0.01	5.4550e-003
tblFleetMix	MHD	0.01	5.4550e-003
tblFleetMix	MHD	0.01	5.4550e-003
tblFleetMix	OBUS	5.5400e-004	2.5900e-004
tblFleetMix	OBUS	5.5400e-004	2.5900e-004
tblFleetMix	OBUS	5.5400e-004	2.5900e-004
tblFleetMix	SBUS	9.5400e-004	4.4600e-004
tblFleetMix	SBUS	9.5400e-004	4.4600e-004
tblFleetMix	SBUS	9.5400e-004	4.4600e-004
tblFleetMix	UBUS	2.5100e-004	1.1700e-004
tblFleetMix	UBUS	2.5100e-004	1.1700e-004
tblFleetMix	UBUS	2.5100e-004	1.1700e-004
tblLandUse	LandUseSquareFeet	5,360.00	5,356.00
tblLandUse	LotAcreage	2.87	0.72
tblVehicleTrips	ST_TR	4.91	4.55
tblVehicleTrips	ST_TR	42.04	65.70
tblVehicleTrips	SU_TR	4.09	3.86
tblVehicleTrips	SU_TR	20.43	65.70
tblVehicleTrips	WD_TR	5.44	2.01
tblVehicleTrips	WD_TR	44.32	49.10
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

414 & 440 Euclid Avenue Mixed Use Project - San Bernardino-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	37.7563	16.9014	17.8845	0.0388	7.1944	0.7028	7.7993	3.4544	0.6578	4.0109	0.0000	3,793.5349	3,793.5349	0.7700	0.2170	3,874.4488
Maximum	**37.7563**	**16.9014**	**17.8845**	**0.0388**	**7.1944**	**0.7028**	**7.7993**	**3.4544**	**0.6578**	**4.0109**	**0.0000**	**3,793.5349**	**3,793.5349**	**0.7700**	**0.2170**	**3,874.4488**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	37.7563	16.9014	17.8845	0.0388	2.8209	0.7028	3.4258	1.3396	0.6578	1.8961	0.0000	3,793.5349	3,793.5349	0.7700	0.2170	3,874.4488
Maximum	**37.7563**	**16.9014**	**17.8845**	**0.0388**	**2.8209**	**0.7028**	**3.4258**	**1.3396**	**0.6578**	**1.8961**	**0.0000**	**3,793.5349**	**3,793.5349**	**0.7700**	**0.2170**	**3,874.4488**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**60.79**	**0.00**	**56.08**	**61.22**	**0.00**	**52.73**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

414 & 440 Euclid Avenue Mixed Use Project - San Bernardino-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.9443	1.6406	9.6599	0.0103		0.1741	0.1741		0.1741	0.1741	0.0000	1,978.2288	1,978.2288	0.0532	0.0360	1,990.2788
Energy	0.0467	0.3990	0.1711	2.5500e-003		0.0322	0.0322		0.0322	0.0322		509.0861	509.0861	9.7600e-003	9.3300e-003	512.1114
Mobile	2.2487	2.5654	20.9428	0.0437	4.9654	0.0323	4.9978	1.3206	0.0301	1.3507		4,520.7064	4,520.7064	0.2781	0.2014	4,587.6833
Total	**5.2397**	**4.6050**	**30.7739**	**0.0566**	**4.9654**	**0.2387**	**5.2042**	**1.3206**	**0.2365**	**1.5571**	**0.0000**	**7,008.0213**	**7,008.0213**	**0.3411**	**0.2467**	**7,090.0735**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.9443	1.6406	9.6599	0.0103		0.1741	0.1741		0.1741	0.1741	0.0000	1,978.2288	1,978.2288	0.0532	0.0360	1,990.2788
Energy	0.0467	0.3990	0.1711	2.5500e-003		0.0322	0.0322		0.0322	0.0322		509.0861	509.0861	9.7600e-003	9.3300e-003	512.1114
Mobile	2.2487	2.5654	20.9428	0.0437	4.9654	0.0323	4.9978	1.3206	0.0301	1.3507		4,520.7064	4,520.7064	0.2781	0.2014	4,587.6833
Total	**5.2397**	**4.6050**	**30.7739**	**0.0566**	**4.9654**	**0.2387**	**5.2042**	**1.3206**	**0.2365**	**1.5571**	**0.0000**	**7,008.0213**	**7,008.0213**	**0.3411**	**0.2467**	**7,090.0735**

414 & 440 Euclid Avenue Mixed Use Project - San Bernardino-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/2/2023	1/27/2023	5	20	
2	Site Preparation	Site Preparation	1/28/2023	2/1/2023	5	3	
3	Grading	Grading	2/2/2023	2/9/2023	5	6	
4	Building Construction	Building Construction	2/10/2023	11/16/2023	5	200	
5	Paving	Paving	11/17/2023	11/30/2023	5	10	
6	Architectural Coating	Architectural Coating	12/1/2023	12/28/2023	5	20	

Acres of Grading (Site Preparation Phase): 4.5

Acres of Grading (Grading Phase): 6

Acres of Paving: 1.46

Residential Indoor: 220,725; Residential Outdoor: 73,575; Non-Residential Indoor: 8,034; Non-Residential Outdoor: 2,678; Striped Parking Area: 3,888 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Scrapers	1	8.00	367	0.48

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Site Preparation	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Forklifts	2	7.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	440.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	107.00	23.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	21.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Soil Stabilizer

414 & 440 Euclid Avenue Mixed Use Project - San Bernardino-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Replace Ground Cover

Water Exposed Area

Water Unpaved Roads

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.7654	0.0000	4.7654	0.7215	0.0000	0.7215			0.0000			0.0000
Off-Road	1.4725	14.3184	13.4577	0.0241		0.6766	0.6766		0.6328	0.6328		2,324.3959	2,324.3959	0.5893		2,339.1278
Total	**1.4725**	**14.3184**	**13.4577**	**0.0241**	**4.7654**	**0.6766**	**5.4420**	**0.7215**	**0.6328**	**1.3543**		**2,324.3959**	**2,324.3959**	**0.5893**		**2,339.1278**

414 & 440 Euclid Avenue Mixed Use Project - San Bernardino-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0490	2.5507	0.7503	0.0124	0.3853	0.0255	0.4108	0.1056	0.0244	0.1300		1,348.8103	1,348.8103	0.0573	0.2138	1,413.9522
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0490	0.0323	0.4035	1.1800e-003	0.1453	7.2000e-004	0.1460	0.0385	6.6000e-004	0.0392		120.3288	120.3288	3.1800e-003	3.2200e-003	121.3688
Total	**0.0980**	**2.5830**	**1.1538**	**0.0136**	**0.5306**	**0.0262**	**0.5568**	**0.1442**	**0.0251**	**0.1692**		**1,469.1390**	**1,469.1390**	**0.0604**	**0.2170**	**1,535.3210**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.8228	0.0000	1.8228	0.2760	0.0000	0.2760			0.0000			0.0000
Off-Road	1.4725	14.3184	13.4577	0.0241		0.6766	0.6766		0.6328	0.6328	0.0000	2,324.3959	2,324.3959	0.5893		2,339.1278
Total	**1.4725**	**14.3184**	**13.4577**	**0.0241**	**1.8228**	**0.6766**	**2.4994**	**0.2760**	**0.6328**	**0.9088**	**0.0000**	**2,324.3959**	**2,324.3959**	**0.5893**		**2,339.1278**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0490	2.5507	0.7503	0.0124	0.3853	0.0255	0.4108	0.1056	0.0244	0.1300		1,348.8103	1,348.8103	0.0573	0.2138	1,413.9522
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0490	0.0323	0.4035	1.1800e-003	0.1453	7.2000e-004	0.1460	0.0385	6.6000e-004	0.0392		120.3288	120.3288	3.1800e-003	3.2200e-003	121.3688
Total	**0.0980**	**2.5830**	**1.1538**	**0.0136**	**0.5306**	**0.0262**	**0.5568**	**0.1442**	**0.0251**	**0.1692**		**1,469.1390**	**1,469.1390**	**0.0604**	**0.2170**	**1,535.3210**

3.3 Site Preparation - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.5908	0.0000	1.5908	0.1718	0.0000	0.1718			0.0000			0.0000
Off-Road	1.3027	14.2802	9.7820	0.0245		0.5419	0.5419		0.4985	0.4985		2,374.8634	2,374.8634	0.7681		2,394.0654
Total	**1.3027**	**14.2802**	**9.7820**	**0.0245**	**1.5908**	**0.5419**	**2.1326**	**0.1718**	**0.4985**	**0.6703**		**2,374.8634**	**2,374.8634**	**0.7681**		**2,394.0654**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Preparation - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0301	0.0199	0.2483	7.2000e-004	0.0894	4.4000e-004	0.0899	0.0237	4.1000e-004	0.0241		74.0485	74.0485	1.9500e-003	1.9800e-003	74.6885
Total	**0.0301**	**0.0199**	**0.2483**	**7.2000e-004**	**0.0894**	**4.4000e-004**	**0.0899**	**0.0237**	**4.1000e-004**	**0.0241**		**74.0485**	**74.0485**	**1.9500e-003**	**1.9800e-003**	**74.6885**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.6085	0.0000	0.6085	0.0657	0.0000	0.0657			0.0000			0.0000
Off-Road	1.3027	14.2802	9.7820	0.0245		0.5419	0.5419		0.4985	0.4985	0.0000	2,374.8634	2,374.8634	0.7681		2,394.0654
Total	**1.3027**	**14.2802**	**9.7820**	**0.0245**	**0.6085**	**0.5419**	**1.1503**	**0.0657**	**0.4985**	**0.5642**	**0.0000**	**2,374.8634**	**2,374.8634**	**0.7681**		**2,394.0654**

414 & 440 Euclid Avenue Mixed Use Project - San Bernardino-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Preparation - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0301	0.0199	0.2483	7.2000e-004	0.0894	4.4000e-004	0.0899	0.0237	4.1000e-004	0.0241		74.0485	74.0485	1.9500e-003	1.9800e-003	74.6885
Total	**0.0301**	**0.0199**	**0.2483**	**7.2000e-004**	**0.0894**	**4.4000e-004**	**0.0899**	**0.0237**	**4.1000e-004**	**0.0241**		**74.0485**	**74.0485**	**1.9500e-003**	**1.9800e-003**	**74.6885**

3.4 Grading - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			0.0000			0.0000
Off-Road	1.3330	14.4676	8.7038	0.0206		0.6044	0.6044		0.5560	0.5560		1,995.6147	1,995.6147	0.6454		2,011.7503
Total	**1.3330**	**14.4676**	**8.7038**	**0.0206**	**7.0826**	**0.6044**	**7.6869**	**3.4247**	**0.5560**	**3.9807**		**1,995.6147**	**1,995.6147**	**0.6454**		**2,011.7503**

414 & 440 Euclid Avenue Mixed Use Project - San Bernardino-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0377	0.0248	0.3104	9.0000e-004	0.1118	5.5000e-004	0.1123	0.0296	5.1000e-004	0.0302		92.5606	92.5606	2.4400e-003	2.4800e-003	93.3606
Total	**0.0377**	**0.0248**	**0.3104**	**9.0000e-004**	**0.1118**	**5.5000e-004**	**0.1123**	**0.0296**	**5.1000e-004**	**0.0302**		**92.5606**	**92.5606**	**2.4400e-003**	**2.4800e-003**	**93.3606**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.7091	0.0000	2.7091	1.3100	0.0000	1.3100			0.0000			0.0000
Off-Road	1.3330	14.4676	8.7038	0.0206		0.6044	0.6044		0.5560	0.5560	0.0000	1,995.6147	1,995.6147	0.6454		2,011.7503
Total	**1.3330**	**14.4676**	**8.7038**	**0.0206**	**2.7091**	**0.6044**	**3.3134**	**1.3100**	**0.5560**	**1.8660**	**0.0000**	**1,995.6147**	**1,995.6147**	**0.6454**		**2,011.7503**

3.4 Grading - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0377	0.0248	0.3104	9.0000e-004	0.1118	5.5000e-004	0.1123	0.0296	5.1000e-004	0.0302		92.5606	92.5606	2.4400e-003	2.4800e-003	93.3606
Total	**0.0377**	**0.0248**	**0.3104**	**9.0000e-004**	**0.1118**	**5.5000e-004**	**0.1123**	**0.0296**	**5.1000e-004**	**0.0302**		**92.5606**	**92.5606**	**2.4400e-003**	**2.4800e-003**	**93.3606**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7136	13.6239	14.2145	0.0250		0.6136	0.6136		0.5880	0.5880		2,289.5233	2,289.5233	0.4330		2,300.3479
Total	**1.7136**	**13.6239**	**14.2145**	**0.0250**		**0.6136**	**0.6136**		**0.5880**	**0.5880**		**2,289.5233**	**2,289.5233**	**0.4330**		**2,300.3479**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0251	0.8521	0.3490	4.1300e-003	0.1474	6.0900e-003	0.1534	0.0424	5.8200e-003	0.0483		442.4823	442.4823	0.0114	0.0654	462.2537
Worker	0.4030	0.2655	3.3211	9.6800e-003	1.1960	5.9100e-003	1.2019	0.3172	5.4400e-003	0.3226		990.3981	990.3981	0.0261	0.0265	998.9584
Total	**0.4281**	**1.1176**	**3.6700**	**0.0138**	**1.3434**	**0.0120**	**1.3554**	**0.3596**	**0.0113**	**0.3709**		**1,432.8804**	**1,432.8804**	**0.0376**	**0.0919**	**1,461.2121**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7136	13.6239	14.2145	0.0250		0.6136	0.6136		0.5880	0.5880	0.0000	2,289.5233	2,289.5233	0.4330		2,300.3479
Total	**1.7136**	**13.6239**	**14.2145**	**0.0250**		**0.6136**	**0.6136**		**0.5880**	**0.5880**	**0.0000**	**2,289.5233**	**2,289.5233**	**0.4330**		**2,300.3479**

414 & 440 Euclid Avenue Mixed Use Project - San Bernardino-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0251	0.8521	0.3490	4.1300e-003	0.1474	6.0900e-003	0.1534	0.0424	5.8200e-003	0.0483		442.4823	442.4823	0.0114	0.0654	462.2537
Worker	0.4030	0.2655	3.3211	9.6800e-003	1.1960	5.9100e-003	1.2019	0.3172	5.4400e-003	0.3226		990.3981	990.3981	0.0261	0.0265	998.9584
Total	**0.4281**	**1.1176**	**3.6700**	**0.0138**	**1.3434**	**0.0120**	**1.3554**	**0.3596**	**0.0113**	**0.3709**		**1,432.8804**	**1,432.8804**	**0.0376**	**0.0919**	**1,461.2121**

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8802	8.6098	11.6840	0.0179		0.4338	0.4338		0.4003	0.4003		1,709.9926	1,709.9926	0.5420		1,723.5414
Paving	0.3825					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.2627**	**8.6098**	**11.6840**	**0.0179**		**0.4338**	**0.4338**		**0.4003**	**0.4003**		**1,709.9926**	**1,709.9926**	**0.5420**		**1,723.5414**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0565	0.0372	0.4656	1.3600e-003	0.1677	8.3000e-004	0.1685	0.0445	7.6000e-004	0.0452		138.8409	138.8409	3.6600e-003	3.7200e-003	140.0409
Total	**0.0565**	**0.0372**	**0.4656**	**1.3600e-003**	**0.1677**	**8.3000e-004**	**0.1685**	**0.0445**	**7.6000e-004**	**0.0452**		**138.8409**	**138.8409**	**3.6600e-003**	**3.7200e-003**	**140.0409**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8802	8.6098	11.6840	0.0179		0.4338	0.4338		0.4003	0.4003	0.0000	1,709.9926	1,709.9926	0.5420		1,723.5414
Paving	0.3825					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.2627**	**8.6098**	**11.6840**	**0.0179**		**0.4338**	**0.4338**		**0.4003**	**0.4003**	**0.0000**	**1,709.9926**	**1,709.9926**	**0.5420**		**1,723.5414**

3.6 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0565	0.0372	0.4656	1.3600e-003	0.1677	8.3000e-004	0.1685	0.0445	7.6000e-004	0.0452		138.8409	138.8409	3.6600e-003	3.7200e-003	140.0409
Total	**0.0565**	**0.0372**	**0.4656**	**1.3600e-003**	**0.1677**	**8.3000e-004**	**0.1685**	**0.0445**	**7.6000e-004**	**0.0452**		**138.8409**	**138.8409**	**3.6600e-003**	**3.7200e-003**	**140.0409**

3.7 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	37.4856					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	**37.6772**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**		**281.4481**	**281.4481**	**0.0168**		**281.8690**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0791	0.0521	0.6518	1.9000e-003	0.2347	1.1600e-003	0.2359	0.0623	1.0700e-003	0.0633		194.3772	194.3772	5.1300e-003	5.2100e-003	196.0573
Total	**0.0791**	**0.0521**	**0.6518**	**1.9000e-003**	**0.2347**	**1.1600e-003**	**0.2359**	**0.0623**	**1.0700e-003**	**0.0633**		**194.3772**	**194.3772**	**5.1300e-003**	**5.2100e-003**	**196.0573**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	37.4856					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	**37.6772**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**	**0.0000**	**281.4481**	**281.4481**	**0.0168**		**281.8690**

3.7 Architectural Coating - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0791	0.0521	0.6518	1.9000e-003	0.2347	1.1600e-003	0.2359	0.0623	1.0700e-003	0.0633		194.3772	194.3772	5.1300e-003	5.2100e-003	196.0573
Total	**0.0791**	**0.0521**	**0.6518**	**1.9000e-003**	**0.2347**	**1.1600e-003**	**0.2359**	**0.0623**	**1.0700e-003**	**0.0633**		**194.3772**	**194.3772**	**5.1300e-003**	**5.2100e-003**	**196.0573**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.2487	2.5654	20.9428	0.0437	4.9654	0.0323	4.9978	1.3206	0.0301	1.3507		4,520.7064	4,520.7064	0.2781	0.2014	4,587.6833
Unmitigated	2.2487	2.5654	20.9428	0.0437	4.9654	0.0323	4.9978	1.3206	0.0301	1.3507		4,520.7064	4,520.7064	0.2781	0.2014	4,587.6833

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	219.09	495.95	420.74	982,255	982,255
Parking Lot	0.00	0.00	0.00		
Strip Mall	263.18	352.15	352.15	549,085	549,085
Total	482.27	848.10	772.89	1,531,340	1,531,340

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.553454	0.057396	0.176797	0.139748	0.026931	0.003318	0.005455	0.008150	0.000259	0.000117	0.025674	0.000446	0.002256
Parking Lot	0.553454	0.057396	0.176797	0.139748	0.026931	0.003318	0.005455	0.008150	0.000259	0.000117	0.025674	0.000446	0.002256

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Strip Mall	0.553454	0.057396	0.176797	0.139748	0.026931	0.003318	0.005455	0.008150	0.000259	0.000117	0.025674	0.000446	0.002256

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Percent of Electricity Use Generated with Renewable Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0467	0.3990	0.1711	2.5500e-003		0.0322	0.0322		0.0322	0.0322		509.0861	509.0861	9.7600e-003	9.3300e-003	512.1114
NaturalGas Unmitigated	0.0467	0.3990	0.1711	2.5500e-003		0.0322	0.0322		0.0322	0.0322		509.0861	509.0861	9.7600e-003	9.3300e-003	512.1114

414 & 440 Euclid Avenue Mixed Use Project - San Bernardino-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	4294.95	0.0463	0.3958	0.1684	2.5300e-003		0.0320	0.0320		0.0320	0.0320		505.2882	505.2882	9.6800e-003	9.2600e-003	508.2908
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Strip Mall	32.2827	3.5000e-004	3.1600e-003	2.6600e-003	2.0000e-005		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004		3.7980	3.7980	7.0000e-005	7.0000e-005	3.8205
Total		**0.0467**	**0.3990**	**0.1711**	**2.5500e-003**		**0.0322**	**0.0322**		**0.0322**	**0.0322**		**509.0861**	**509.0861**	**9.7500e-003**	**9.3300e-003**	**512.1114**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	4.29495	0.0463	0.3958	0.1684	2.5300e-003		0.0320	0.0320		0.0320	0.0320		505.2882	505.2882	9.6800e-003	9.2600e-003	508.2908
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Strip Mall	0.0322827	3.5000e-004	3.1600e-003	2.6600e-003	2.0000e-005		2.4000e-004	2.4000e-004		2.4000e-004	2.4000e-004		3.7980	3.7980	7.0000e-005	7.0000e-005	3.8205
Total		**0.0467**	**0.3990**	**0.1711**	**2.5500e-003**		**0.0322**	**0.0322**		**0.0322**	**0.0322**		**509.0861**	**509.0861**	**9.7500e-003**	**9.3300e-003**	**512.1114**

6.0 Area Detail

6.1 Mitigation Measures Area

414 & 440 Euclid Avenue Mixed Use Project - San Bernardino-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.9443	1.6406	9.6599	0.0103		0.1741	0.1741		0.1741	0.1741	0.0000	1,978.2288	1,978.2288	0.0532	0.0360	1,990.2788
Unmitigated	2.9443	1.6406	9.6599	0.0103		0.1741	0.1741		0.1741	0.1741	0.0000	1,978.2288	1,978.2288	0.0532	0.0360	1,990.2788

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2054					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.2872					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.1799	1.5369	0.6540	9.8100e-003		0.1243	0.1243		0.1243	0.1243	0.0000	1,962.0000	1,962.0000	0.0376	0.0360	1,973.6592
Landscaping	0.2719	0.1037	9.0059	4.8000e-004		0.0499	0.0499		0.0499	0.0499		16.2288	16.2288	0.0156		16.6196
Total	**2.9443**	**1.6406**	**9.6599**	**0.0103**		**0.1741**	**0.1741**		**0.1741**	**0.1741**	**0.0000**	**1,978.2288**	**1,978.2288**	**0.0532**	**0.0360**	**1,990.2788**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2054					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.2872					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.1799	1.5369	0.6540	9.8100e-003		0.1243	0.1243		0.1243	0.1243	0.0000	1,962.0000	1,962.0000	0.0376	0.0360	1,973.6592
Landscaping	0.2719	0.1037	9.0059	4.8000e-004		0.0499	0.0499		0.0499	0.0499		16.2288	16.2288	0.0156		16.6196
Total	**2.9443**	**1.6406**	**9.6599**	**0.0103**		**0.1741**	**0.1741**		**0.1741**	**0.1741**	**0.0000**	**1,978.2288**	**1,978.2288**	**0.0532**	**0.0360**	**1,990.2788**

7.0 Water Detail

7.1 Mitigation Measures Water

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Appendix B

Annual Emissions Calculations Output
(CalEEMod)

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

414 & 440 Euclid Avenue Mixed Use Project

San Bernardino-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	162.00	Space	1.46	64,800.00	0
Apartments Mid Rise	109.00	Dwelling Unit	0.72	109,000.00	312
Strip Mall	5.36	1000sqft	0.12	5,356.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	32
Climate Zone	10			**Operational Year**	2024
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - The project proposes to construct and operate 109 multifamily residential homes and 5,356 square feet of ground floor general commercial use on approximately 2.3 acre vacant site.

Construction Phase - Construction phases are adjusted to meet opening year 2023.

Demolition - The project site currently consists of approximately 44,572 square feet of existing buildings and approximately 52,250 square feet of existing parking lot area and expected to demolition as a part of the project.

Vehicle Trips - Trip Generation rates are based 414 & 440 Euclid Avenue Mixed Use Project Trip Generation & VMT Study, City of Ontario and ITE Trip Generation Manual 11th Edition.

Woodstoves - SCAQMD Rule 445 restricts wood burning hearths/fireplaces from being installed in new development.

Construction Off-road Equipment Mitigation - Project will be required to comply with SCAQMD Rule 403 regarding fugitive dust control.

Area Mitigation -

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Energy Mitigation - The project will be required to instal solar panels capable of meeting the California Energy Code Design Rating for all residential dwellings. (Assumes 80% of demand generated by renewable sources).

Fleet Mix - Operational fleet mix adjusted to equal 2% trucks with GVWR > 10,000 lbs.

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	12
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	10.00	20.00
tblConstructionPhase	NumDays	220.00	200.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	5.45	0.00
tblFleetMix	HHD	0.02	8.1500e-003
tblFleetMix	HHD	0.02	8.1500e-003
tblFleetMix	HHD	0.02	8.1500e-003
tblFleetMix	LDA	0.54	0.55
tblFleetMix	LDA	0.54	0.55
tblFleetMix	LDA	0.54	0.55
tblFleetMix	LDT1	0.06	0.06
tblFleetMix	LDT1	0.06	0.06
tblFleetMix	LDT1	0.06	0.06
tblFleetMix	LDT2	0.17	0.18
tblFleetMix	LDT2	0.17	0.18
tblFleetMix	LDT2	0.17	0.18
tblFleetMix	LHD1	0.03	0.03
tblFleetMix	LHD1	0.03	0.03
tblFleetMix	LHD1	0.03	0.03
tblFleetMix	LHD2	7.1040e-003	3.3180e-003
tblFleetMix	LHD2	7.1040e-003	3.3180e-003
tblFleetMix	LHD2	7.1040e-003	3.3180e-003
tblFleetMix	MCY	0.03	0.03
tblFleetMix	MCY	0.03	0.03

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblFleetMix	MCY	0.03	0.03
tblFleetMix	MDV	0.14	0.14
tblFleetMix	MDV	0.14	0.14
tblFleetMix	MDV	0.14	0.14
tblFleetMix	MH	4.8300e-003	2.2560e-003
tblFleetMix	MH	4.8300e-003	2.2560e-003
tblFleetMix	MH	4.8300e-003	2.2560e-003
tblFleetMix	MHD	0.01	5.4550e-003
tblFleetMix	MHD	0.01	5.4550e-003
tblFleetMix	MHD	0.01	5.4550e-003
tblFleetMix	OBUS	5.5400e-004	2.5900e-004
tblFleetMix	OBUS	5.5400e-004	2.5900e-004
tblFleetMix	OBUS	5.5400e-004	2.5900e-004
tblFleetMix	SBUS	9.5400e-004	4.4600e-004
tblFleetMix	SBUS	9.5400e-004	4.4600e-004
tblFleetMix	SBUS	9.5400e-004	4.4600e-004
tblFleetMix	UBUS	2.5100e-004	1.1700e-004
tblFleetMix	UBUS	2.5100e-004	1.1700e-004
tblFleetMix	UBUS	2.5100e-004	1.1700e-004
tblLandUse	LandUseSquareFeet	5,360.00	5,356.00
tblLandUse	LotAcreage	2.87	0.72
tblVehicleTrips	ST_TR	4.91	4.55
tblVehicleTrips	ST_TR	42.04	65.70
tblVehicleTrips	SU_TR	4.09	3.86
tblVehicleTrips	SU_TR	20.43	65.70
tblVehicleTrips	WD_TR	5.44	2.01
tblVehicleTrips	WD_TR	44.32	49.10
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.6171	1.7659	2.0781	4.5300e-003	0.2119	0.0751	0.2870	0.0555	0.0717	0.1271	0.0000	395.6156	395.6156	0.0541	0.0105	400.0837
Maximum	**0.6171**	**1.7659**	**2.0781**	**4.5300e-003**	**0.2119**	**0.0751**	**0.2870**	**0.0555**	**0.0717**	**0.1271**	**0.0000**	**395.6156**	**395.6156**	**0.0541**	**0.0105**	**400.0837**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.6171	1.7659	2.0781	4.5300e-003	0.1679	0.0751	0.2430	0.0445	0.0717	0.1162	0.0000	395.6153	395.6153	0.0541	0.0105	400.0834
Maximum	**0.6171**	**1.7659**	**2.0781**	**4.5300e-003**	**0.1679**	**0.0751**	**0.2430**	**0.0445**	**0.0717**	**0.1162**	**0.0000**	**395.6153**	**395.6153**	**0.0541**	**0.0105**	**400.0834**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**20.77**	**0.00**	**15.34**	**19.74**	**0.00**	**8.62**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

414 & 440 Euclid Avenue Mixed Use Project - San Bernardino-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	1-2-2023	4-1-2023	0.5523	0.5523
2	4-2-2023	7-1-2023	0.5474	0.5474
3	7-2-2023	9-30-2023	0.5474	0.5474
		Highest	0.5523	0.5523

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.4911	0.0322	1.1339	1.8000e-004		7.7900e-003	7.7900e-003		7.7900e-003	7.7900e-003	0.0000	24.0890	24.0890	2.2000e-003	4.1000e-004	24.2656
Energy	8.5200e-003	0.0728	0.0312	4.6000e-004		5.8800e-003	5.8800e-003		5.8800e-003	5.8800e-003	0.0000	176.3881	176.3881	9.3900e-003	2.4900e-003	177.3641
Mobile	0.2695	0.3130	2.5974	5.2400e-003	0.5741	3.8300e-003	0.5780	0.1529	3.5600e-003	0.1565	0.0000	491.2761	491.2761	0.0306	0.0222	498.6480
Waste						0.0000	0.0000		0.0000	0.0000	11.3208	0.0000	11.3208	0.6690	0.0000	28.0468
Water						0.0000	0.0000		0.0000	0.0000	2.3790	26.6173	28.9964	0.2466	6.0400e-003	36.9618
Total	**0.7692**	**0.4180**	**3.7626**	**5.8800e-003**	**0.5741**	**0.0175**	**0.5916**	**0.1529**	**0.0172**	**0.1702**	**13.6998**	**718.3705**	**732.0704**	**0.9579**	**0.0311**	**765.2862**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.4911	0.0322	1.1339	1.8000e-004		7.7900e-003	7.7900e-003		7.7900e-003	7.7900e-003	0.0000	24.0890	24.0890	2.2000e-003	4.1000e-004	24.2656
Energy	8.5200e-003	0.0728	0.0312	4.6000e-004		5.8800e-003	5.8800e-003		5.8800e-003	5.8800e-003	0.0000	102.7056	102.7056	3.1700e-003	1.7300e-003	103.3014
Mobile	0.2695	0.3130	2.5974	5.2400e-003	0.5741	3.8300e-003	0.5780	0.1529	3.5600e-003	0.1565	0.0000	491.2761	491.2761	0.0306	0.0222	498.6480
Waste						0.0000	0.0000		0.0000	0.0000	11.3208	0.0000	11.3208	0.6690	0.0000	28.0468
Water						0.0000	0.0000		0.0000	0.0000	2.3790	26.6173	28.9964	0.2466	6.0400e-003	36.9618
Total	**0.7692**	**0.4180**	**3.7626**	**5.8800e-003**	**0.5741**	**0.0175**	**0.5916**	**0.1529**	**0.0172**	**0.1702**	**13.6998**	**644.6880**	**658.3878**	**0.9516**	**0.0304**	**691.2236**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**10.26**	**10.06**	**0.65**	**2.44**	**9.68**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/2/2023	1/27/2023	5	20	
2	Site Preparation	Site Preparation	1/28/2023	2/1/2023	5	3	
3	Grading	Grading	2/2/2023	2/9/2023	5	6	

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4	Building Construction	Building Construction	2/10/2023	11/16/2023	5	200	
5	Paving	Paving	11/17/2023	11/30/2023	5	10	
6	Architectural Coating	Architectural Coating	12/1/2023	12/28/2023	5	20	

Acres of Grading (Site Preparation Phase): 4.5

Acres of Grading (Grading Phase): 6

Acres of Paving: 1.46

Residential Indoor: 220,725; Residential Outdoor: 73,575; Non-Residential Indoor: 8,034; Non-Residential Outdoor: 2,678; Striped Parking Area: 3,888 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Scrapers	1	8.00	367	0.48
Site Preparation	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Forklifts	2	7.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Paving	Rollers	2	8.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	440.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	107.00	23.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	21.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

Water Unpaved Roads

Reduce Vehicle Speed on Unpaved Roads

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0477	0.0000	0.0477	7.2200e-003	0.0000	7.2200e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0147	0.1432	0.1346	2.4000e-004		6.7700e-003	6.7700e-003		6.3300e-003	6.3300e-003	0.0000	21.0866	21.0866	5.3500e-003	0.0000	21.2202
Total	**0.0147**	**0.1432**	**0.1346**	**2.4000e-004**	**0.0477**	**6.7700e-003**	**0.0544**	**7.2200e-003**	**6.3300e-003**	**0.0136**	**0.0000**	**21.0866**	**21.0866**	**5.3500e-003**	**0.0000**	**21.2202**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	5.1000e-004	0.0256	7.4200e-003	1.2000e-004	3.7900e-003	2.5000e-004	4.0400e-003	1.0400e-003	2.4000e-004	1.2800e-003	0.0000	12.2255	12.2255	5.2000e-004	1.9400e-003	12.8160
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.5000e-004	3.4000e-004	4.2300e-003	1.0000e-005	1.4300e-003	1.0000e-005	1.4300e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.1133	1.1133	3.0000e-005	3.0000e-005	1.1230
Total	**9.6000e-004**	**0.0259**	**0.0117**	**1.3000e-004**	**5.2200e-003**	**2.6000e-004**	**5.4700e-003**	**1.4200e-003**	**2.5000e-004**	**1.6700e-003**	**0.0000**	**13.3388**	**13.3388**	**5.5000e-004**	**1.9700e-003**	**13.9390**

414 & 440 Euclid Avenue Mixed Use Project - San Bernardino-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0182	0.0000	0.0182	2.7600e-003	0.0000	2.7600e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0147	0.1432	0.1346	2.4000e-004		6.7700e-003	6.7700e-003		6.3300e-003	6.3300e-003	0.0000	21.0865	21.0865	5.3500e-003	0.0000	21.2202
Total	**0.0147**	**0.1432**	**0.1346**	**2.4000e-004**	**0.0182**	**6.7700e-003**	**0.0250**	**2.7600e-003**	**6.3300e-003**	**9.0900e-003**	**0.0000**	**21.0865**	**21.0865**	**5.3500e-003**	**0.0000**	**21.2202**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	5.1000e-004	0.0256	7.4200e-003	1.2000e-004	3.7900e-003	2.5000e-004	4.0400e-003	1.0400e-003	2.4000e-004	1.2800e-003	0.0000	12.2255	12.2255	5.2000e-004	1.9400e-003	12.8160
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.5000e-004	3.4000e-004	4.2300e-003	1.0000e-005	1.4300e-003	1.0000e-005	1.4300e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.1133	1.1133	3.0000e-005	3.0000e-005	1.1230
Total	**9.6000e-004**	**0.0259**	**0.0117**	**1.3000e-004**	**5.2200e-003**	**2.6000e-004**	**5.4700e-003**	**1.4200e-003**	**2.5000e-004**	**1.6700e-003**	**0.0000**	**13.3388**	**13.3388**	**5.5000e-004**	**1.9700e-003**	**13.9390**

414 & 440 Euclid Avenue Mixed Use Project - San Bernardino-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Preparation - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.3900e-003	0.0000	2.3900e-003	2.6000e-004	0.0000	2.6000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.9500e-003	0.0214	0.0147	4.0000e-005		8.1000e-004	8.1000e-004		7.5000e-004	7.5000e-004	0.0000	3.2317	3.2317	1.0500e-003	0.0000	3.2578
Total	**1.9500e-003**	**0.0214**	**0.0147**	**4.0000e-005**	**2.3900e-003**	**8.1000e-004**	**3.2000e-003**	**2.6000e-004**	**7.5000e-004**	**1.0100e-003**	**0.0000**	**3.2317**	**3.2317**	**1.0500e-003**	**0.0000**	**3.2578**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-005	3.0000e-005	3.9000e-004	0.0000	1.3000e-004	0.0000	1.3000e-004	3.0000e-005	0.0000	4.0000e-005	0.0000	0.1028	0.1028	0.0000	0.0000	0.1037
Total	**4.0000e-005**	**3.0000e-005**	**3.9000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**1.3000e-004**	**3.0000e-005**	**0.0000**	**4.0000e-005**	**0.0000**	**0.1028**	**0.1028**	**0.0000**	**0.0000**	**0.1037**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Preparation - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					9.1000e-004	0.0000	9.1000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.9500e-003	0.0214	0.0147	4.0000e-005		8.1000e-004	8.1000e-004		7.5000e-004	7.5000e-004	0.0000	3.2317	3.2317	1.0500e-003	0.0000	3.2578
Total	**1.9500e-003**	**0.0214**	**0.0147**	**4.0000e-005**	**9.1000e-004**	**8.1000e-004**	**1.7200e-003**	**1.0000e-004**	**7.5000e-004**	**8.5000e-004**	**0.0000**	**3.2317**	**3.2317**	**1.0500e-003**	**0.0000**	**3.2578**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-005	3.0000e-005	3.9000e-004	0.0000	1.3000e-004	0.0000	1.3000e-004	3.0000e-005	0.0000	4.0000e-005	0.0000	0.1028	0.1028	0.0000	0.0000	0.1037
Total	**4.0000e-005**	**3.0000e-005**	**3.9000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**1.3000e-004**	**3.0000e-005**	**0.0000**	**4.0000e-005**	**0.0000**	**0.1028**	**0.1028**	**0.0000**	**0.0000**	**0.1037**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0213	0.0000	0.0213	0.0103	0.0000	0.0103	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.0000e-003	0.0434	0.0261	6.0000e-005		1.8100e-003	1.8100e-003		1.6700e-003	1.6700e-003	0.0000	5.4312	5.4312	1.7600e-003	0.0000	5.4751
Total	**4.0000e-003**	**0.0434**	**0.0261**	**6.0000e-005**	**0.0213**	**1.8100e-003**	**0.0231**	**0.0103**	**1.6700e-003**	**0.0119**	**0.0000**	**5.4312**	**5.4312**	**1.7600e-003**	**0.0000**	**5.4751**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-004	8.0000e-005	9.8000e-004	0.0000	3.3000e-004	0.0000	3.3000e-004	9.0000e-005	0.0000	9.0000e-005	0.0000	0.2569	0.2569	1.0000e-005	1.0000e-005	0.2592
Total	**1.0000e-004**	**8.0000e-005**	**9.8000e-004**	**0.0000**	**3.3000e-004**	**0.0000**	**3.3000e-004**	**9.0000e-005**	**0.0000**	**9.0000e-005**	**0.0000**	**0.2569**	**0.2569**	**1.0000e-005**	**1.0000e-005**	**0.2592**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					8.1300e-003	0.0000	8.1300e-003	3.9300e-003	0.0000	3.9300e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.0000e-003	0.0434	0.0261	6.0000e-005		1.8100e-003	1.8100e-003		1.6700e-003	1.6700e-003	0.0000	5.4312	5.4312	1.7600e-003	0.0000	5.4751
Total	**4.0000e-003**	**0.0434**	**0.0261**	**6.0000e-005**	**8.1300e-003**	**1.8100e-003**	**9.9400e-003**	**3.9300e-003**	**1.6700e-003**	**5.6000e-003**	**0.0000**	**5.4312**	**5.4312**	**1.7600e-003**	**0.0000**	**5.4751**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-004	8.0000e-005	9.8000e-004	0.0000	3.3000e-004	0.0000	3.3000e-004	9.0000e-005	0.0000	9.0000e-005	0.0000	0.2569	0.2569	1.0000e-005	1.0000e-005	0.2592
Total	**1.0000e-004**	**8.0000e-005**	**9.8000e-004**	**0.0000**	**3.3000e-004**	**0.0000**	**3.3000e-004**	**9.0000e-005**	**0.0000**	**9.0000e-005**	**0.0000**	**0.2569**	**0.2569**	**1.0000e-005**	**1.0000e-005**	**0.2592**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1714	1.3624	1.4215	2.5000e-003		0.0614	0.0614		0.0588	0.0588	0.0000	207.7021	207.7021	0.0393	0.0000	208.6841
Total	**0.1714**	**1.3624**	**1.4215**	**2.5000e-003**		**0.0614**	**0.0614**		**0.0588**	**0.0588**	**0.0000**	**207.7021**	**207.7021**	**0.0393**	**0.0000**	**208.6841**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.5900e-003	0.0849	0.0344	4.1000e-004	0.0145	6.1000e-004	0.0151	4.1900e-003	5.8000e-004	4.7700e-003	0.0000	40.0851	40.0851	1.0400e-003	5.9200e-003	41.8765
Worker	0.0373	0.0278	0.3482	9.9000e-004	0.1173	5.9000e-004	0.1179	0.0312	5.4000e-004	0.0317	0.0000	91.6304	91.6304	2.4100e-003	2.4900e-003	92.4314
Total	**0.0399**	**0.1127**	**0.3825**	**1.4000e-003**	**0.1318**	**1.2000e-003**	**0.1330**	**0.0354**	**1.1200e-003**	**0.0365**	**0.0000**	**131.7155**	**131.7155**	**3.4500e-003**	**8.4100e-003**	**134.3079**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1714	1.3624	1.4214	2.5000e-003		0.0614	0.0614		0.0588	0.0588	0.0000	207.7018	207.7018	0.0393	0.0000	208.6838
Total	**0.1714**	**1.3624**	**1.4214**	**2.5000e-003**		**0.0614**	**0.0614**		**0.0588**	**0.0588**	**0.0000**	**207.7018**	**207.7018**	**0.0393**	**0.0000**	**208.6838**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.5900e-003	0.0849	0.0344	4.1000e-004	0.0145	6.1000e-004	0.0151	4.1900e-003	5.8000e-004	4.7700e-003	0.0000	40.0851	40.0851	1.0400e-003	5.9200e-003	41.8765
Worker	0.0373	0.0278	0.3482	9.9000e-004	0.1173	5.9000e-004	0.1179	0.0312	5.4000e-004	0.0317	0.0000	91.6304	91.6304	2.4100e-003	2.4900e-003	92.4314
Total	**0.0399**	**0.1127**	**0.3825**	**1.4000e-003**	**0.1318**	**1.2000e-003**	**0.1330**	**0.0354**	**1.1200e-003**	**0.0365**	**0.0000**	**131.7155**	**131.7155**	**3.4500e-003**	**8.4100e-003**	**134.3079**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	4.4000e-003	0.0431	0.0584	9.0000e-005		2.1700e-003	2.1700e-003		2.0000e-003	2.0000e-003	0.0000	7.7564	7.7564	2.4600e-003	0.0000	7.8179
Paving	1.9100e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**6.3100e-003**	**0.0431**	**0.0584**	**9.0000e-005**		**2.1700e-003**	**2.1700e-003**		**2.0000e-003**	**2.0000e-003**	**0.0000**	**7.7564**	**7.7564**	**2.4600e-003**	**0.0000**	**7.8179**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.6000e-004	2.0000e-004	2.4400e-003	1.0000e-005	8.2000e-004	0.0000	8.3000e-004	2.2000e-004	0.0000	2.2000e-004	0.0000	0.6423	0.6423	2.0000e-005	2.0000e-005	0.6479
Total	**2.6000e-004**	**2.0000e-004**	**2.4400e-003**	**1.0000e-005**	**8.2000e-004**	**0.0000**	**8.3000e-004**	**2.2000e-004**	**0.0000**	**2.2000e-004**	**0.0000**	**0.6423**	**0.6423**	**2.0000e-005**	**2.0000e-005**	**0.6479**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Paving - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	4.4000e-003	0.0431	0.0584	9.0000e-005		2.1700e-003	2.1700e-003		2.0000e-003	2.0000e-003	0.0000	7.7564	7.7564	2.4600e-003	0.0000	7.8178
Paving	1.9100e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**6.3100e-003**	**0.0431**	**0.0584**	**9.0000e-005**		**2.1700e-003**	**2.1700e-003**		**2.0000e-003**	**2.0000e-003**	**0.0000**	**7.7564**	**7.7564**	**2.4600e-003**	**0.0000**	**7.8178**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.6000e-004	2.0000e-004	2.4400e-003	1.0000e-005	8.2000e-004	0.0000	8.3000e-004	2.2000e-004	0.0000	2.2000e-004	0.0000	0.6423	0.6423	2.0000e-005	2.0000e-005	0.6479
Total	**2.6000e-004**	**2.0000e-004**	**2.4400e-003**	**1.0000e-005**	**8.2000e-004**	**0.0000**	**8.3000e-004**	**2.2000e-004**	**0.0000**	**2.2000e-004**	**0.0000**	**0.6423**	**0.6423**	**2.0000e-005**	**2.0000e-005**	**0.6479**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.3749					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.9200e-003	0.0130	0.0181	3.0000e-005		7.1000e-004	7.1000e-004		7.1000e-004	7.1000e-004	0.0000	2.5533	2.5533	1.5000e-004	0.0000	2.5571
Total	**0.3768**	**0.0130**	**0.0181**	**3.0000e-005**		**7.1000e-004**	**7.1000e-004**		**7.1000e-004**	**7.1000e-004**	**0.0000**	**2.5533**	**2.5533**	**1.5000e-004**	**0.0000**	**2.5571**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.3000e-004	5.5000e-004	6.8300e-003	2.0000e-005	2.3000e-003	1.0000e-005	2.3100e-003	6.1000e-004	1.0000e-005	6.2000e-004	0.0000	1.7984	1.7984	5.0000e-005	5.0000e-005	1.8141
Total	**7.3000e-004**	**5.5000e-004**	**6.8300e-003**	**2.0000e-005**	**2.3000e-003**	**1.0000e-005**	**2.3100e-003**	**6.1000e-004**	**1.0000e-005**	**6.2000e-004**	**0.0000**	**1.7984**	**1.7984**	**5.0000e-005**	**5.0000e-005**	**1.8141**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.3749					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.9200e-003	0.0130	0.0181	3.0000e-005		7.1000e-004	7.1000e-004		7.1000e-004	7.1000e-004	0.0000	2.5533	2.5533	1.5000e-004	0.0000	2.5571
Total	**0.3768**	**0.0130**	**0.0181**	**3.0000e-005**		**7.1000e-004**	**7.1000e-004**		**7.1000e-004**	**7.1000e-004**	**0.0000**	**2.5533**	**2.5533**	**1.5000e-004**	**0.0000**	**2.5571**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.3000e-004	5.5000e-004	6.8300e-003	2.0000e-005	2.3000e-003	1.0000e-005	2.3100e-003	6.1000e-004	1.0000e-005	6.2000e-004	0.0000	1.7984	1.7984	5.0000e-005	5.0000e-005	1.8141
Total	**7.3000e-004**	**5.5000e-004**	**6.8300e-003**	**2.0000e-005**	**2.3000e-003**	**1.0000e-005**	**2.3100e-003**	**6.1000e-004**	**1.0000e-005**	**6.2000e-004**	**0.0000**	**1.7984**	**1.7984**	**5.0000e-005**	**5.0000e-005**	**1.8141**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.2695	0.3130	2.5974	5.2400e-003	0.5741	3.8300e-003	0.5780	0.1529	3.5600e-003	0.1565	0.0000	491.2761	491.2761	0.0306	0.0222	498.6480
Unmitigated	0.2695	0.3130	2.5974	5.2400e-003	0.5741	3.8300e-003	0.5780	0.1529	3.5600e-003	0.1565	0.0000	491.2761	491.2761	0.0306	0.0222	498.6480

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	219.09	495.95	420.74	982,255	982,255
Parking Lot	0.00	0.00	0.00		
Strip Mall	263.18	352.15	352.15	549,085	549,085
Total	482.27	848.10	772.89	1,531,340	1,531,340

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.553454	0.057396	0.176797	0.139748	0.026931	0.003318	0.005455	0.008150	0.000259	0.000117	0.025674	0.000446	0.002256
Parking Lot	0.553454	0.057396	0.176797	0.139748	0.026931	0.003318	0.005455	0.008150	0.000259	0.000117	0.025674	0.000446	0.002256
Strip Mall	0.553454	0.057396	0.176797	0.139748	0.026931	0.003318	0.005455	0.008150	0.000259	0.000117	0.025674	0.000446	0.002256

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Percent of Electricity Use Generated with Renewable Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	18.4206	18.4206	1.5500e-003	1.9000e-004	18.5157
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	92.1032	92.1032	7.7700e-003	9.4000e-004	92.5783
NaturalGas Mitigated	8.5200e-003	0.0728	0.0312	4.6000e-004		5.8800e-003	5.8800e-003		5.8800e-003	5.8800e-003	0.0000	84.2849	84.2849	1.6200e-003	1.5500e-003	84.7858
NaturalGas Unmitigated	8.5200e-003	0.0728	0.0312	4.6000e-004		5.8800e-003	5.8800e-003		5.8800e-003	5.8800e-003	0.0000	84.2849	84.2849	1.6200e-003	1.5500e-003	84.7858

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	1.56766e+006	8.4500e-003	0.0722	0.0307	4.6000e-004		5.8400e-003	5.8400e-003		5.8400e-003	5.8400e-003	0.0000	83.6561	83.6561	1.6000e-003	1.5300e-003	84.1533
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Strip Mall	11783.2	6.0000e-005	5.8000e-004	4.9000e-004	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.6288	0.6288	1.0000e-005	1.0000e-005	0.6325
Total		**8.5100e-003**	**0.0728**	**0.0312**	**4.6000e-004**		**5.8800e-003**	**5.8800e-003**		**5.8800e-003**	**5.8800e-003**	**0.0000**	**84.2849**	**84.2849**	**1.6100e-003**	**1.5400e-003**	**84.7858**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	1.56766e+006	8.4500e-003	0.0722	0.0307	4.6000e-004		5.8400e-003	5.8400e-003		5.8400e-003	5.8400e-003	0.0000	83.6561	83.6561	1.6000e-003	1.5300e-003	84.1533
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Strip Mall	11783.2	6.0000e-005	5.8000e-004	4.9000e-004	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.6288	0.6288	1.0000e-005	1.0000e-005	0.6325
Total		**8.5100e-003**	**0.0728**	**0.0312**	**4.6000e-004**		**5.8800e-003**	**5.8800e-003**		**5.8800e-003**	**5.8800e-003**	**0.0000**	**84.2849**	**84.2849**	**1.6100e-003**	**1.5400e-003**	**84.7858**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	431641	76.5496	6.4600e-003	7.8000e-004	76.9445
Parking Lot	22680	4.0222	3.4000e-004	4.0000e-005	4.0430
Strip Mall	65021.8	11.5313	9.7000e-004	1.2000e-004	11.5908
Total		**92.1032**	**7.7700e-003**	**9.4000e-004**	**92.5783**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	86328.2	15.3099	1.2900e-003	1.6000e-004	15.3889
Parking Lot	4536	0.8044	7.0000e-005	1.0000e-005	0.8086
Strip Mall	13004.4	2.3063	1.9000e-004	2.0000e-005	2.3182
Total		**18.4206**	**1.5500e-003**	**1.9000e-004**	**18.5157**

6.0 Area Detail

6.1 Mitigation Measures Area

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.4911	0.0322	1.1339	1.8000e-004		7.7900e-003	7.7900e-003		7.7900e-003	7.7900e-003	0.0000	24.0890	24.0890	2.2000e-003	4.1000e-004	24.2656
Unmitigated	0.4911	0.0322	1.1339	1.8000e-004		7.7900e-003	7.7900e-003		7.7900e-003	7.7900e-003	0.0000	24.0890	24.0890	2.2000e-003	4.1000e-004	24.2656

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0375					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.4174					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	2.2500e-003	0.0192	8.1800e-003	1.2000e-004		1.5500e-003	1.5500e-003		1.5500e-003	1.5500e-003	0.0000	22.2487	22.2487	4.3000e-004	4.1000e-004	22.3809
Landscaping	0.0340	0.0130	1.1257	6.0000e-005		6.2400e-003	6.2400e-003		6.2400e-003	6.2400e-003	0.0000	1.8403	1.8403	1.7700e-003	0.0000	1.8846
Total	**0.4911**	**0.0322**	**1.1339**	**1.8000e-004**		**7.7900e-003**	**7.7900e-003**		**7.7900e-003**	**7.7900e-003**	**0.0000**	**24.0890**	**24.0890**	**2.2000e-003**	**4.1000e-004**	**24.2656**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0375					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.4174					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	2.2500e-003	0.0192	8.1800e-003	1.2000e-004		1.5500e-003	1.5500e-003		1.5500e-003	1.5500e-003	0.0000	22.2487	22.2487	4.3000e-004	4.1000e-004	22.3809
Landscaping	0.0340	0.0130	1.1257	6.0000e-005		6.2400e-003	6.2400e-003		6.2400e-003	6.2400e-003	0.0000	1.8403	1.8403	1.7700e-003	0.0000	1.8846
Total	**0.4911**	**0.0322**	**1.1339**	**1.8000e-004**		**7.7900e-003**	**7.7900e-003**		**7.7900e-003**	**7.7900e-003**	**0.0000**	**24.0890**	**24.0890**	**2.2000e-003**	**4.1000e-004**	**24.2656**

7.0 Water Detail

7.1 Mitigation Measures Water

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	28.9964	0.2466	6.0400e-003	36.9618
Unmitigated	28.9964	0.2466	6.0400e-003	36.9618

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	7.10179 / 4.47721	27.4741	0.2335	5.7200e-003	35.0179
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Strip Mall	0.397029 / 0.24334	1.5222	0.0131	3.2000e-004	1.9439
Total		**28.9964**	**0.2466**	**6.0400e-003**	**36.9618**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	7.10179 / 4.47721	27.4741	0.2335	5.7200e-003	35.0179
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Strip Mall	0.397029 / 0.24334	1.5222	0.0131	3.2000e-004	1.9439
Total		**28.9964**	**0.2466**	**6.0400e-003**	**36.9618**

8.0 Waste Detail

8.1 Mitigation Measures Waste

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	11.3208	0.6690	0.0000	28.0468
Unmitigated	11.3208	0.6690	0.0000	28.0468

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	50.14	10.1780	0.6015	0.0000	25.2155
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Strip Mall	5.63	1.1428	0.0675	0.0000	2.8313
Total		**11.3208**	**0.6690**	**0.0000**	**28.0468**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	50.14	10.1780	0.6015	0.0000	25.2155
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Strip Mall	5.63	1.1428	0.0675	0.0000	2.8313
Total		**11.3208**	**0.6690**	**0.0000**	**28.0468**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

11.0 Vegetation

Appendix C

Ontario Community Climate Action Plan Screening Tables

Instructions for Residential, Commercial, or Industrial Projects

The Screening Table assigns points for each option incorporated into a project as mitigation or a project design feature (collectively referred to as "feature"). The point values correspond to the minimum emissions reduction expected from each feature. The menu of features allows maximum flexibility and options for how development projects can implement the GHG reduction measures. The point levels are based upon improvements compared to 2008 emission levels of efficiency. Projects that garner at least 100 points will be consistent with the reduction quantities anticipated in the City's CAP. As such, those projects that garner a total of 100 points or greater would not require quantification of project specific GHG emissions. Consistent with CEQA Guidelines, such projects would be determined to have a less than significant individual and cumulative impact for GHG emissions.

Instructions for Mixed Use Projects

Mixed use projects provide additional opportunities to reduce emissions by combining complimentary land uses in a manner that can reduce vehicle trips. Mixed use projects also have the potential to complement energy efficient infrastructure in a way that reduces emissions. For mixed use projects, fill out both Screening Table 1 and Table 2, but proportion the points identical to the proportioning of the mix of uses. As an example, a mixed use project that is 50% commercial uses and 50% residential uses will show ½ point for each assigned point value in Table 1 and Table 2. Add the points from both tables. Mixed use Projects that garner at least 100 points will be consistent with the reduction quantities in the City's CAP and are considered less than significant for GHG emissions.

Those projects that do not garnish 100 points using the screening tables will need to provide additional analysis to determine the significance of GHG emissions. Nothing in this guidance shall be construed as limiting the City's authority to adopt a statement of overriding consideration for projects with significant GHG impacts. The following tables provides a menu of performance standards/options related to GHG mitigation measures and design features that can be used to demonstrate consistency with the reduction measures and GHG reduction quantities in the CAP.

Table 1: Screening Table for Implementation of GHG Reduction Measures for Residential Development

Feature	Description	Assigned Point Values	Project Points
Reduction Measure PS E1: Residential Energy Efficiency			
Building Envelope			
Insulation	2008 Baseline (walls R-13:, roof/attic: R-30)	0 points	
	Modestly Enhanced Insulation (walls R-13:, roof/attic: R-38)	12 points	
	Enhanced Insulation (rigid wall insulation R-13, roof/attic: R-38)	15 points	
	Greatly Enhanced Insulation (spray foam wall insulated walls R-15 or higher, roof/attic R-38 or higher)	18 points	
Windows	2008 Baseline Windows (0.57 U-factor, 0.4 solar heat gain coefficient (SHGC)	0 points	
	Modestly Enhanced Window Insulation (0.4 U-Factor, 0.32 SHGC)	6 points	
	Enhanced Window Insulation (0.32 U-Factor, 0.25 SHGC)	7 points	
	Greatly Enhanced Window Insulation (0.28 or less U-Factor, 0.22 or less SHGC)	9 points	
Cool Roof	Modest Cool Roof (CRRC Rated 0.15 aged solar reflectance, 0.75 thermal emittance)	10 points	
	Enhanced Cool Roof(CRRC Rated 0.2 aged solar reflectance, 0.75 thermal emittance)	12 points	
	Greatly Enhanced Cool Roof (CRRC Rated 0.35 aged solar reflectance, 0.75 thermal emittance)	14 points	
Air Infiltration	Minimizing leaks in the building envelope is as important as the insulation properties of the building. Insulation does not work effectively if there is excess air leakage.		
	Air barrier applied to exterior walls, calking, and visual inspection such as the HERS Verified Quality Insulation Installation (QII or equivalent)	10 points	
	Blower Door HERS Verified Envelope Leakage or equivalent	8 points	
Thermal Storage of Building	Thermal storage is a design characteristic that helps keep a constant temperature in the building. Common thermal storage devices include strategically placed water filled columns, water storage tanks, and thick masonry walls.		
	Modest Thermal Mass (10% of floor or 10% of walls: 12" or more thick exposed concrete or masonry. No permanently installed floor covering such as carpet, linoleum, wood or other insulating materials)	2 points	
	Enhanced Thermal Mass (20% of floor or 20% of walls: 12" or more thick exposed concrete or masonry. No permanently installed floor covering such as carpet, linoleum, wood or other insulating materials)	4 points	

Feature	Description	Assigned Point Values	Project Points
Indoor Space Efficiencies			
Heating/ Cooling Distribution System	Minimum Duct Insulation (R-4.2 required)	0 points	
	Modest Duct insulation (R-6)	7 points	
	Enhanced Duct Insulation (R-8)	8 points	
	Distribution loss reduction with inspection (HERS Verified Duct Leakage or equivalent)	12 points	
Space Heating/ Cooling Equipment	2008 Minimum HVAC Efficiency (SEER 13/60% AFUE or 7.7 HSPF)	0 points	
	Improved Efficiency HVAC (SEER 14/65% AFUE or 8 HSPF)	4 points	
	High Efficiency HVAC (SEER 15/72% AFUE or 8.5 HSPF)	7 points	
	Very High Efficiency HVAC (SEER 16/80% AFUE or 9 HSPF)	9 points	
Water Heaters	2008 Minimum Efficiency (0.57 Energy Factor)	0 points	
	Improved Efficiency Water Heater (0.675 Energy Factor)	12 points	
	High Efficiency Water Heater (0.72 Energy Factor)	15 points	
	Very High Efficiency Water Heater (0.92 Energy Factor)	18 points	
	Solar Pre-heat System (0.2 Net Solar Fraction)	4 points	
	Enhanced Solar Pre-heat System (0.35 Net Solar Fraction)	8 points	
Daylighting	Daylighting is the ability of each room within the building to provide outside light during the day reducing the need for artificial lighting during daylight hours.		
	All peripheral rooms within the living space have at least one window (required)	0 points	
	All rooms within the living space have daylight (through use of windows, solar tubes, skylights, etc.)	1 points	
	All rooms daylighted	2 points	
Artificial Lighting	2008 Minimum (required)	0 points	
	Efficient Lights (25% of in-unit fixtures considered high efficacy. High efficacy is defined as 40 lumens/watt for 15 watt or less fixtures; 50 lumens/watt for 15-40 watt fixtures, 60 lumens/watt for fixtures >40watt)	8 points	
	High Efficiency Lights (50% of in-unit fixtures are high efficacy)	10 points	
	Very High Efficiency Lights (100% of in-unit fixtures are high efficacy)	12 points	
Appliances	Energy Star Refrigerator (new)	1 points	
	Energy Star Dish Washer (new)	1 points	
	Energy Star Washing Machine (new)	1 points	

Feature	Description	Assigned Point Values	Project Points
Miscellaneous Residential Building Efficiencies			
Building Placement	North/South alignment of building or other building placement such that the orientation of the buildings optimizes natural heating, cooling, and lighting.	5 point	
Shading	At least 90% of south-facing glazing will be shaded by vegetation or overhangs at noon on Jun 21st.	4 Points	
Energy Star Homes	EPA Energy Star for Homes (version 3 or above)	25 points	
Independent Energy Efficiency Calculations	Provide point values based upon energy efficiency modeling of the Project. Note that engineering data will be required documenting the energy efficiency and point values based upon the proven efficiency beyond Title 24 Energy Efficiency Standards.	TBD	
Other	This allows innovation by the applicant to provide design features that increases the energy efficiency of the project not provided in the table. Note that engineering data will be required documenting the energy efficiency of innovative designs and point values given based upon the proven efficiency beyond Title 24 Energy Efficiency Standards.	TBD	
Existing Residential Retrofits	The applicant may wish to provide energy efficiency retrofit projects to existing residential dwelling units to further the point value of their project. Retrofitting existing residential dwelling units within the City is a key reduction measure that is needed to reach the reduction goal. The potential for an applicant to take advantage of this program will be decided on a case by case basis and must have the approval of the Ontario Planning Department. The decision to allow applicants to ability to participate in this program will be evaluated based upon, but not limited to the following; Will the energy efficiency retrofit project benefit low income or disadvantaged residents? Does the energy efficiency retrofit project fit within the overall assumptions in reduction measures associated with existing residential retrofits? Does the energy efficiency retrofit project provide co-benefits important to the City? Point value will be determined based upon engineering and design criteria of the energy efficiency retrofit project.	TBD	
Reduction Measure PS E2: Residential Renewable Energy Generation			
Photovoltaic	Solar Photovoltaic panels installed on individual homes or in collective neighborhood arrangements such that the total power provided augments:		
	Solar Ready Homes (sturdy roof and solar ready service panel)	2 points	
	10 percent of the power needs of the project	10 points	
	20 percent of the power needs of the project	15 points	
	30 percent of the power needs of the project	20 points	
	40 percent of the power needs of the project	28 points	
	50 percent of the power needs of the project	35 points	
	60 percent of the power needs of the project	38 points	
	70 percent of the power needs of the project	42 points	
	80 percent of the power needs of the project	46 points	

Feature	Description	Assigned Point Values	Project Points
	90 percent of the power needs of the project	52 points	
	100 percent of the power needs of the project	58 points	
Wind turbines	Some areas of the City lend themselves to wind turbine applications. Analysis of the area's capability to support wind turbines should be evaluated prior to choosing this feature.		
	Individual wind turbines at homes or collective neighborhood arrangements of wind turbines such that the total power provided augments:		
	10 percent of the power needs of the project	10 points	
	20 percent of the power needs of the project	15 points	
	30 percent of the power needs of the project	20 points	
	40 percent of the power needs of the project	28 points	
	50 percent of the power needs of the project	35 points	
	60 percent of the power needs of the project	38 points	
	70 percent of the power needs of the project	42 points	
	80 percent of the power needs of the project	46 points	
	90 percent of the power needs of the project	52 points	
	100 percent of the power needs of the project	58 points	
Off-site renewable energy project	The applicant may submit a proposal to supply an off-site renewable energy project such as renewable energy retrofits of existing homes that will help implement renewable energy within the City. These off-site renewable energy retrofit project proposals will be determined on a case by case basis and must be accompanied by a detailed plan that documents the quantity of renewable energy the proposal will generate. Point values will be determined based upon the energy generated by the proposal.	TBD	
Other Renewable Energy Generation	The applicant may have innovative designs or unique site circumstances (such as geothermal) that allow the project to generate electricity from renewable energy not provided in the table. The ability to supply other renewable energy and the point values allowed will be decided based upon engineering data documenting the ability to generate electricity.	TBD	
Reduction Measure PS W1: Residential Water Conservation			
Irrigation and Landscaping			
Water Efficient Landscaping	Limit conventional turf to < 50% of required landscape area	0 points	
	Limit conventional turf to < 25% of required landscape area	4 points	
	No conventional turf (warm season turf to < 50% of required landscape area and/or low water using plants are allowed)	6 points	
	Only California Native Plants that requires no irrigation or some supplemental irrigation	8 points	

Feature	Description	Assigned Point Values	Project Points
Water Efficient irrigation systems	Low precipitation spray heads < .75"/hr or drip irrigation Weather based irrigation control systems or moisture sensors (demonstrate 20% reduced water use)	2 point 3 points	
Recycled Water	Recycled connections (purple pipe) to irrigation system on site	6 points	
Water Reuse	Gray water Reuse System collects Gray water from clothes washers, showers and faucets for irrigation use,	12 points	
Storm water Reuse Systems	Innovative on-site stormwater collection, filtration and reuse systems are being developed that provide supplemental irrigation water and provide vector control. These systems can greatly reduce the irrigation needs of a project. Point values for these types of systems will be determined based upon design and engineering data documenting the water savings.	TBD	
Potable Water			
Showers	Water Efficient Showerheads (2.0 gpm)	3 points	
Toilets	Water Efficient Toilets (1.5 gpm)	3 points	
Faucets	Water Efficient faucets (1.28 gpm)	3 points	
Dishwasher	Water Efficient Dishwasher (6 gallons per cycle or less)	1	
Washing Machine	Water Efficient Washing Machine (Water factor <5.5)	1	
WaterSense	EPA WaterSense Certification	12 points	
Reduction Measure PS T1: Land Use Based Trips and VMT Reduction			
Mixed Use	Mixes of land uses that complement one another in a way that reduces the need for vehicle trips can greatly reduce GHG emissions. The point value of mixed use projects will be determined based upon a Transportation Impact Analysis (TIA) demonstrating trip reductions and/or reductions in vehicle miles traveled. Suggested ranges: Diversity of land uses complementing each other (2-28 points) Increased destination accessibility other than transit (1-18 points) Increased transit accessibility (1-25 points) Infill location that reduces vehicle trips or VMT beyond the measures described above (points TBD based on traffic data).	TBD	
Residential Near Local Retail (Residential only Projects)	Having residential developments within walking and biking distance of local retail helps to reduce vehicle trips and/or vehicle miles traveled. The point value of residential projects in close proximity to local retail will be determined based upon traffic studies that demonstrate trip reductions and/or reductions in vehicle miles traveled (VMT)	TBD	

Feature	Description	Assigned Point Values	Project Points
Other Trip Reduction Measures	Other trip or VMT reduction measures not listed above with TIA and/or other traffic data supporting the trip and/or VMT for the project.	TBD	
Reduction Measure PS T2: Bicycle Master Plan			
Bicycle Infrastructure	Ontario's Bicycle Master Plan is extensive and describes the construction on 11.5 miles of Class I bike paths and 23 miles of Class II and Class III bikeways to build upon the current 8 miles of bikeways. Provide bicycle paths within project boundaries. Provide bicycle path linkages between residential and other land uses. Provide bicycle path linkages between residential and transit.	TBD 2 points 5 points	
Reduction Measure PS T3: Neighborhood Electric Vehicle Infrastructure			
Electric Vehicle Recharging	Provide circuit and capacity in garages of residential units for use by an electric vehicle. Charging stations are for on-road electric vehicles legally able to drive on all roadways including Interstate Highways and freeways. Install electric vehicle charging stations in the garages of residential units	1 point 8 points	
Total Points Earned by Residential Project:			

Table 2: Screening Table for Implementation of GHG Reduction Measures for Commercial/Industrial Development

Feature	Description	Assigned Point Values	Project Points
Reduction Measure PS E3: Commercial/Industrial Energy Efficiency Development			
Building Envelope			
Insulation	2008 baseline (walls R-13; roof/attic R-30)	0 points	
	Modestly Enhanced Insulation (walls R-13, roof/attic R-38))	15 points	
	Enhanced Insulation (rigid wall insulation R-13, roof/attic R-38)	18 points	
	Greatly Enhanced Insulation (spray foam insulated walls R-15 or higher, roof/attic R-38 or higher) *(Applies to the conditioned space, defined as those areas within the building that have air conditioning and heating.)*	20 points	
Windows	2008 Baseline Windows (0.57 U-factor, 0.4 solar heat gain coefficient [SHGC])	0 points	
	Modestly Enhanced Window Insulation (0.4 U-factor, 0.32 SHGC)	7 points	
	Enhanced Window Insulation (0.32 U-factor, 0.25 SHGC)	8 points	
	Greatly Enhanced Window Insulation (0.28 or less U-factor, 0.22 or less SHGC) *(Applies to the conditioned space, defined as those areas within the building that have air conditioning and heating.)*	12 points	
Cool Roof	Modest Cool Roof (CRRC Rated 0.15 aged solar reflectance, 0.75 thermal emittance)	12 points	
	Enhanced Cool Roof (CRRC Rated 0.2 aged solar reflectance, 0.75 thermal emittance)	14 points	
	Greatly Enhanced Cool Roof (CRRC Rated 0.35 aged solar reflectance, 0.75 thermal emittance)	16 points	
Air Infiltration	Minimizing leaks in the building envelope is as important as the insulation properties of the building. Insulation does not work effectively if there is excess air leakage.		
	Air barrier applied to exterior walls, calking, and visual inspection such as the HERS Verified Quality Insulation Installation (QII or equivalent)	12 points	
	Blower Door HERS Verified Envelope Leakage or equivalent *(Applies to the conditioned space, defined as those areas within the building that have air conditioning and heating.)*	10 points	
Thermal Storage of Building	Thermal storage is a design characteristic that helps keep a constant temperature in the building. Common thermal storage devices include strategically placed water filled columns, water storage tanks, and thick masonry walls.		

Feature	Description	Assigned Point Values	Project Points
	Modest Thermal Mass (10% of floor or 10% of walls 12" or more thick exposed concrete or masonry with no permanently installed floor covering such as carpet, linoleum, wood or other insulating materials)	4 points	
	Enhanced Thermal Mass (20% of floor or 20% of walls 12" or more thick exposed concrete or masonry with no permanently installed floor covering such as carpet, linoleum, wood or other insulating materials)	6 points	
	Enhanced Thermal Mass (80% of floor or 80% of walls 12" or more thick exposed concrete or masonry with no permanently installed floor covering such as carpet, linoleum, wood or other insulating materials)	24 points	
Indoor Space Efficiencies			
Heating/ Cooling Distribution System	Minimum Duct Insulation (R-4.2 required)	0 points	
	Modest Duct insulation (R-6)	8 points	
	Enhanced Duct Insulation (R-8)	10 points	
	Distribution loss reduction with inspection (HERS Verified Duct Leakage or equivalent) *(Applies to the conditioned space, defined as those areas within the building that have air conditioning and heating.)*	14 points	
Space Heating/ Cooling Equipment	2008 Minimum HVAC Efficiency (EER 13/60% AFUE or 7.7 HSPF)	0 points	
	Improved Efficiency HVAC (EER 14/65% AFUE or 8 HSPF)	7 points	
	High Efficiency HVAC (EER 15/72% AFUE or 8.5 HSPF)	8 points	
	Very High Efficiency HVAC (EER 16/80% AFUE or 9 HSPF) *(Applies to the conditioned space, defined as those areas within the building that have air conditioning and heating.)*	12 points	
Commercial Heat Recovery Systems	Heat recovery strategies employed with commercial laundry, cooking equipment, and other commercial heat sources for reuse in HVAC air intake or other appropriate heat recovery technology. Point values for these types of systems will be determined based upon design and engineering data documenting the energy savings.	TBD	
Water Heaters	2008 Minimum Efficiency (0.57 Energy Factor)	0 points	
	Improved Efficiency Water Heater (0.675 Energy Factor)	14 points	
	High Efficiency Water Heater (0.72 Energy Factor)	16 points	
	Very High Efficiency Water Heater (0.92 Energy Factor)	19 points	
	Solar Pre-heat System (0.2 Net Solar Fraction)	4 points	
	Enhanced Solar Pre-heat System (0.35 Net Solar Fraction)	8 points	
Daylighting	Daylighting is the ability of each room within the building to provide outside light during the day reducing the need for artificial lighting during daylight hours.		

Feature	Description	Assigned Point Values	Project Points
	All peripheral rooms within building have at least one window or skylight	1 points	
	All rooms within building have daylight (through use of windows, solar tubes, skylights, etc.)	5 points	
	All rooms daylighted	7 points	
Artificial Lighting	2008 Minimum (required)	0 points	
	Efficient Lights (25% of in-unit fixtures considered high efficacy. High efficacy is defined as 40 lumens/watt for 15 watt or less fixtures; 50 lumens/watt for 15-40 watt fixtures, 60 lumens/watt for fixtures >40watt)	9 points	
	High Efficiency Lights (50% of in-unit fixtures are high efficacy)	12 points	
	Very High Efficiency Lights (100% of in-unit fixtures are high efficacy)	14 points	
Appliances	Energy Star Commercial Refrigerator (new)	4 points	
	Energy Star Commercial Dish Washer (new)	4 points	
	Energy Star Commercial Cloths Washing	4 points	
Miscellaneous Commercial/Industrial Building Efficiencies			
Building Placement	North/South alignment of building or other building placement such that the orientation of the buildings optimizes conditions for natural heating, cooling, and lighting.	6 point	
Shading	At least 90% of south-facing glazing will be shaded by vegetation or overhangs at noon on June 21st.	6 Points	
Other	This allows innovation by the applicant to provide design features that increases the energy efficiency of the project not provided in the table. Note that engineering data will be required documenting the energy efficiency of innovative designs and point values given based upon the proven efficiency beyond Title 24 Energy Efficiency Standards.	TBD	
Existing Commercial building Retrofits	The applicant may wish to provide energy efficiency retrofit projects to existing commercial buildings to further the point value of their project. Retrofitting existing commercial buildings within the City is a key reduction measure that is needed to reach the reduction goal. The potential for an applicant to take advantage of this program will be decided on a case by case basis and must have the approval of the Ontario Planning Department. The decision to allow applicants the ability to participate in this program will be evaluated based upon, but not limited to the following:	TBD	

Feature	Description	Assigned Point Values	Project Points
	Will the energy efficiency retrofit project benefit low income or disadvantaged communities? Does the energy efficiency retrofit project fit within the overall assumptions in the reduction measure associated with commercial building energy efficiency retrofits? Does the energy efficiency retrofit project provide co-benefits important to the City? Point value will be determined based upon engineering and design criteria of the energy efficiency retrofit project.		
Reduction Measure PS E4: Commercial/Industrial Renewable Energy			
Photovoltaic	Solar Photovoltaic panels installed on commercial buildings or in collective arrangements within a commercial development such that the total power provided augments:		
	Solar Ready Roofs (sturdy roof and electric hookups)	2 points	
	10 percent of the power needs of the project	8 points	
	20 percent of the power needs of the project	14 points	
	30 percent of the power needs of the project	20 points	
	40 percent of the power needs of the project	26 points	
	50 percent of the power needs of the project	32 points	
	60 percent of the power needs of the project	38 points	
	70 percent of the power needs of the project	44 points	
	80 percent of the power needs of the project	50 points	
	90 percent of the power needs of the project	56 points	
	100 percent of the power needs of the project	60 points	
Wind turbines	Some areas of the City lend themselves to wind turbine applications. Analysis of the areas capability to support wind turbines should be evaluated prior to choosing this feature. Wind turbines as part of the commercial development such that the total power provided augments:		
	10 percent of the power needs of the project	8 points	
	20 percent of the power needs of the project	14 points	
	30 percent of the power needs of the project	20 points	
	40 percent of the power needs of the project	26 points	
	50 percent of the power needs of the project	32 points	
	60 percent of the power needs of the project	38 points	
	70 percent of the power needs of the project	44 points	

Feature	Description	Assigned Point Values	Project Points
	80 percent of the power needs of the project	50 points	
	90 percent of the power needs of the project	56 points	
	100 percent of the power needs of the project	60 points	
Off-site renewable energy project	The applicant may submit a proposal to supply an off-site renewable energy project such as renewable energy retrofits of existing commercial/industrial that will help implement reduction measures associated with existing buildings. These off-site renewable energy retrofit project proposals will be determined on a case by case basis accompanied by a detailed plan documenting the quantity of renewable energy the proposal will generate. Point values will be based upon the energy generated by the proposal.	TBD	
Other Renewable Energy Generation	The applicant may have innovative designs or unique site circumstances (such as geothermal) that allow the project to generate electricity from renewable energy not provided in the table. The ability to supply other renewable energy and the point values allowed will be decided based upon engineering data documenting the ability to generate electricity.	TBD	
Reduction Measure PS W2: Commercial/Industrial Water Conservation			
Irrigation and Landscaping			
Water Efficient Landscaping	Eliminate conventional turf from landscaping	0 points	
	Only moderate water using plants	3 points	
	Only low water using plants	4 points	
	Only California Native landscape that requires no or only supplemental irrigation	8 points	
Trees	Increase tree planting in parking areas 50% beyond City Code requirements	TBD	
Water Efficient irrigation systems	Low precipitation spray heads< .75"/hr or drip irrigation	1 point	
	Weather based irrigation control systems combined with drip irrigation (demonstrate 20 reduced water use)	5 points	
Recycled Water	Recycled water connection (purple pipe)to irrigation system on site	5 points	
Storm water Reuse Systems	Innovative on-site stormwater collection, filtration and reuse systems are being developed that provide supplemental irrigation water and provide vector control. These systems can greatly reduce the irrigation needs of a project. Point values for these types of systems will be determined based upon design and engineering data documenting the water savings.	TBD	

Feature	Description	Assigned Point Values	Project Points
Potable Water			
Showers	Water Efficient Showerheads (2.0 gpm)	3 points	
Toilets	Water Efficient Toilets/Urinals (1.5gpm) Waterless Urinals (note that commercial buildings having both waterless urinals and high efficiency toilets will have a combined point value of 6 points)	3 points 4 points	
Faucets	Water Efficient faucets (1.28gpm)	3 points	
Commercial Dishwashers	Water Efficient dishwashers (20% water savings)	4 points	
Commercial Laundry Washers	Water Efficient laundry (15% water savings) High Efficiency laundry Equipment that captures and reuses rinse water (30% water savings)	3 points 6 points	
Commercial Water Operations Program	Establish an operational program to reduce water loss from pools, water features, etc., by covering pools, adjusting fountain operational hours, and using water treatment to reduce draw down and replacement of water. Point values for these types of plans will be determined based upon design and engineering data documenting the water savings.	TBD	
Reduction Measure PS T1: Land Use Based Trips and VMT Reduction			
Mixed Use	Mixes of land uses that complement one another in a way that reduces the need for vehicle trips can greatly reduce GHG emissions. The point value of mixed use projects will be determined based upon traffic studies that demonstrate trip reductions and/or reductions in vehicle miles traveled	TBD	
Local Retail Near Residential (Commercial only Projects)	Having residential developments within walking and biking distance of local retail helps to reduce vehicle trips and/or vehicle miles traveled. The point value of residential projects in close proximity to local retail will be determined based upon traffic studies that demonstrate trip reductions and/or reductions in vehicle miles traveled	TBD	
Reduction Measure PS T2: Bicycle Master Plan			
Bicycle Infrastructure	Ontario's Bicycle Master Plan is extensive and describes the construction on 11.5 miles of Class I bike paths and 23 miles of Class II and Class III bikeways to build upon the current 8 miles of bikeways. Provide bicycle paths within project boundaries. Provide bicycle path linkages between project site and other land uses. Provide bicycle path linkages between project site and transit.	TBD TBD 2 points 5 points	

Feature	Description	Assigned Point Values	Project Points
Reduction Measure PS T3: Electric Vehicle Infrastructure			
Electric Vehicles	Provide public charging station for use by an electric vehicle. *(ten points for each charging station within the facility)*	10 points	
Reduction Measure PS T4: Employee Based Trip &VMT Reduction Policy			
Compressed Work Week	Reduce the number of days per week that employees need to be on site will reduce the number of vehicle trips associated with commercial/industrial development. Compressed work week such that full time employees are on site: 5 days per week 4 days per week on site 3 days per week on site	TBD	
Car/Vanpools	Car/vanpool program Car/vanpool program with preferred parking Car/vanpool with guaranteed ride home program Subsidized employee incentive car/vanpool program Combination of all the above	TBD	
Employee Bicycle/ Pedestrian Programs	Complete sidewalk to residential within ½ mile Complete bike path to residential within 3 miles Bike lockers and secure racks Showers and changing facilities Subsidized employee walk/bike program (Note combine all applicable points for total value)	TBD	
Shuttle/Transit Programs	Local transit within ¼ mile Light rail transit within ½ mile Shuttle service to light rail transit station Guaranteed ride home program Subsidized Transit passes Note combine all applicable points for total value	TBD	
CRT	Employer based Commute Trip Reduction (CRT). CRTs apply to commercial, offices, or industrial projects that include a reduction of vehicle trip or VMT goal using a variety of employee commutes trip reduction methods. The point value will be determined based upon a TIA that demonstrates the trip/VMT reductions. Suggested point ranges: Incentive based CRT Programs (1-8 points) Mandatory CRT programs (5-20 points)	TBD	
Other Trip Reductions	Other trip or VMT reduction measures not listed above with TIA and/or other traffic data supporting the trip and/or VMT for the project.	TBD	
Total Points from Commercial/Industrial Project:			

414 & 440 EUCLID MIXED USE PROJECT
OBSERVED PARKING STUDY
City of Ontario, California



November 8, 2022

Mr. George Voight
ONTARIO PLACE D BLOCK, LLC
119 E St. Joseph Street
Arcadia, CA 91006

Subject: 414 & 440 Euclid Avenue Mixed Use Project Observed Parking Study, City of Ontario, CA

Dear Mr. Voight:

A. Introduction

RK ENGINEERING GROUP, INC. (RK) is pleased to provide this observed parking study for the proposed 414 & 440 Euclid Avenue Mixed Use Project. The project site is approximately 2.3 acres and is located at 414 & 440 Euclid Avenue, in the City of Ontario, and is within a half mile walking distance to the Ontario Rail Station (served by Amtrak) located at 198 E. Emporia Street, Ontario, CA 91764.

The project site is located within the LUA-1 (Euclid Avenue Entertainment) district of the MU-1 (Downtown Mixed Use) zoning district, which requires City Council adoption of planned Unit Development (PUD). PUD-22-005 was submitted to establish the land use designations and development standards and guidelines governing the development of the proposed project. As such, this study utilizes PUD-22-005 to determine the parking requirements for the proposed project.

The project site is currently occupied with a mix of commercial land uses. The project consists of displacing the existing commercial land uses with 109 4-story multi-family residential dwelling units and 5,356 square feet of ground floor general commercial use. The site will provide a total of 162 parking spaces on-site. However, based on Section 11.0 of the *Land Development Division Project Review Comments*, dated August 1, 2022, the project has a parking deficiency of 38 parking spaces. The *Land Development Division Project Review Comments* is provided in Appendix A.

As such, the objective of the parking study is to determine the adequacy of parking for the proposed project within the study area assuming a full 100% tenant occupancy scenario by examining the availability of street parking to accommodate the parking deficiency. This will be accomplished by obtaining observed parking demand surveys at the study area and subtracting the total number of parking spaces deficient per PUD-22-005 (i.e. 38 parking spaces) from the minimum number of parking spaces provided.

Exhibit A shows the aerial of the parking study area. Exhibit B shows the proposed site plan.

B. Study Area

The study area was divided into eleven (11) parking zones. The parking zones identify the parking areas located within 300 feet of the proposed project site. The hourly parking demand was collected within each parking zone. Exhibit A identifies the eleven (11) parking zones and observed peak parking demand per zone area. Table 2 also identifies the parking zones and its respective location.

Please note that Parking Zones 2, 6, and 7 have restricted parking conditions. For Parking Zone 2, Vehicles are only allowed to parking for a duration of 2 hours from 9 AM to 5 PM, and are not allowed to park at any time from 2 AM to 6 PM. For Parking Zones 6 and 7, no parking is allowed from 2 AM to 6 PM.

It is also important to note that while the surface lot parking (i.e. Parking Zone 11) is a part of the study area, the 162 parking spaces from the surface lot are ***not*** included in the total parking inventory for the purposes of this study. These parking spaces are on-site parking spaces provided for resident use as part of the project, as shown in Exhibit B. Parking Zone 11 was considered only to account for the total parking demand due to vehicles found to be parking on the surface lot. Because the study assumes 100% tenant occupancy, these non-resident vehicles would be parking along local streets, which would thereby decrease the total available on-street parking spaces.

C. Parking Requirements

Per PUD-22-005, a parking rate of 1 parking space per bedroom for residents and an additional 0.20 parking space per dwelling unit for guests for multi-family residential use,

and 1 parking space per 250 square feet (SF) for commercial and retail use was applied to the project to quantify the parking requirement. The parking requirement is provided in Table 1.

As identified in Table 1, the proposed project requires a total of 200 parking spaces per PUD-22-05. Since the project only provides a total of 162 parking spaces, there is a parking deficiency of 38 parking spaces per PUD-22-05. These findings are consistent with Comment 11.0 of the *Land Development Division Project Review Comments*, dated August 1, 2022.

Due to the parking deficiency on site, observed parking surveys have been obtained to determine if an adequate number of street parking spaces are provided to serve the proposed project assuming a 100% tenant occupancy scenario.

D. Project Access Driveways

As illustrated in Exhibit B, project access is provided along East E Street (i.e. Parking Zone 4) and the existing driveways along Lemon Avenue (i.e. Parking Zone 5) will be removed.

The change in project access driveways would provide an increase of 7 parking spaces from the current parking inventory of 9 parking spaces to a total of 16 on-street parking spaces at Parking Zone 5 and a decrease of 5 parking spaces from the current parking inventory of 9 parking spaces to a total of 4 parking spaces. Thus, the total existing on-street parking inventory of 89 parking spaces would have a net increase of 2 parking spaces for a total proposed on-street parking inventory of 91 parking spaces.

The existing and proposed parking inventory are provided in Table 2.

E. Observed Parking Survey Results With Project Conditions

Due to the calculated deficiency of parking spaces per PUD-22-005, RK has been requested to prepare an observed parking analysis to determine whether adequate parking is available to accommodate the proposed use within the study area.

To more accurately determine the parking required for the existing site and land use mix, RK obtained parking surveys of the site on the following days at one-hour intervals:

- Thursday, September 8, 2022, 8:00 AM – 8:00 PM
- Friday, September 9, 2022, 8:00 AM – 8:00 PM
- Saturday, September 10, 2022, 8:00 AM – 8:00 PM

Hourly parking counts were collected onsite from 8:00 AM to 8:00 PM. As a result, a total of 36 hours of data was collected at the site. The survey hours cover the operating hours of the proposed commercial and retail use, which is expected to operate from 8:00 AM to 8:00 PM, and the operating hours of the local commercial uses nearby since the proposed project is expected to share street parking with the nearby stores. Hence, the observed time frame captures the study area's peak parking demand.

The parking survey was conducted during typical weekday and weekend business operations and during clear weather conditions. The parking counts were conducted by an independent third party (Counts Unlimited, Inc.). The number of parked cars within the study area was determined on an hourly basis.

Table 3, 4, and 5 provide the observed parking demand and the total remaining parking spaces available for the Thursday, Friday, and Saturday surveys, respectively.

As shown in Table 3, 4, and 5 based on actual observed parking demand counts at the site:

- **Table 3:** The observed peak parking demand on Thursday, September 8, 2022, occurred at 4:00 PM when a total of 43 vehicles were parked. Since the total on-street parking inventory is 91 parking spaces and the project requires 38 parking spaces per PUD-22-005, a total of 10 remaining parking spaces are available during the peak demand time on Thursday. This was the maximum observed parking demand for the site.

- **Table 4:** The observed peak parking demand on Friday, September 9, 2022, occurred at 4:00 PM when a total of 37 vehicles were parked. Since the total on-street parking inventory is 91 parking spaces and the project requires 38 parking spaces per PUD-22-005, a total of 16 remaining parking spaces are available during the peak demand time on Friday.

- **Table 5:** The observed peak parking demand on Saturday, September 10, 2022, occurred at 12:00 PM when a total of 33 vehicles were parked. Since the total on-street parking inventory is 91 parking spaces and the project requires 38 parking

spaces per PUD-22-005, a total of 20 parking spaces are available during the peak demand time on Friday.

Table 6 summarizes the peak observed parking demands with a 100% tenant occupancy and the total available parking spaces remaining with the project are considered.

Based on the results of the observed parking surveys and assuming a 100% full-tenant occupancy scenario, the project has enough parking spaces available to support the proposed project during weekday and weekend conditions.

F. Recommendations

Based on the parking evaluation and review of the proposed 414 & 440 Euclid Avenue Mixed Use Project, the following recommendations are provided to ensure adequate parking is continuously provided onsite:

1. The project should continue to monitor on-site parking activity as new tenants are introduced to ensure adequate parking is being provided for all users.

2. Because the project provides sufficient on-site parking for resident-use, no residents are expected to park along the frontage of the retail stores nearby, and therefore would not occupy these parking spaces from customers for long durations of time. Thus, no changes to existing parking restrictions at Parking Zones 2, 6, and 7 are required.

G. Conclusions

RK Engineering Group, Inc. has completed this observed parking demand study for the proposed 414 & 440 Euclid Avenue Mixed Use project. Because the project has a parking deficiency of 38 parking spaces per PUD-22-005, an observed parking analysis was completed to determine if the site has enough on-street parking spaces available to accommodate the proposed project under a 100% full-tenant occupancy scenario. This was accomplished by obtaining 36 hours of parking surveys at the site.

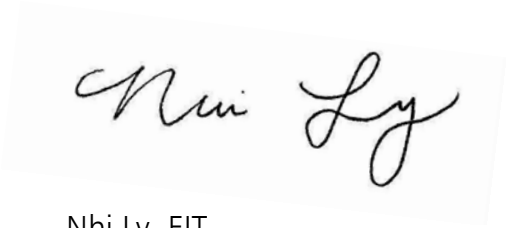
Based upon the three (3) observed parking surveys and assuming a 100% full-tenant occupancy scenario, the 91 on-street parking spaces are sufficient to accommodate the proposed project during peak parking demand times.

RK Engineering Group, Inc. appreciates this opportunity to assist with this project. If you have any questions regarding this study, please do not hesitate to contact us at (949) 474-0809.

Sincerely,

RK ENGINEERING GROUP, INC.





Rogier Goedecke
President

Nhi Ly, EIT
Engineer I

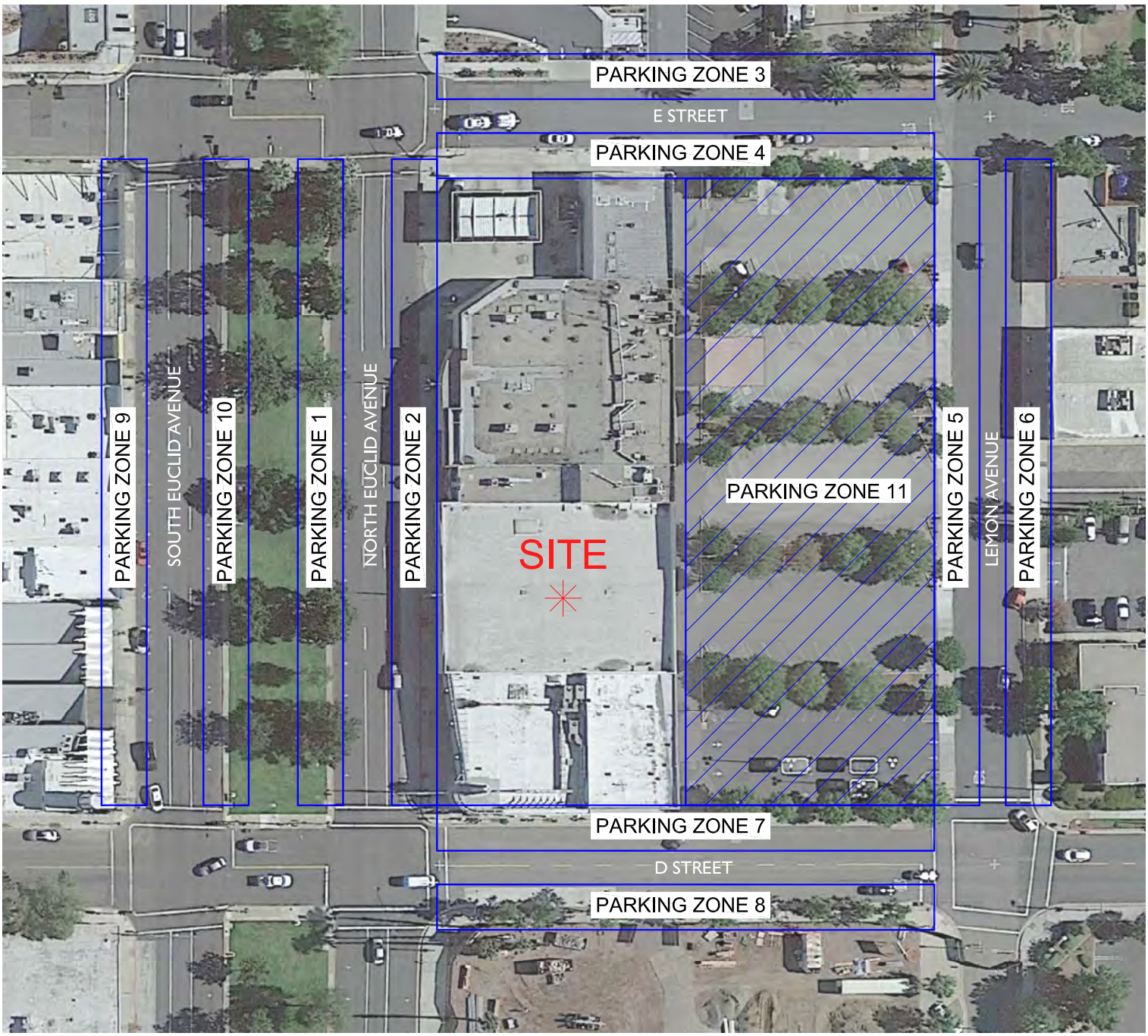
Attachments

RK17633.3
JN:3004-2022-02

Exhibits

Exhibit A

Study Area



Legend:

✳ = Project Site

— = Parking Zones

N

Exhibit B

Site Plan



N

Tables

Table 1
414 & 440 Euclid Avenue Mixed Use Residential Project
D-BLOCK PROJECT
PUD22-005,PMT22-019, PDEV22-031,and PHP22-010
Parking Requirements

Use	Size	Units	Parking Requirement	Number of Spaces Required
Multi-Family Residential	162	Bedrooms	1 space per bedroom	162
	108	Dwelling Units	0.20 parking spaces per dwelling unit	22
Commercial/Retail	4,040	Square Feet	1 space per 250 SF of GFA	16
			Number of Parking Spaces Required per Code	200
			Number of Parking Spaces Provided On-Site	162
			Number of Parking Spaces Deficient per Code[1]	-38

[1] The project has a total of 38 parking spaces deficient per PUD-22-05. Since the project provides a total of 162 on-site parking spaces, the residents will have exclusive access to the parking spaces provided on-site. The remaining 38 parking spaces are required for guest and retail parking. A parking management plan is provided for the guest and retail parking requirements.

Table 2
414 & 440 Euclid Avenue Mixed-Use Residential Project
Existing and Proposed Parking Inventory

Parking Zone	Location	Existing Parking Inventory	Proposed Parking Inventory[1]
1	North Euclid Ave. b/w E St. & D St. West Side	12	--
2	North Euclid Ave. b/w E St. & D St. East Side	6	--
3	E St. b/w Euclid Ave. & Lemon Ave. Along Westbound lanes	7	--
4	E St. b/w Euclid Ave. & Lemon Ave. Along Eastbound lanes	9	4
5	Lemon Ave. b/w E St. and D St. Along Southbound lanes	9	16
6	Euclid Ave. b/w E St. and D St. Along Northbound lanes	10	--
7	D St. b/w Euclid Ave. & Lemon Ave. Along Westbound lanes	6	--
8	D St. b/w Euclid Ave. & Lemon Ave. Along Eastbound lanes	2	--
9	South Euclid Ave. b/w E St. & D St. West Side	14	--
10	South Euclid Ave. b/w E St. & D St. East Side	14	--
11	Surface Parking Lot On Project Site	162	--
	Total Parking Inventory	**251**	**253**
	Total On-Street Parking Inventory	**89**	**91**

[1] -- = No changes in parking inventory from existing parking inventory.

Table 3
414 & 440 Euclid Avenue Mixed-Use Residential Project
OBSERVED PARKING DEMAND[1,2]
Thursday September 8, 2022

Parking Zone[3]	1		2[4,5]		3		4[6]			5[6]			6[4]		7[4]		8		9		10		11[7]	ALL OFF-SITE PARKING ZONES (1-10)		
TIME	Demand	Spaces Available	Demand	Spaces Available	Demand	Spaces Available	Demand	Spaces Available	Proposed Spaces Available	Demand	Spaces Available	Proposed Spaces Available	Demand	Spaces Available	Demand	Spaces Available	Demand	Spaces Available	Demand	Spaces Available	Demand	Spaces Available	Demand	Total Observed Parking Demand	Total Existing Parking Spaces Available	Adjusted Total Parking Spaces Available by 2 Parking Spaces [8]
8:00 AM	0	12	0	6	1	6	1	8	3	1	8	15	0	10	0	6	0	2	0	14	0	14	1	4	85	87
9:00 AM	0	12	0	6	0	7	0	9	4	0	9	16	0	10	0	6	0	2	7	7	1	13	6	14	75	77
10:00 AM	0	12	3	3	1	6	0	9	4	0	9	16	0	10	0	6	0	2	11	3	8	6	7	30	59	61
11:00 AM	0	12	2	4	0	7	0	9	4	0	9	16	0	10	1	5	0	2	12	2	7	7	4	26	63	65
12:00 PM	0	12	0	6	0	7	0	9	4	0	9	16	0	10	0	6	0	2	7	7	5	9	5	17	72	74
1:00 PM	0	12	1	5	0	7	0	9	4	0	9	16	0	10	0	6	0	2	10	4	7	7	3	21	68	70
2:00 PM	0	12	2	4	1	6	0	9	4	0	9	16	0	10	0	6	0	2	8	6	5	9	4	20	69	71
3:00 PM	1	11	1	5	1	6	0	9	4	0	9	16	0	10	0	6	0	2	13	1	7	7	6	29	60	62
4:00 PM	2	10	1	5	1	6	0	9	4	0	9	16	0	10	0	6	0	2	13	1	9	5	17	43	46	48
5:00 PM	2	10	1	5	2	5	1	8	3	0	9	16	0	10	0	6	0	2	8	6	9	5	18	41	48	50
6:00 PM	2	10	3	3	2	5	0	9	4	0	9	16	0	10	0	6	0	2	8	6	5	9	2	22	67	69
7:00 PM	2	10	3	3	1	6	0	9	4	0	9	16	0	10	0	6	0	2	7	7	2	12	1	16	73	75
8:00 PM	1	11	2	4	1	6	0	9	4	0	9	16	0	10	0	6	0	2	6	8	2	12	2	14	75	77
																							Minimum Number of Parking Spaces Available			48
																							Total Number of Available Parking Spaces Needed per PUD-22-05 (See Table 1)			38
																							Number of Parking Spaces Available at Peak Parking Demand Time (Minimum Parking Spaces Available - 38 Parking Spaces)			10

[1] The parking counts were obtained by Counts Unlimited, Inc. a third party data collection company during typical weather conditions and operations.

[2] Peak parking demand is denoted in yellow.

[3] Please see Exhibit A for location of parking zones.

[4] Restricted Parking Zone Condition: Vehicles are only allowed to park for a duration of 2 hours from 9 AM to 5 PM.

[5] Restricted Parking Zone Condition: No parking is allowed from 2 AM to 6 PM.

[6] The proposed project plans to provide driveway access along East E Street (i.e. Parking Zone 4) and remove the existing driveway access along Lemon Avenue (i.e. Parking Zone 5). As such, the parking inventory would increase to 16 parking spaces at Parking Zone 5 and decrease to 4 parking spaces at Parking Zone 4 for a net increase of total parking inventory by 2 parking spaces.

[7] The 162 parking spaces from the surface lot parking (i.e. Parking Zone 11) is not included in the total supply inventory to accurately quantify total off-site parking; but because vehicles have been found to be currently parking on the surface lot, these vehicles have been taken account for in the total parking demand. Because the study assumes 100% tenant occupancy, these non-resident vehicles would park along local streets, which would thereby decrease the total available on-street parking spaces.

[8] 2 parking spaces were added in the Adjusted Total Parking Spaces Available due to the increase in parking supply in Parking Zone 5 from 9 parking spaces to 16 parking spaces and the decrease in parking supply in Parking Zone 4 from 9 parking spaces to 4 parking spaces.

Table 4
414 & 440 Euclid Avenue Mixed-Use Residential Project
OBSERVED PARKING DEMAND[1,2]
Friday September 9, 2022

Parking Zone[3]	1		2[4,5]		3		4[6]			5[6]			6[4]		7[4]		8		9		10		11[7]	ALL OFF-SITE PARKING ZONES (1-10)		
TIME	Demand	Spaces Available	Demand	Spaces Available	Demand	Spaces Available	Demand	Spaces Available	Proposed Spaces Available	Demand	Spaces Available	Proposed Spaces Available	Demand	Spaces Available	Demand	Spaces Available	Demand	Spaces Available	Demand	Spaces Available	Demand	Spaces Available	Demand	Total Observed Parking Demand	Total Existing Parking Spaces Available	Adjusted Total Parking Spaces Available by 2 Parking Spaces [8]
8:00 AM	0	12	0	6	0	7	0	9	4	0	9	16	1	9	0	6	0	2	1	13	0	14	1	3	86	88
9:00 AM	0	12	0	6	0	7	0	9	4	1	8	15	4	6	0	6	0	2	3	11	0	14	6	14	75	77
10:00 AM	0	12	0	6	0	7	0	9	4	0	9	16	2	8	0	6	0	2	10	4	1	13	5	18	71	73
11:00 AM	0	12	0	6	0	7	0	9	4	2	7	14	3	7	0	6	1	1	10	4	9	5	6	31	58	60
12:00 PM	1	11	2	4	0	7	0	9	4	0	9	16	1	9	1	5	0	2	11	3	7	7	3	26	63	65
1:00 PM	0	12	3	3	0	7	0	9	4	0	9	16	0	10	0	6	0	2	10	4	6	8	6	25	64	66
2:00 PM	2	10	3	3	1	6	0	9	4	0	9	16	2	8	0	6	0	2	12	2	8	6	5	33	56	58
3:00 PM	1	11	5	1	1	6	1	8	3	0	9	16	1	9	0	6	0	2	8	6	7	7	8	32	57	59
4:00 PM	1	11	3	3	1	6	0	9	4	0	9	16	3	7	1	5	0	2	13	1	9	5	6	37	52	54
5:00 PM	1	11	2	4	1	6	0	9	4	0	9	16	3	7	1	5	0	2	11	3	10	4	3	32	57	59
6:00 PM	1	11	1	5	1	6	0	9	4	0	9	16	1	9	1	5	0	2	12	2	10	4	1	28	61	63
7:00 PM	3	9	3	3	1	6	0	9	4	0	9	16	1	9	1	5	0	2	14	0	10	4	2	35	54	56
8:00 PM	5	7	1	5	1	6	0	9	4	0	9	16	0	10	1	5	0	2	14	0	9	5	1	32	57	59
																								Minimum Number of Parking Spaces Available		54
																								Total Number of Available Parking Spaces Needed per PUD-22-05 (See Table 1)		38
																								Number of Parking Spaces Available at Peak Parking Demand Time (Minimum Parking Spaces Available - 38 Parking Spaces)		16

[1] The parking counts were obtained by Counts Unlimited, Inc. a third party data collection company during typical weather conditions and operations.

[2] Peak parking demand is denoted in yellow.

[3] Please see Exhibit A for location of parking zones.

[4] Restricted Parking Zone Condition: Vehicles are only allowed to park for a duration of 2 hours from 9 AM to 5 PM.

[5] Restricted Parking Zone Condition: No parking is allowed from 2 AM to 6 PM.

[6] The proposed project plans to provide driveway access along East E Street (i.e. Parking Zone 4) and remove the existing driveway access along Lemon Avenue (i.e. Parking Zone 5). As such, the parking inventory would increase to 16 parking spaces at Parking Zone 5 and decrease to 4 parking spaces at Parking Zone 4 for a net incr parking inventory by 2 parking spaces.

[7] The 162 parking spaces from the surface lot parking (i.e. Parking Zone 11) is not included in the total supply inventory to accurately quantify total off-site parking; but because vehicles have been found to be currently parking on the surface lot, these vehicles have been taken account for in the total parking demand. Because the study assumes 100% tenant occupancy, these non-resident vehicles would park along local streets, which would thereby decrease the total available on-street parking spaces.

[8] 2 parking spaces were added in the Adjusted Total Parking Spaces Available due to the increase in parking supply in Parking Zone 5 from 9 parking spaces to 16 parking spaces and the decrease in parking supply in Parking Zone 4 from 9 parking spaces to 4 parking spaces.

Table 5
414 & 440 Euclid Avenue Mixed-Use Residential Project
OBSERVED PARKING DEMAND[1,2]
Saturday September 10, 2022

Parking Zone[3]	1		2[4,5]		3		4[6]			5[6]			6[4]		7[4]		8		9		10		11[7]	ALL OFF-SITE PARKING ZONES (1-10)		
TIME	Demand	Spaces Available	Demand	Spaces Available	Demand	Spaces Available	Demand	Spaces Available	Proposed Spaces Available	Demand	Spaces Available	Proposed Spaces Available	Demand	Spaces Available	Demand	Spaces Available	Demand	Spaces Available	Demand	Spaces Available	Demand	Spaces Available	Demand	Total Observed Parking Demand	Total Existing Parking Spaces Available	Adjusted Total Parking Spaces Available by 2 Parking Spaces [8]
8:00 AM	0	12	0	6	1	6	1	8	3	0	9	16	4	6	0	6	0	2	1	13	0	14	1	**8**	**81**	**83**
9:00 AM	1	11	0	6	1	6	1	8	3	2	7	14	1	9	0	6	0	2	8	6	1	13	3	**18**	**71**	**73**
10:00 AM	1	11	1	5	2	5	1	8	3	0	9	16	3	7	0	6	0	2	10	4	2	12	2	**22**	**67**	**69**
11:00 AM	1	11	3	3	1	6	2	7	2	1	8	15	2	8	0	6	0	2	9	5	6	8	6	**31**	**58**	**60**
12:00 PM	1	11	3	3	1	6	1	8	3	0	9	16	1	9	0	6	0	2	10	4	8	6	8	**33**	**56**	**58**
1:00 PM	2	10	3	3	1	6	1	8	3	0	9	16	2	8	0	6	0	2	12	2	6	8	5	**32**	**57**	**59**
2:00 PM	1	11	1	5	2	5	0	9	4	0	9	16	1	9	0	6	0	2	7	7	3	11	2	**17**	**72**	**74**
3:00 PM	2	10	4	2	2	5	0	9	4	0	9	16	1	9	0	6	0	2	12	2	5	9	4	**30**	**59**	**61**
4:00 PM	2	10	4	2	2	5	0	9	4	0	9	16	0	10	0	6	0	2	9	5	4	10	7	**28**	**61**	**63**
5:00 PM	2	10	4	2	2	5	0	9	4	0	9	16	0	10	0	6	0	2	10	4	5	9	2	**25**	**64**	**66**
6:00 PM	2	10	2	4	2	5	0	9	4	0	9	16	0	10	0	6	0	2	9	5	5	9	1	**21**	**68**	**70**
7:00 PM	2	10	4	2	2	5	0	9	4	0	9	16	0	10	0	6	0	2	11	3	6	8	1	**26**	**63**	**65**
8:00 PM	5	7	1	5	2	5	0	9	4	0	9	16	0	10	0	6	0	2	12	2	10	4	2	**32**	**57**	**59**
																								Minimum Number of Parking Spaces Available		**58**
																								Total Number of Available Parking Spaces Needed per PUD-22-05 (See Table 1)		**38**
																								Number of Parking Spaces Available at Peak Parking Demand Time (Minimum Parking Spaces Available - 38 Parking Spaces)		**20**

[1] The parking counts were obtained by Counts Unlimited, Inc. a third party data collection company during typical weather conditions and operations.

[2] Peak parking demand is denoted in yellow.

[3] Please see Exhibit A for location of parking zones.

[4] Restricted Parking Zone Condition: Vehicles are only allowed to park for a duration of 2 hours from 9 AM to 5 PM.

[5] Restricted Parking Zone Condition: No parking is allowed from 2 AM to 6 PM.

[6] The proposed project plans to provide driveway access along East E Street (i.e. Parking Zone 4) and remove the existing driveway access along Lemon Avenue (i.e. Parking Zone 5). As such, the parking inventory would increase to 16 parking spaces at Parking Zone 5 and decrease to 4 parking spaces at Parking Zone 4 for a net incr parking inventory by 2 parking spaces.

[7] The 162 parking spaces from the surface lot parking (i.e. Parking Zone 11) is not included in the total supply inventory to accurately quantify total off-site parking; but because vehicles have been found to be currently parking on the surface lot, these vehicles have been taken account for in the total parking demand. Because the study assumes 100% tenant occupancy, these non-resident vehicles would park along local streets, which would thereby decrease the total available on-street parking spaces.

[8] 2 parking spaces were added in the Adjusted Total Parking Spaces Available due to the increase in parking supply in Parking Zone 5 from 9 parking spaces to 16 parking spaces and the decrease in parking supply in Parking Zone 4 from 9 parking spaces to 4 parking spaces.

Table 6
414 & 440 Euclid Avenue Mixed-Use Residential Project
OBSERVED PARKING DEMAND SUMMARY

Date	Peak Parking Demand Time	Observed Peak Parking Demand	Minimum Number of Parking Spaces Provided (Parking Zones 1-10)	Total Number of Available Parking Spaces Needed per PUD-22-05 (See Table 1)	Number of Parking Spaces Available w/ Project (Minimum Parking Spaces Available - 38 Parking Spaces)	Are there a minimum of 38 parking spaces provided in study area at all times?
Thursday, September 8, 2022	4:00 PM	43	48	38	10	YES
Friday, September 9, 2022	4:00 PM	37	54		16	YES
Saturday, September 10, 2022	12:00 PM	33	58		20	YES

Appendices

Appendix A

Land Development Division Project Review

CITY OF ONTARIO PLANNING DEPARTMENT

LAND DEVELOPMENT DIVISION
PROJECT REVIEW COMMENTS

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

Date: August 1, 2022

File Nos: PUD22-005, PMTT22-019, PDEV22-031, and PHP22-010

Project Description: A Planned Unit Development to establish development standards, a Tentative Tract Map to create one lot, and Development Plan in conjunction with a Certificate of Appropriateness to construct a 123,653 square foot mixed-use development consisting of 109 residential dwelling units and approximately 4,000 square feet of ground floor commercial, 4 stories in height on 2.37-acres of land within the LUA-1 (Euclid Avenue Entertainment District) of the MU-1 (Downtown Mixed Use) zoning district located at the (APN(s): 1048-363-02,1048-363-03, 1048-363-04, 1048-363-05); **submitted by Ontario Place D Block. LLC.**

Prepared By: Diane Ayala, Senior Planner
Phone: 909.395.2428 (direct)
Email: dayala@ontarioca.gov

DETERMINATION:

☐ No comment, as the proposed project adequately addresses the Planning Department's concerns. A Development Advisory Board Report, containing conditions of approval from the Planning Department, will be prepared.

☒ The proposed project does not adequately address the Planning Department's concerns and revised plans are required. Please respond to the comments listed below.

The Planning Department — Land Development Section — review comments applicable to the above-described Project, are listed below. The Project shall address each comment or necessary correction listed below:

1.0 Application Completeness.

1.1 The application has been found to be incomplete for processing. Non-conformities with the City's Development Code/Proposed PUD must be addressed and/or additional information must be submitted pursuant to items, below.

Further processing cannot begin until the non-conformities with the City's Development Code/Proposed PUD are corrected and/or additional information is submitted. Addressing identified design issues at this time is not requisite to finding your application complete; however, failure to fully address the identified concerns may result in delays in the processing of your application.

2.0 Zoning- Planned Unit Development (PUD).

2.1 MU-1 zoning district requires approval of a PUD, File No. PUD22-005, which is being reviewed and processed concurrently with the proposed map, development plan and certificate of appropriateness. Project will be contingent on City Council approval of the PUD. See attached redlined comments/corrections in attached document.

3.0 Parcelization.

3.1 The development of the proposed subdivision, File No. PMTT22-019, to consolidate four parcels of land into one lot requires Development Advisory Board and Planning Commission approval. Confirm that the map should be a tentative tract map rather than a parcel map since 4 parcels are being consolidated into a single lot. See Section 6.08.010, Maps, of the Ontario Development Code.

4.0 Building Intensities.

4.1 The project site is located within the MU-1 zoning district, which allows for a maximum Floor Area Ratio (FAR) of 2.0 and a density range of 25 to 75 DU/Ac. The Project FAR is 1.19 and density is 46 DU/Ac, which meets the maximum FAR and density allowed in the MU-1 zoning district.

5.0 Floor Plans.

5.1 Provide an exhibit for each residential floor plan (typical) proposed and include the number of bedrooms and bathrooms, and the patio or deck area.

6.0 Setback and Separations.

6.1 Label building setbacks at follows locations:

(a) All ground floor recessed areas, including entries, along D Street and Euclid Avenue.

(b) All projections into the ROW, including balconies.

6.2 Increase setback from D Street from 0 to 3 ft by reducing drive aisle from 27 ft to 24 ft. Pathways will require realignment. This will contribute to a more desirable walkable street while providing additional privacy for residential units.

6.3 Parking stall setbacks from building and street(s) need to be specified in the PUD. Consider reducing the E Street sidewalk to 4 FT in and increasing landscape area providing space for landscape screening of on-site utilities.

6.4 Along Euclid Avenue at the most northern area of the project site, there appears to be access to the side of the building from the existing gas station. The proposed wall may be placed 2 feet from property line.

7.0 Building Height.

6.1 Building height at top of roof range from 45 Ft to 46 ft 6 in, however building projections are not labeled. Label roof projections on the plans.

8.0 Gates, Walls and Fences.

8.1 Provide a wall plan. Indicate materials, colors, and height of proposed walls/fences and gates. Include a cross-section of walls/fences indicating adjacent grades. Walls shall be designed as an integral part of the architecture for the development. Decorative tubular steel fencing with decorative pilasters are encouraged at certain locations including the north and east property lines. The north fence shall be a decorative wall and may be used to provide a wall sign to mark the apartment complex. Art Deco inspired designs are encouraged. Stucco walls with no decorative elements shall be avoided.

8.2 Long expanses of fence or wall (50 or more FT in length) adjacent to a public right-of-way shall have offset areas (decorative pilasters or a jog in the wall) along its length and shall be architecturally designed to prevent monotony. Pilasters should be located at 90-degree corners and at pedestrian gate locations.

8.3 The height of a wall or fence shall be measured on the exterior side, at the highest point of the natural ground or finished grade at the base of the fence or wall to the top of the fence or wall above the same base point.

8.4 For gated sites, sufficient area shall be provided in front (exterior side) of vehicular access gates, to allow stacking of at least one tractor/trailer outside of the public street right-of-way. If the area cannot be provided, gates shall be removed.

9.0 Refuse Storage (Trash Enclosures).

9.1 All refuse shall be stored in an appropriate container. Furthermore, all refuse containers shall be stored within a City-approved enclosure, which shall be designed so as to be consistent with the building architecture on the project site.

9.2 The number of enclosures, and their precise locations, dimensions, and design shall be provided consistent with the *Solid Waste Department Refuse and Recycling Planning Manual* (the manual may be obtain online at http://www.ontarioca.gov/sites/default/files/Ontario-Files/Municipal-Utilities-Company/planning_manual-2016_update.pdf).

9.3 Within commercial and mixed-use zoning districts, trash enclosures and room shall meet minimum City standards, and be fully intergraded into the architectural design of building.

9.4 Signs clearly identifying all recycling and refuse collection areas, and the materials accepted for recycling shall be posted adjacent to all points of access to each trash enclosure.

9.5 Identify bin pick up staging area on site plan/SWHP. The proposed staging area appears to be located on the ADA parking stall which is not allowed.

9.6 Refer to Integrated Waste Correction/comment letter for specific requirements.

10.0 Landscape/Hardscape.

10.1 See Planning- Landscape Division comments (attached) and coordinate the following comments.

10.2 Ground floor recessed commercial entries and through the ADA pedestrian pathway shall be finished with decorative paving.

10.3 The entirety of the project site (excluding areas devoted to building area, paving, and/or outdoor loading and storage areas that are screened from public view), including street parkway and median areas that abut the project site, shall be fully landscaped, provided with an underground automatic irrigation system, and continuously maintained.

10.4 Above landscape planters as seen on architectural plans are not consistent with the proposed landscape groundcovers shown on the landscape plans. Building setback areas should landscaped to soften the building edge to sidewalk to create a more walkable and pedestrian friendly scale along D Street.

10.5 A landscape and irrigation construction documentation plan shall be submitted for review and approval by the Approving Authority prior to building permit issuance, pursuant to Development Code Section 6.05.015.B (Landscape and Irrigation Construction Documentation Plans).

10.6 Landscaping and irrigation plans shall be submitted to the Planning Department; Landscape Planning Section, in conjunction with construction plans. These plans shall be approved prior to issuance of building permits.

10.7 Throughout parking lots, tree wells, tree diamonds or center planter strips shall be provided to facilitate the planting of shade trees at the minimum rate of one tree for each 4 parking spaces. Tree wells shall be a minimum of 5 FT in width and 5 FT in length (exclusive of curbs).

10.8 Landscaped areas shall be delineated with a 6-inch wide concrete curb, except where a landscape area is parallel and adjacent to a parking stall, the curb shall be a minimum of 12-inches wide, to provide a step area for persons entering or exiting motor vehicles.

11.0 Off-Street Parking and Circulation.

11.1 The project shall maintain a minimum of 162 assigned off-street parking spaces for residential purposes (1 parking space per bedroom). A total of 162 parking spaces have been provided. However, the location of required residential visitor and commercial parking spaces have not been adequately shown on plans or explained. Proposed commercial/retail is 4,040 SF and requires 16 parking spaces (1 parking space per 250 SF) and guest parking space requirement is 22 parking spaces (0.20 parking spaces per dwelling unit) for a total of 38 off-site parking spaces. Submit a parking management/strategy plan for development explaining how required parking off and on site will be managed and maintained. Parking management/strategy plan shall demonstrate the following:

(a) Discuss how the parking for project will not result in adverse impacts to surrounding residential neighborhood, specifically the neighborhood to the east.

(b) Assignment of on-site parking for residential units, including assignment of tandem parking spaces.

(c) If street parking is expected to supply the demand, then provide exhibits and label plans demonstrating adequate off-street parking surrounding the project area. Identify

street parking limitations/restrictions, if any. On street, curb adjacent parking spaces (9 feet wide by 24 ft in length) should be labeled on plan/exhibit.

(d) If public parking structure or surface parking lot is expected to supply demand, then discuss/explain the number of spaces available, including peak hours of demand, and restrictions (no overnight) and how the project will utilize public parking through a use agreement. Coordinate agreement with Economic Development and the Planning departments.

11.2 Show EV parking stall and equipment locations on plans.

11.3 The minimum dimensions for unenclosed parking spaces is 9 FT wide by 18 FT long. The parking space length may be reduced by up to 2 FT, provide 2 additional feet is added to the adjacent sidewalk and/or landscape area containing the parking overhang area. Parking spaces that are located under a shade structure/carport is 10 FT wide by 20 FT long. Provide detail and explain how the proposed shade structure will be constructed to meet the minimum parking space dimension.

11.4 Striping of parking spaces, aisles, and driveways conforming to the provisions of Development Code Division 6.03 (Off-Street Parking and Loading), and directional signs conforming to the provisions of Development Code Division 8.01 (Sign Regulations), shall be provided.

11.5 Within commercial zoning districts, all parking spaces shall be clearly outlined with double lines on the parking surface.

11.6 Reduce drive aisle from 27 Ft to 24 Ft. This will allow up to 3 Ft for a building setback from D Street. See comment 6.2, above.

11.7 Driveway entries shall have decorative paving form the back of the sidewalk to, at least, the end of the third parking space.

12.0 Open Space/Amenities

12.1 Private ground level open spaces located on the street side of a shall be screened from street public view by a decorative wall or fence, and densely planted landscaping.

12.2 21,440 square feet of common open space and amenities (outdoor and indoor) is proposed providing an average of 196 square feet per residential unit. Revise plan and provide a minimum of 21,800 square feet of common open/amenity.

13.0 Outdoor Storage.

13.1 Outdoor storage of materials and equipment is not permitted.

14.0 Loading Areas.

14.1 The location of loading space(s) and loading space dimensions for commercial use shall be shown on the plans. Commercial loading should not occur within the residential area of the mixed-use development, but rather on street on D or E Streets. Coordinate location, minimum dimension, and signing with Engineering Dept.

15.0 Site Lighting.

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

15.2 Site lighting shall be reviewed and approved by the Planning and Police Departments prior to the issuance of building permits.

15.3 Along pedestrian movement corridors, the use of low mounted bollard light standards, which reinforce pedestrian scale, shall be used. Steps, ramps and seatwalls should be illuminated wherever possible, with built-in light fixtures.

15.4 The design of light fixtures and their structural supports should be architecturally compatible with the main structures on the site. Light fixtures should be architecturally integrated into the design of a structure.

15.5 The maximum height of luminaires shall be as follows:

(a) When a light source or luminaire has no cutoff (the point at which all light rays are completely shielded), the maximum permitted height of the luminaire shall be 14 FT.
(b) When a luminaire has a total cutoff of light at an angle of 90 degrees or greater, the maximum permitted height of the luminaire shall be 24 FT.
(c) When a luminaire has a total cutoff of light at an angle of less than 90 degrees, the maximum permitted height of the luminaire shall be 30 FT.

15.6 The location of light fixtures should correspond to anticipated use. Lighting of pedestrian movement paths should illuminate changes in grade, path intersections, seating areas and any other uses along the movement path that, if left unlighted, would create an unsafe situation.

15.7 All lighting fixtures must be shielded to confine light spread on-site.

15.8 Night lighting of buildings is encouraged, but should be accomplished in a selective manner, avoiding overall building illumination that produces an undesirable look. Night lighting of buildings may be used to highlight special building features, emphasize repeated or decorative features, and use the juxtaposition of light and shadow to articulate the building facade.
15.9 To maintain the continuity of the existing streetscape design that can be seen Holt Blvd to D Street and Lemon Avenue to Euclid Avenue within the public right-of-way, King Street lamps and brick veneer tapered column bus stops, if needed, shall be considered for installation.

16.0 Rooftop and Ground Mounted Equipment.

16.1 On development plans and construction drawings, all exterior roof-top mechanical, heating and air conditioning equipment shall be shown to be completely screened and treated with a neutral color (to blend with the building and roofing materials) when visible

from a street or from adjoining properties. The plans shall include a cross-section drawing showing how the equipment is to be screened from view (include dimensions, materials, colors, etc.).

16.2 All ground mounted utility structures such as transformers, HVAC equipment and back flow prevention valves shall be located out of view from a public street or adequately screened through the use of landscaping and/or masonry walls.

16.3 Rooftop equipment and ground-mounted screening shall be verified at occupancy. Additional screening will be required if determined necessary.

17.0 Architectural Treatment and Detail.

17.1 Use the Downtown Design Guidelines Section 2A, Design Guidelines for Context Buildings in the 1920s-1940s Subdistrict, pages 42-51, as a reference for infill.

17.2 Exterior building wall materials, roof types and colors shall be shown on development construction drawings.

17.3 The use of manufactured materials, such as synthetic, cast, and cultured materials is allowed, provided the materials are identical in appearance and of equal or greater durability to the natural materials they are intended to emulate.

17.4 Concrete block, brick, stone, and other types of structural masonry or masonry veneer shall be detailed as masonry bearing walls, especially at openings. Proper masonry detailing allows the building to be more pleasing to the eye, as the openings appear to be structurally supported.

(a) Stone and brick used on exterior walls shall not terminate at exterior corners, except were such termination would be consistent with the architectural style being represented.

(b) Openings in a block, brick, or stone façade, including all windows and doors, shall have a lintel, arch, or soldier course at the top of the opening, which appears to structurally support the area of masonry above the opening.

(c) A horizontal change in material from masonry to another material shall include a decorative cap or sill that projects from the face of the building. Provide a detail showing the transition of materials.

17.5 Roof access ladders shall be located on the inside of the building.

17.6 All building drainage gutters, down spouts, vents, etc., shall be completely concealed from public view or shall be architecturally compatible (decorative) with the exterior building design and color.

17.7 All tower elements on the building(s) shall be fully walled and finished on all sides and include detailing appropriate to the architectural style proposed, so as to be a fully three-dimensional, four-sided element of the building, to the satisfaction of the Planning Director. The term "tower elements" means architectural elements of the building that are that are substantially taller than the adjacent parapet wall or roof, as determined by the Planning Director.

17.8 At locations where changes in parapet wall height meet, the taller parapet must return into the building for a minimum distance of 6 FT, so that the actual thickness of the parapet wall cannot be observed or readily discerned.

17.9 At building corners, where conditions exist that would allow the public to view the back (interior) side of parapet walls resulting from changes in parapet heights, the raised parapet area shall be constructed so as to be a fully three-dimensional, four-sided element of the building, to the satisfaction of the Planning Director.

17.10 All residential windows and windows on panels shall have a substantial recess from the main building wall face no less than 4-in to provide a shadow line and relief. Prominent elevations on Euclid Avenue, D Street, Lemon avenue and E Street and at the intersections, shall receive a higher degree of articulation through a combination of recessing windows and architectural vertical projections.

17.11 Storefront walls and bulkhead shall be finished with smooth stucco, plaster, or brick matching veneer.

17.12 Submit manufacture cut sheets for building material finishes, exterior doors, windows and storefronts. Material sample boards may also be submitted.

(a) The brick veneer is proposed in 2 colors. Revise to offer more variety of shapes, sizes, texture and colors of the brick veneer material.

(c) Replace wood siding with a metal finish or another masonry, ceramic, or stone material that is more in keeping with the Art Deco period of architecture.

(d) Window awnings should be a durable material. Fabric material should be avoided due to high wind area.

(e) Smooth stucco or plaster finish shall be applied. Sand, dash, lace or similar finishes shall be avoided.

(f) All metal finishes should be factory powder coated or anodized. Painted of metal should be avoided.

(g) Upper floor windows shall be recessed, and windowsill, lintel or surround may be made of stone or plaster.

(h) Windows on residential units shall avoid large and bulky frames with little to no reveal on the window profile. Aluminum or fiberglass frame windows with adequate profile reveals in a medium to dark color shall be used. Vinyl framed windows, which are typically bulky, have little to no reveal on window profile and give a flat appearance

17.13 Colored elevations incorporating required exterior elevation changes shall be provided.

17.14 Provide additional architectural treatment as follows:

(a) Provide cross section of vertical projections and column on the Art Deco portions of the building at the corners from the roof to the ground. Include the storefront. Column projections should be no less than 6-in.

(b) Revise Detail A and B on Sheet 17, and E on Sheet 18 to address comment 17.10, above.

(c) Provide cross section and detail with labeled dimensions of "typical" storefront. Storefront design should include 15" to 24" bulkhead (base) and shall be finished with a solid decorative material such as tile, stucco, or veneer to match building and shall be topped

with a bullnose to delineate the change of material to the storefront, transom windows, ranging in height from 2 FT to 3 FT, above display windows and entry door, and display windows that provide a clear view into the interior. Divided lights may be used but the greater portion of the glass should remain clear.

(d) Storefront entrance doors should be kept simple and be aluminum framed with clear glass and may have a kickplate. Sidelights and transom windows above doors are encouraged. Reflective or "black out" window tinting is prohibited.

(e) Spaces such as lobbies, common amenity spaces, leasing offices, or similar spaces shall have transparent window storefronts. These spaces should have direct access to the adjacent street, patio, or open space.

18.0 Environmental Review.

18.1 Based on the studies provided, it appears likely that the proposed project is categorically exempt from the requirements of the California Environmental Quality Act of 1970 (CEQA), as amended, and the Guidelines promulgated thereunder, pursuant to the CEQA Guidelines. Provide written statement of findings that support the exemption.

19.0 Indemnification.

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

20.0 Sound Attenuation.

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

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

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

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

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

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

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

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

22.0 Additional Requirements.

22.1 The applicant shall contact the Ontario Post Office to determine the quantity, size, and location of mailboxes for this project.

22.2 On-site posting of public noticing shall be provided pursuant to Code Section 2.03.010.C.4, which consists of one or more large, 6-foot-tall, freestanding public notification signs. The sign face shall measure 4 feet tall by 8 feet wide, in a format approved by the Planning Director. The sign shall be posted no later than ten calendar days prior to the Planning Commission hearing date and removed no later than fourteen calendar days following the City Council hearing date, unless otherwise required by the Planning Director. The format is available on the City's website.

22.3 Provide elevations without callouts for report and Planning Commission exhibits

22.4 Upon submittal of revised plans, please provide the following pursuant to the application submittal requirements:

(a) Provide a response to comments document.

(b) Provide 10 complete sets of revised plans. Each set shall be collated and stapled together as a single package, and folded to 8 ½"X 11".

(c) One complete set of the revised plans reduced to 11" X 17".

(d) One USB flash drive containing the revised plans, colored elevations, updated project description, and all other revised information and materials.

22.5 All corrections and/or recommendations from all other commenting City agencies and departments shall be addressed.

CITY OF ONTARIO
MEMORANDUM

DEVELOPMENT PLAN REVIEW COMMENTS
Engineering Department/Land Development Section

DATE:	**August 2, 2022**
PROJECT:	**PM-20556, A Tentative Parcel Map and Development Plan to subdivide 2.4 acres of land into one lot for mixed-use and residential land use purposes located within the MU-1 zoning district.**
LOCATION:	**NEC Euclid Avenue and D Street**
PROJECT ENGINEER:	**Miguel Sotomayor, Senior Associate Engineer**
PROJECT PLANNER:	**Diane Ayala, Senior Planner**

A. General Comments:

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

B. The following items must be addressed on the tentative parcel map, conceptual grading and drainage plan prior to next submittal:

1. The applicant/developer shall revise the tentative map to show all easements shown on the title report.

2. The applicant/developer shall revise the tentative map to show alleys needing to be vacated.

3. The applicant/developer shall revise tentative map to show corner cut-back dedication on the NWC Lemon Avenue/D Street and SWC Lemon Avenue/E Street.

4. The applicant/developer shall revise plans to include a cross section for each side of the project site. Cross section shall show property line, proposed onsite grades and existing grades beyond the property line boundaries.

5. The applicant/developer shall revise plans to remove proposed overflow storm drain under sidewalk going south on Lemon Avenue connecting to catch basin. Pipe shall be re-routed on-site.

6. The applicant/developer shall revise plans to label proposed drive approaches and existing drive approaches being removed.

C. The following items will be incorporated in the Conditions of Approval Report prior to the Development Advisory Board and/or Zoning Administrator Hearing:

1. Record Tract Map 20556 pursuant to the Subdivision Map Act and in accordance with the City of Ontario Municipal Code.

2. Then applicant/developer shall dedicate to the City of Ontario the right of way for the corner cut-back required at the intersection of Lemon Avenue/D Street and Lemon Avenue/E Street.

3. The applicant/developer shall vacate the two public alleys located on the proposed project site.

4. The applicant/developer shall pay a storm drain In-Lieu Fee in the amount of $123,884 for the future construction of the 39" storm drain along Euclid Avenue.

5. The applicant/developer shall prepare and submit a final Water Quality Management Plan for this project. Final WQMP shall be submitted after entitlement and concurrently with the grading plans.

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

7. The applicant/developer shall pay all Development Impact Fees (DIF) to the Building Department.

8. An adequate drainage facility to accept additional runoff from the site does not currently exist downstream of the project. Design and construct a storm water detention facility on the project site. 100 year post-development peak flow shall be attenuated such that it does not exceed 80% of pre-development peak flows, in accordance with the approved hydrology study and improvement plans. This applies to the westerly half of the proposed project. Please refer to the Master Plan of Drainage for drainage limits.

9. The applicant/developer shall remove and replace sidewalk, curb & gutter, access ramps along the entire project frontages on E Street and Lemon Avenue. (Notate on plans)

10. The applicant/developer shall construct a 2" grind and overlay on E Street from curb face to center line.

11. The applicant/developer shall remove the exiting drive approaches not being used and replace with sidewalk, curb and gutter.

12. Design and construct fiber optic system to provide access to the City's conduit and fiber optic system per the City's Fiber Optic Master Plan. Building entrance conduits shall start from the closest OntarioNet hand hole constructed along the project frontage in the ROW and shall terminate in the main telecommunications room for each building. Conduit infrastructure shall interconnect with the primary and/or secondary backbone fiber optic conduit system at the nearest OntarioNet hand hole, generally located on D Street along the project frontage.

13. The applicant/developer shall be responsible to design and construct street improvements along property frontage in accordance with conditions issued by City's Land Development Division. These, and all other street improvements required herein, shall include, but not be limited to, concrete curb and gutter, sidewalk, LED street lights, signing and striping, and parkway landscaping.

14. The applicant/developer shall be responsible to design and construct street bus pad and decorative brick bus shelter to serve existing bus stop on northside of D Street east of Euclid Avenue. The decorative brick bus shelter shall match the existing bus shelters in the downtown area. The bus pad shall be designed in accordance with Omnitrans requirements and to the satisfaction of the City Engineer.

15. The applicant/developer shall be responsible to replace any existing street light fixtures along all project frontage streets with the current City approved LED equivalent fixture per the Traffic and Transportation Design Guidelines.

16. The applicant/developer shall be responsible to design and construct in-fill public street lights and a potential new service along its project frontage on Laurel Avenue, E Street, Euclid Avenue and D Street. New street lights on all project frontage streets shall be the King street light standard per City of Ontario Standard Drawing No. 5103. Street lighting shall be LED-type and in accordance with City's Traffic and Transportation Design Guidelines.

17. All landscaping, block walls, and other obstructions shall be compatible with the stopping sight distance requirements per City of Ontario Standard Drawing No. 1309.

18. The applicant/developer's engineer-of-record shall meet with City Engineering staff prior to designing and submitting for plan check the signing/striping and street lighting design plans to define limits of improvements.

19. The applicant/developer shall abandon all existing unused sewer laterals and/or water services back to the existing main.

20. The applicant/developer shall construct a 12-inch water main in Lemon Avenue from D Street to E Street.

21. New Fire Hydrant: Construct a new fire hydrant along the frontage of Lemon Avenue, south of E Street. The new fire hydrant shall be connected to the proposed water main in Lemon Avenue.

22. Upgrade Fire Hydrant: Upgrade the existing fire hydrant located along the frontage of Lemon Avenue to current City of Ontario Standards.

23. Design an on-site recycled water ready system for this project. A recycled water main does not currently exist in the vicinity of this project but is planned for in the near future.

24. The applicant/developer shall design and construct an 8" sewer main along E Street and Lemon Avenue.

C: Raymond Lee, P.E., Assistant City Engineer

CITY OF ONTARIO
MEMORANDUM

Development Plan Review
Engineering Department:
Transportation Section

Project: PDEV22-031 (PMTT22-019, PUD-22-005) Date: July 25, 2022

Location: NEC Euclid Avenue and D Street By: Jaime Maciel-Carrera

The following comments on the subject project are provided for the benefit of City Engineering and Planning staff and the applicant. These are not the conditions of approval which will be submitted under separate cover. All on-street parking and parking lot related comments must be coordinated with the Planning Department.

PDEV22-031 (PMTT22-019) VMT and Trip Generation Analysis:

1. No comments for the provided VMT and Trip Generation analysis prepared by RK Engineering Group Inc. dated 3/2/22. Staff concurs with the findings.

PDEV22-031 (PMTT22-019) Comments:

1. Clarify the operation for each gated access and whether ingress/egress is allowed at each gate. Specify whether gates will be open during business hours or the intended operation (i.e., guard shack, transmitter controlled). The concern is that passenger cars will be queuing onto the public streets. Please provide how the development will mitigate potential queuing.

2. Clarify on-site parking lot circulation. As currently proposed all vehicles attempting to find parking will need to exit onto E Street since there is no parking lot drive aisle parallel to E Street.

3. Clarify the intended use of existing on-street parking along Euclid Avenue and D Street. Euclid Avenue and D Street currently have 2-Hour parking restrictions.

4. Clarify the intended use of tandem parking along the east side of the parking lot area. Will the tandem parking be managed by the assigned residents?

5. Update site plans to clearly show new driveway locations relative to the parking lot drive aisles. Proposed driveways are not clearly shown on all site plans.

6. The Applicant/Developer shall be responsible to design and construct driveways onto E Street in accordance with City of Ontario Standard Drawing No. 1204 for Commercial Driveway.

7. The Applicant/Developer shall be responsible to construct curb, gutter, and sidewalk where existing driveways are being removed along project frontage streets.

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

9. The Applicant/Developer shall be responsible to design and construct street bus pad and decorative brick bus shelter to serve existing bus stop on northside of D Street east of Euclid Avenue. The decorative brick bus shelter shall match the existing bus shelters in the downtown area. The bus pad shall be designed in accordance with Omnitrans requirements and to the satisfaction of the City Engineer.

10. The Applicant/Developer shall be responsible to replace any existing street light fixtures along all project frontage streets with the current City approved LED equivalent fixture per the Traffic and Transportation Design Guidelines.

11. The Applicant/Developer shall be responsible to design and construct in-fill public street lights and a potential new service along its project frontage on Laurel Avenue, E Street, Euclid Avenue and D Street. New street lights on all project frontage streets shall be the King street light standard per City of Ontario Standard Drawing No. 5103. Street lighting shall be LED-type and in accordance with City's Traffic and Transportation Design Guidelines.

12. All landscaping, block walls, and other obstructions shall be compatible with the stopping sight distance requirements per City of Ontario Standard Drawing No. 1309.

13. The Applicant/Developer's engineer-of-record shall meet with City Engineering staff prior to designing and submitting for plan check the signing/striping and street lighting design plans to define limits of improvements.

PUD-22-005 Comments:

1. The Applicant/Developer shall update PUD document to include a summary of findings based on the provided VMT and Trip Generation analysis prepared by RK Engineering Group Inc. dated 3/2/22.

2. Page 15, Section 3.1.2, Vehicular Access and Parking Facilities:

   a. Clarify how parking for the retail component is being provided. Via on-street parking?
   b. Clarify the intended use of existing on-street parking along Euclid Avenue and D Street. Euclid Avenue and D Street currently have 2-Hour parking restrictions.
   c. Remove reference to proposed driveways onto Holt Boulevard.

3. Page 26, Parking Table:

   a. Clarify how many parking spaces are required and how many parking spaces are being provided.
   b. Clarify how parking for the retail component is being provided. Via on-street parking?

jmc;

CITY OF ONTARIO

MEMORANDUM

TO: Scott Murphy, Community Development Director (Copy of memo only)
Rudy Zeledon, Planning Director (Copy of memo only)
Diane Ayala, Advanced Planning Division (Copy of memo only)
Charity Hernandez, Economic Development
James Caro, Building Department
Raymond Lee, Engineering Department
Jamie Richardson, Landscape Planning Division
Dennis Mejia, Municipal Utility Company
Jeremy Phillips, Police Department
Paul Erhman, Deputy Fire Chief/Fire Marshal
Jay Bautista, Traffic/Transportation Manager
Lorena Mejia, Airport Planning
Tricia Espinoza, Engineering/NPDES
Angela Magana, Community Improvement (Copy of memo only)
Jimmy Chang, IPA Department
Ben Mayorga, Integrated Waste

FROM: Diane Ayala, Senior Planner

DATE: June 17, 2022

SUBJECT: FILE #: PDEV22-031 Finance Acct#:

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

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

PROJECT DESCRIPTION: A Development Plan approval to construct 109 multiple-family dwellings on approximately 2.4 acres of land located at 414 and 440 N. Euclid Avenue, within the MU-1 zoning district (APNs1048-363-04, 1048-363-05, 1048-363-02, 1048-363-03). Related files: PMTT22-019, PHP22-010, PUD22-005

☐ The plan does adequately address the departmental concerns at this time.
- ☐ No comments
- ☐ Report attached (1 copy and email 1 copy)
- ☐ Standard Conditions of Approval apply

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Department	Signature	Title	Date
ENGINEERING/ TRANSPORTATION SECTION	Jain McCann	SENIOR ASSOCIATE ENGINEER	7/25/22

CITY OF ONTARIO

MEMORANDUM

TO: Scott Murphy, Community Development Director (Copy of memo only)
Rudy Zeledon, Planning Director (Copy of memo only)
Diane Ayala, Advanced Planning Division (Copy of memo only)
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Jimmy Chang, IPA Department
Ben Mayorga, Integrated Waste

FROM: Diane Ayala, Senior Planner

DATE: June 17, 2022

SUBJECT: FILE #: PMTT22-019 Finance Acct#:

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

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PROJECT DESCRIPTION: A Tentative Tract Map (PMTT20556) to subdivide 2.4 acres of land into one lot for mixed-use and residential land use purposes located at 414 and 440 N. Euclid Avenue, within the MU-1 zoning district (APNs1048-363-04, 1048-363-05, 1048-363-02, 1048-363-03). Related files: PDEV22-031, PHP22-010, PUD22-005

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Department	Signature	Title	Date
ENGINEERING/ TRANSPORTATION SECTION	Jaime Mr Eam	SENIOR ASSOCIATE ENGINEER	7/25/22

CITY OF ONTARIO

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Jimmy Chang, IPA Department
Ben Mayorga, Integrated Waste

FROM: Diane Ayala, Senior Planner

DATE: June 16, 2022

SUBJECT: FILE #: PUD-22-005 Finance Acct#: PU007

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PROJECT DESCRIPTION: A Planned Unit Development establishing the land use designations and development standards and guidelines, which will govern the development of 2.4 acres of land located at 414 and 440 N. Euclid Avenue, within the MU-1 zoning district (APNs1048-363-04, 1048-363-05, 1048-363-02, 1048-363-03). Related files: PDEV22-031, PMTT22-019, PHP22-010.

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Department	Signature	Title	Date
ENGINEERING/ TRANSPORTATION SECTION		SENIOR ASSOCIATE ENGINEER	7/25/22

CITY OF ONTARIO

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Ben Mayorga, Integrated Waste

FROM: Diane Ayala, Senior Planner

DATE: June 17, 2022

SUBJECT: FILE #: PHP-22-010 Finance Acct#:

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PROJECT DESCRIPTION: A Certificate of Appropriateness request to subdivide 2.4 acres of land into one lot to facilitate a mixed-use and residential land use development located at 414 and 440 N. Euclid Avenue, within the MU-1 zoning district (APNs1048-363-04, 1048-363-05, 1048-363-02, 1048-363-03). Related files: PDEV22-031, PMTT22-019, PUD22-005

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Department	Signature	Title	Date
ENGINEERING/ TRANSPORTATION SECTION	Jamie McCann	SENIOR ASSOCIATE ENGINEER	7/25/22

CITY OF ONTARIO

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Ben Mayorga, Integrated Waste

FROM: Diane Ayala, Senior Planner

DATE: June 17, 2022

SUBJECT: FILE #: PMTT22-019 Finance Acct#:

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

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env.eng	Cli Cal	eng asst	7/28/22
Department	Signature	Title	Date

CITY OF ONTARIO

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Ben Mayorga, Integrated Waste

FROM: Diane Ayala, Senior Planner

DATE: June 17, 2022

SUBJECT: FILE #: PDEV22-031 Finance Acct#:

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env eng		eng asst	7/27/22
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CITY OF ONTARIO

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Jimmy Chang, IPA Department
Ben Mayorga, Integrated Waste

FROM: Diane Ayala, Senior Planner

DATE: June 16, 2022

SUBJECT: FILE #: PUD-22-005 Finance Acct#: PU007

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

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PROJECT DESCRIPTION: A Planned Unit Development establishing the land use designations and development standards and guidelines, which will govern the development of 2.4 acres of land located at 414 and 440 N. Euclid Avenue, within the MU-1 zoning district (APNs1048-363-04, 1048-363-05, 1048-363-02, 1048-363-03). Related files: PDEV22-031, PMTT22-019, PHP22-010.

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env.eng	[signature]	eng. asst	7/27/22
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CITY OF ONTARIO

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Ben Mayorga, Integrated Waste

FROM: Diane Ayala, Senior Planner

DATE: June 17, 2022

SUBJECT: FILE #: PHP-22-010 Finance Acct#:

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

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PROJECT DESCRIPTION: A Certificate of Appropriateness request to subdivide 2.4 acres of land into one lot to facilitate a mixed-use and residential land use development located at 414 and 440 N. Euclid Avenue, within the MU-1 zoning district (APNs1048-363-04, 1048-363-05, 1048-363-02, 1048-363-03). Related files: PDEV22-031, PMTT22-019, PUD22-005

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env.eng	[signature]	eng asst.	7/27/22
Department	Signature	Title	Date

CITY OF ONTARIO
MEMORANDUM

TO: Miguel Sotomayor, ENGINEERING DEPARTMENT
FROM: Celia Corral
DATE: July 27th 2022
SUBJECT: File No. PMTT22-019 PDEV22-031 PUD-22-005

[X] The Site Plan for this project is approved for DAB based on the following comments:

This project will be conditioned in the Engineering DAB Report to prepare a WQMP based on the approved PWQMP. The WQMP template is available at: http://www.sbcounty.gov/dpw/land/npdes.asp or on the City's website under Engineering/Environmental Services.

Activities resulting in land disturbance of one acre or more is required to obtain coverage under the Construction General Permit (CGP). The owner is the legally responsible person (LRP) of the site and shall have a Stormwater Pollution Prevention Plan (SWPPP) developed and submitted through the SMARTS website at https://smarts.waterboards.ca.gov/smarts/faces/SwSmartsLogin.xhtml

All Priority Land Use (PLU): Land use consisting of high-density residential, defined as a land use with at least ten (10) dwelling units per acre, industrial, commercial, mixed urban, and public transportation station land uses shall comply with the statewide Trash Provisions adopted by the State Water Resources Control Board (SWRCB).

CITY OF ONTARIO
MEMORANDUM

DATE: July 12, 2022
TO: Miguel Sotomayor, Engineering Department
CC: Diane Ayala, Planning Department
FROM: Eric Woosley, Utilities Engineering

SUBJECT: DPR #1 - Utilties Comments (**#8505, #8490, #8507, & #8506**)
PROJECT NO.: TM-20556 (PMTT22-019)/PDEV22-031/PUD22-005/PHP22-010

BRIEF DESCRIPTION

A Development Plan approval to construct 109 multiple-family dwellings and a Tentative Tract Map (TTM 20556) to subdivide 2.4 acres of land into one lot for mixed-use and residential land use purposes, and A Planned Unit Development establishing the land use designations and development standards and guidelines, which will govern the development, located at 414 and 440 N. Euclid Avenue, within the MU-1 zoning district. APNs: 1048-363-02, 03, 04, and 05.

THIS SUBMITTAL IS INCOMPLETE.

CORRECTION ITEMS: *In order to be considered for approval by the Ontario Municipal Utilities Company (OMUC) the applicant shall address all the correction items below and resubmit the application for further review. Please note that all Utility design shall meet the City's Design Development Guidelines, Specifications Design Criteria, and City Standards.*

General Comments:

1. Conceptual Utilities Systems Map (USM): The Conceptual Utilities Systems Map shall show all existing and proposed Utilities (Potable Water, Recycled Water, Sewer, Storm Drain, and other utilities) including each of the City's public utilities' points of connection to the existing systems. Show and label all existing and proposed utilities (including all appurtenances such as backflow devices, DCDAs, etc.), sizes, and points of connection. Use appropriate colors for each Utility type: blue for Potable Water; purple for Recycled Water; green for Sanitary Sewer; yellow-brown for Storm Drain. Print out in color and submit on the next submittal. See attached "*Utilities Systems Map Requirements*" document for details and requirements.

2. Existing Sewer Laterals and Water Services: Abandon all existing unused sewer laterals and/or water services back to the existing main.

Water Comments:

3. Water Infrastructure: Show a new 12-inch water main in Lemon Avenue from D Street to E Street.

4. Fire Water Flow Test: Submit an application with the Fire Prevention Bureau requesting a Fire Water Flow Test in order to verify the size and alignment of the proposed water system improvements for this project. The project is responsible for installing all water system improvements which may be necessary in order to meet Fire Flow requirements and to mitigate any potential deficiencies.

5. Water Services: Show the proposed water services connected to the existing 16-inch water main in E Street.

6. Separate Water Services: Show a separate water service for the commercial/retail (non-residential) development, and a separate water service for the residential development, each with its own master meter and backflow prevention device.

7. Fire Services: Show a second fire service with a Double Check Detector Assembly (DCDA) as required by the Fire Department. The second fire service can be connected to either the existing water main in D Street or to the new water main in Lemon Avenue.

8. New Fire Hydrant: Construct a new fire hydrant along the frontage of Lemon Avenue, south of E Street. The new fire hydrant shall be connected to the proposed water main in Lemon Avenue.

9. Upgrade Fire Hydrant: Upgrade the existing fire hydrant located along the frontage of Lemon Avenue to current City of Ontario Standards.

Sewer Comments:

10. Sewer Infrastructure: The existing 8-inch sewer main in the alley between D Street and E Street, connected to the manhole in Lemon Avenue, shall remain connected to the proposed manhole at the intersection of the alley and Lemon Avenue; and shall act as an overflow for the proposed sewer main in Lemon Avenue, if feasible, based on the invert elevations.

11. Separate Sewer Laterals: Show a separate sewer lateral for the commercial/retail (non-residential) development and a separate sewer lateral for the residential development.

12. Monitoring Manhole: Show a monitoring manhole located on-site behind the property line for the commercial/retail (non-residential) development sewer lateral.

13. On-Site Sewer System: The Onsite sewer system and building plumbing shall be designed in such a way that the wastewater flows for residential uses leave the building separately from wastewater flows for non-residential uses.

14. Grease Interceptor: Show a Grease Interceptor (GI) downstream of the commercial/retail (non- residential) development on-site sewer, designed in such a way to have all non-residential sewer flows covey through the interceptor prior to entering the public sewer lateral.

15. Wastewater Discharge: For Non-Residential Uses: each Occupant of the building, or units, as applicable, shall apply for a Wastewater Discharge Permit for their Establishment, and shall comply with all the requirements of their Wastewater Discharge Permit. Requirements of Wastewater Discharge Permit may include, but not limited to include installing a monitoring manhole, clarifier, interceptor, or other wastewater pretreatment equipment.

Recycled Water Comments:

16. Ordinance 2689: Comply with Ordinance 2689 and make use of recycled water for all approved uses.

17. On-Site Recycled Water Irrigation System: Design an on-site recycled water ready system for this project. A recycled water main does not currently exist in the vicinity of this project but is planned for in the near future.

Planned Unit Development Comments:

18. Infrastructure: Include a section for infrastructure and state all public improvements required and describe how water service and sanitary sewer connections will be made for the Planned Unit Development (PUD).

UTILITIES SYSTEMS MAP (USM) REQUIREMENTS:

The USM shall meet, at a minimum, the following requirements:

1. USM Content and Format: The Utilities Systems Maps shall show all existing and proposed Utilities (Potable Water, Recycled Water, Sewer, Storm Drain, and other utilities) including each of the City's public utilities' points of connection to the existing systems. This plan should include::

    a. Format: The Utilities Systems plan at a minimum 1:100 scale (or large engineering scale as appropriate to show needed details) that clearly shows each existing and proposed utility and its relative location. This includes property lines, right-of-way, public utility easements, but should not include underlying existing topography, just proposed general grades. Use appropriate colors for each Utility type: blue for Potable Water; purple for Recycled Water; green for Sanitary Sewer; yellow-brown for storm Drain.

    b. Services and Laterals: All Proposed Utility Service laterals for each parcel (potable water domestic, recycled water irrigation, potable/recycled water for process water, and sewer) and any associated appurtenances.

        i. Meter and Backflow Device Locations: Show all proposed meters and required backflow devices located per City Standards (Water Services and Meters; Backflow Devices). Meters should be located in public rights-of-way or PUEs; either at the R/W (or PUE) line for curb adjacent sidewalks or at back of curb for all other cases. All water connections that serve more than one residential unit are required to have a backflow device installed behind the meter.

    c. Cross Sections **(if applicable, for project construction new public mains)**: Scaled cross sections showing the utility layout on the Utility Systems Map (Utility Plan) for each public street, private street and Public Utility Easement (PUE). The cross sections shall show the location and size of each utility and annotate the property/ROW lines, the type of finished surface material, the distance of each utility from centerline, the depth from finished surface to top of pipe, and the distance between utilities (outside wall to outside wall).

    d. Points of Connections: The locations of the points of connections to the existing utility systems, which can include breaks between the map area and the connection points with descriptions of the pipe size, type, use (pressure zone for water), and distance. An inset map can be used in addition to this to help provide clarity.

    e. Water Demand Table **(if applicable, for projects within Ontario Ranch/NMC)**: Add a Water Demand Table to the Utility Systems Map (Utility Plan) that calculates the project's domestic water use based on land use category (residential, commercial, and OS-R/Parks) and the number of units. The table shall state demand in terms of Average Daily Demand (ADD from Table 4-8 of the Water Master Plan) and Water Demand Equivalents (WDE / Net MDD from Exhibit C-2R of the NMC Construction Agreement; WDEs only if NMC). It should also identify the quantity of units in each category and the specific lots that are included in that category. Please Note that master planned lines are designed using gross acreage densities for all projected water use from residential categories.

        i. See Attached Sheet for WDT Example.

    f. Phasing Plan (***if applicable***): As separate exhibits, provide a proposed phasing plan showing the phasing of the infrastructure and the number and type (TOP land use category) of units in each phase.

        i. All phases must have: a connection to public sewer; a two separate looped connections to the potable water system, where no one closing of a main segment results in any part of any of any phase being without potable water.

ii. For public water mains in all phases, dead-end water lines (temporary or permanent) are limited to serving 28 dwelling units or a maximum of 600 linear feet, whichever comes first. Otherwise a looped water system with at least two (2) points of connection to the primary public system is required.

g. Private Onsite Systems versus Public Systems within PUEs for Residential Tract Map Project(***if applicable***): the following requirements apply when to delineating between Private and Public Systems:

i. Current Standard Drawing No. 1304 remains applicable and minimum health separation must be met.

ii. Public water mains will be accepted in longer alleys when it serves more than 6 meters.

iii. Public sewer mains will be accepted in alleys where the water is public.

iv. Public dead-end water mains will require a blow-off at the end and the alley should be designed to accommodate runoff from required water main flushing operations.

v. Public sewer mains in alleys will require a manhole at both ends of the main.

vi. Public meters serving more than one single family residential unit are considered as multifamily service with master meter and require: a backflow device after the meter, private HOA sub-metering for each unit, and a separate Fire Service with DCDA to provide private onsite fire service.

CITY OF ONTARIO

MEMORANDUM

TO: Scott Murphy, Community Development Director (Copy of memo only)
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Angela Magana, Community Improvement (Copy of memo only)
Jimmy Chang, IPA Department
Ben Mayorga, Integrated Waste

FROM: Diane Ayala, Senior Planner

DATE: June 17, 2022

SUBJECT: FILE #: PDEV22-031 Finance Acct#:

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

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Broadband Operations	Cameron Chadwick		07/28/2022
Department	Signature	Title	Date

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FROM: Diane Ayala, Senior Planner

DATE: June 16, 2022

SUBJECT: FILE #: PUD-22-005 Finance Acct#: PU007

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- ☐ Only Planning Commission action is required
- ☒ DAB, Planning Commission and City Council actions are required
- ☐ Only Zoning Administrator action is required

PROJECT DESCRIPTION: A Planned Unit Development establishing the land use designations and development standards and guidelines, which will govern the development of 2.4 acres of land located at 414 and 440 N. Euclid Avenue, within the MU-1 zoning district (APNs1048-363-04, 1048-363-05, 1048-363-02, 1048-363-03). Related files: PDEV22-031, PMTT22-019, PHP22-010.

☒ The plan does adequately address the departmental concerns at this time.
- ☐ No comments
- ☐ Report attached (1 copy and email 1 copy)
- ☒ Standard Conditions of Approval apply

☐ The plan does not adequately address the departmental concerns.
- ☐ The conditions contained in the attached report must be met prior to scheduling for Development Advisory Board.

Broadband Operations	Cameron Chadwick		07/28/2022
Department	Signature	Title	Date

CITY OF ONTARIO

MEMORANDUM

TO: Scott Murphy, Community Development Director (Copy of memo only)
Rudy Zeledon, Planning Director (Copy of memo only)
Diane Ayala, Advanced Planning Division (Copy of memo only)
Charity Hernandez, Economic Development
James Caro, Building Department
Raymond Lee, Engineering Department
Jamie Richardson, Landscape Planning Division
Dennis Mejia, Municipal Utility Company
Jeremy Phillips, Police Department
Paul Erhman, Deputy Fire Chief/Fire Marshal
Jay Bautista, Traffic/Transportation Manager
Lorena Mejia, Airport Planning
Tricia Espinoza, Engineering/NPDES
Angela Magana, Community Improvement (Copy of memo only)
Jimmy Chang, IPA Department
Ben Mayorga, Integrated Waste

FROM: Diane Ayala, Senior Planner

DATE: June 17, 2022

SUBJECT: FILE #: PMTT22-019 Finance Acct#:

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

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

PROJECT DESCRIPTION: A Tentative Tract Map (PMTT20556) to subdivide 2.4 acres of land into one lot for mixed-use and residential land use purposes located at 414 and 440 N. Euclid Avenue, within the MU-1 zoning district (APNs1048-363-04, 1048-363-05, 1048-363-02, 1048-363-03). Related files: PDEV22-031, PHP22-010, PUD22-005

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

Broadband Operations	Cameron Chadwick		07/28/2022
Department	Signature	Title	Date

CITY OF ONTARIO

MEMORANDUM

TO: Scott Murphy, Community Development Director (Copy of memo only)
Rudy Zeledon, Planning Director (Copy of memo only)
Diane Ayala, Advanced Planning Division (Copy of memo only)
Charity Hernandez, Economic Development
James Caro, Building Department
Raymond Lee, Engineering Department
Jamie Richardson, Landscape Planning Division
Dennis Mejia, Municipal Utility Company
Jeremy Phillips, Police Department
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Jay Bautista, Traffic/Transportation Manager
Lorena Mejia, Airport Planning
Tricia Espinoza, Engineering/NPDES
Angela Magana, Community Improvement (Copy of memo only)
Jimmy Chang, IPA Department
Ben Mayorga, Integrated Waste

FROM: Diane Ayala, Senior Planner

DATE: June 17, 2022

SUBJECT: FILE #: PHP-22-010 Finance Acct#:

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

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

PROJECT DESCRIPTION: A Certificate of Appropriateness request to subdivide 2.4 acres of land into one lot to facilitate a mixed-use and residential land use development located at 414 and 440 N. Euclid Avenue, within the MU-1 zoning district (APNs1048-363-04, 1048-363-05, 1048-363-02, 1048-363-03). Related files: PDEV22-031, PMTT22-019, PUD22-005

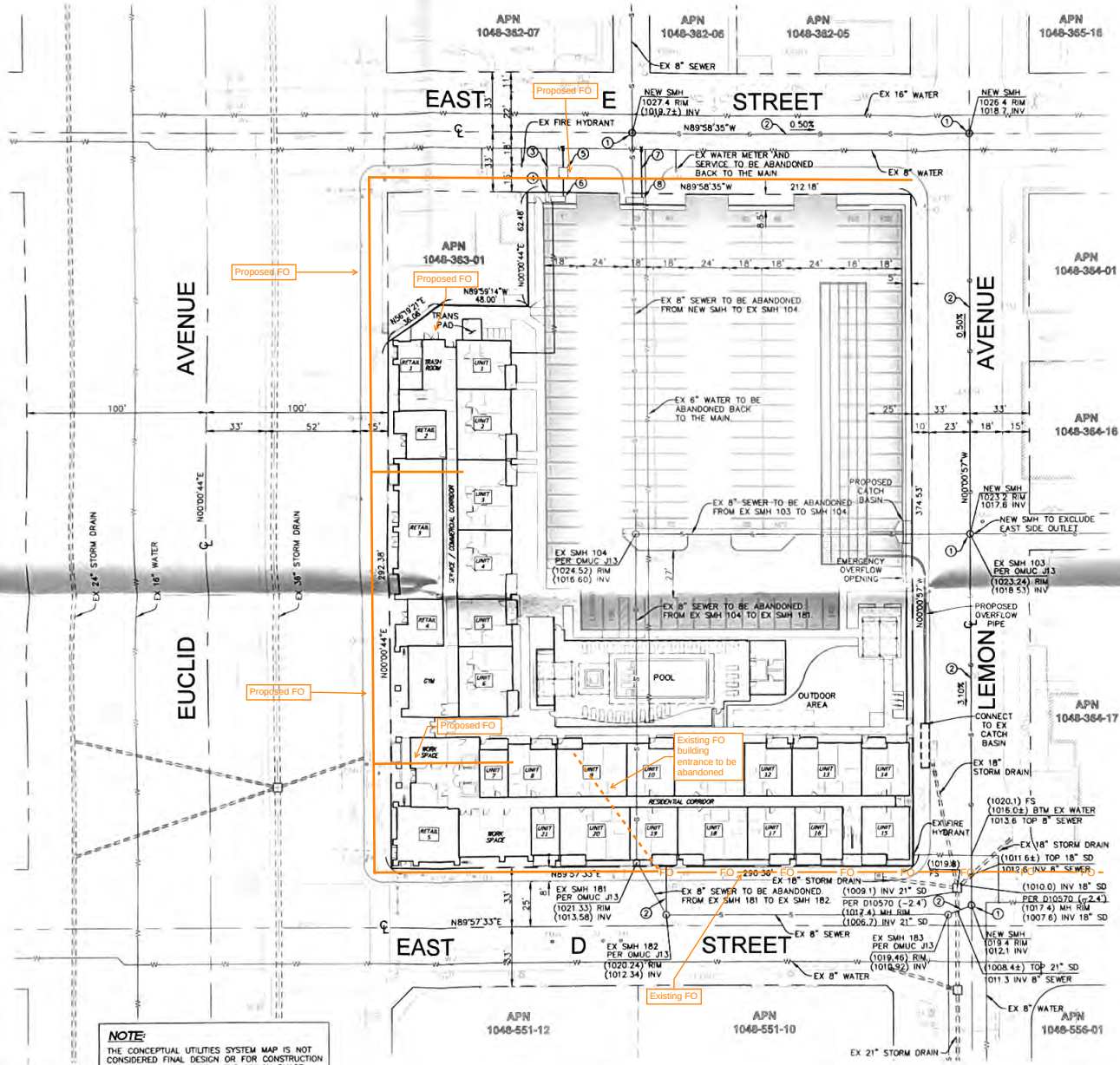
- ☒ The plan does adequately address the departmental concerns at this time.
  - ☐ No comments
  - ☐ Report attached (1 copy and email 1 copy)
  - ☒ Standard Conditions of Approval apply
- ☐ The plan does not adequately address the departmental concerns.
  - ☐ The conditions contained in the attached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

Broadband Operations	Cameron Chadwick		07/28/2022
Department	Signature	Title	Date

CONCEPTUAL UTILITY SYSTEM MA 798

TENTATIVE TRACT NO. 20556
COMMERICAL / RESIDENTIAL MIXED-USE DEVELOPMENT
(1 LOT)

404 & 414 EUCLID AVENUE
APNs 1048-363-02, -03, -04 & -05
IN THE CITY OF ONTARIO
COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA



NOTE:
THE CONCEPTUAL UTILITIES SYSTEM MAP IS NOT CONSIDERED FINAL DESIGN OR FOR CONSTRUCTION AND MAY CHANGE DURING THE DESIGN PHASE.

UTILITY NOTES:

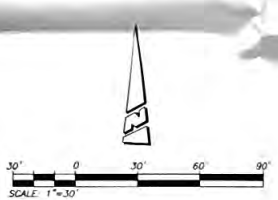
1. CONSTRUCT 48" SEWER MANHOLE PER CITY STD #2001
2. INSTALL 8" VCP SEWER MAIN (MIN. SLOPE=0.5%) PER CITY STD #2104 & #2105.
3. INSTALL 1" IRRIGATION WATER SERVICE & METER PER CITY STD #4201
4. INSTALL 1" RPBD PER CITY STD #4206
5. INSTALL 6" DOMESTIC WATER SERVICE & MASTER METER PER CITY STD #4204
6. INSTALL 6" RPBD PER CITY STD #4207.
7. INSTALL 6" CML&C STEEL FIRE WATER LINE.
8. INSTALL 6" DCDA PER CITY STD #4208.

PROPOSED UTILITIES:

- PROPOSED SEWER
- PROPOSED WATER
- PROPOSED STORM DRAIN
- PROPOSED INFILTRATION CHAMBER



VICINITY MAP
(NO SCALE)



PROJECT SUMMARY:

ZONE: MU-1 DOWNTOWN MIXED USE
SITE AREA: 2.38 ACRES / 103,587 S.F.
LOT COVERAGE: 30,384 S.F./103,587 S.F. = 29.3%
NUMBER OF STORIES: 4 (HEIGHT = 46'-6")
COMMERCIAL UNITS: 5 (4,040 S.F.)
RESIDENTIAL UNITS: 109 DU
DENSITY: 109 DU/2.38 ACRES = 45.8 DU/AC

DEVELOPER / SUBDIVIDER:

ONTARIO PLACE D BLOCK LLC
119 E ST JOSEPH ST
ARCADIA, CA 91006
(562) 400-4473

ENGINEER:

LAND DEVELOPMENT CONSULTANTS
1520 BROOKHOLLOW DRIVE, SUITE 33
SANTA ANA, CA 92705
(714) 557-7700

ARCHITECT:

ADEPT ARCHITECTURE
388 CORDOVA STREET
PASADENA, CA 91101
(626) 304-0800

PROJECT LOCATION:

404 & 414 EUCLID AVENUE
ONTARIO, CA 91762

ASSESSOR PARCEL NUMBERS:

APN: 1048-363-02, -03, -04 & -05

EXISTING EASEMENTS:

THE FOLLOWING INFORMATION WAS DERIVED FROM PRELIMINARY REPORT ORDER NO. 00155647-997-LT1-JC4 DATED JULY 20, 2021 AS PREPARED BY FIDELITY NATIONAL TITLE COMPANY

EASEMENT(S) GRANTED TO SAN ANTONIO WATER COMPANY FOR WATER PIPE PURPOSES AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT RECORDED IN BOOK 282, PAGE 138 OF DEEDS. (EASEMENT IS BLANKET IN NATURE. LOCATION(S) OF EASEMENT(S) ARE NOT DISCLOSED IN DOCUMENT)

UTILITY SERVICES:

WATER	– CITY OF ONTARIO UTILITIES DEPARTMENT
SEWER	– CITY OF ONTARIO UTILITIES DEPARTMENT
GAS	– SOUTHERN CALIFORNIA GAS COMPANY
ELECTRICAL	– SOUTHERN CALIFORNIA EDISON COMPANY
SCHOOL	– ONTARIO-MONTCLAIR SCHOOL DISTRICT
FIRE	– CITY OF ONTARIO FIRE DEPARTMENT
POLICE	– ONTARIO POLICE DEPARTMENT

LEGEND:

ARV	AIR RELEASE VALVE	SDMH	SD MANHOLE
ASPH	ASPHALT	SDG	STORM DRAIN GRATE
CATV	CABLE TV PULLBOX	SL	STREET LIGHT
CONC	CONCRETE	SLPB	STREET LIGHT PULL BOX
ECB	ELECTRIC CONTROL BOX	SMH	SEWER MANHOLE
EPB	ELECTRIC PULL BOX	TMH	TEL MANHOLE
EVT	ELECTRIC VAULT	TS	TRAFFIC SIGNAL
EX	EXISTING	TSPB	TRAFFIC SIGNAL PULL BOX
FH	FIRE HYDRANT	VLT	VAULT
PBX	PULL BOX	WM	WATER METER
PKL	PARKING LIGHT POLE	WV	WATER VALVE

- PROPOSED ASPHALT
- PROPOSED CONCRETE

PDEV21-031
PMTT22-019 / PHP22-010
Received 6/8/2022

BENCHMARK:
ELEVATIONS BASED ON THE CITY OF ONTARIO BENCHMARK NO. 1102 BEING A HILTI AND WASHER STAMPED "C OF O" SET ON THE TOP OF CURB APPROXIMATELY 1.00 FOOT SOUTH OF THE ECR AT THE SOUTHWEST RETURN OF EUCLID AVENUE AND G STREET.

ELEVATION = 1044.567

BASIS OF BEARINGS:
BEARINGS ARE BASED ON THE CENTERLINE OF D STREET BEING N89°57'33"E AS SHOWN ON PARCEL MAP NO. 18381, PMB 234/01-02.

REVISIONS

NO.	DESCRIPTION	BY	DATE	APPROVED

PREPARED FOR:
ONTARIO PLACE D BLOCK LLC
119 E ST JOSEPH ST
ARCADIA, CA 91006
(562) 400-4473

REGISTERED PROFESSIONAL ENGINEER — No. 44560 — Exp. 3-31-2024 — CIVIL — STATE OF CALIFORNIA

LDC LAND DEVELOPMENT CONSULTANTS
LAND PLANNERS
SURVEYORS
CIVIL ENGINEERS
1520 BROOKHOLLOW DRIVE, SUITE 33
SANTA ANA, CALIFORNIA 92705
(714) 557-7700 (714) 557-7707 FAX

DATE: 5-25-22
DESIGNED:
DRAFTED: SZ
CHECKED:

CONCEPTUAL UTILITY SYSTEM MAP
TENTATIVE TRACT NO. 20556
COMMERCIAL / RESIDENTIAL
(1 LOT)

SHEET 1 of 1
JOB NO. 615

CITY OF ONTARIO
MEMORANDUM

DEVELOPMENT PLAN REVIEW COMMENTS
Broadband Operations Section

DATE: 07-28-22

PROJECT: PDEV22-031, PUD-22-005, PMTT22-019, PHP-22-010

LOCATION: Euclid and D st

PROJECT ENGINEER: Miguel

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

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A. General Comments:

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

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

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

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

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

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

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

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

CITY OF ONTARIO
MEMORANDUM

CITY OF ONTARIO Integrated Waste Dept.

DATE: July 22, 2022
TO: Diane Ayala, Planning Department

FROM: Blaine Ishii, Integrated Waste Department
SUBJECT: DPR – Integrated Waste Comments
PROJECT NO.: PDEV22-031
ATTACHMENTS: Solid Waste Handling Plan (SWHP) Requirements

BRIEF DESCRIPTION

MIXED USE WITH HIGH DENSITY

THIS SUBMITTAL IS INCOMPLETE.

CORRECTION ITEMS: *In order to be considered for approval by the Integrated Waste Department the applicant shall address all the correction items below and resubmit the application for further review. Please note that all design shall meet the City's Design Development Guidelines, Specifications Design Criteria, and City Standards.*

Integrated Waste Comments:

1. Solid Waste Handling Plan (SWHP): Provide a Solid Waste Handling Plan (SWHP) sheet that complies with the "Solid Waste Handling Plan Requirements" attached.
   a. Organics Separation and Collection: This site shall comply with the Requirements of State Assembly Bill AB1826, which requires organic waste to be diverted and collected separately from recycling and other refuse wastes.
      i. Include on SWHP how Organics separation and collections shall be handled in addition to refuse collections.
   b. Recycling Separation and Collection: This site shall comply with the Requirements of State Assembly Bill AB341, which requires organic waste to be diverted and collected separately from recycling and other refuse wastes.
      i. Include on SWHP how Recycling separation and collections shall be handled in addition to refuse collections.

2. For High Density Residential, assumptions for volume of waste generation shall not be less than 0.375 cubic yard per dwelling unit or one 96 gallon can for Refuse, 0.375 cubic yard per dwelling unitor one 96 gallon can for Recycling, and 0.375 cubic yard per dwelling unit or one 64 gallon can for Organics ('Green waste'). **Provide a calculation on the plans that indicates the prescribed volume of waste, the number of bins required for each type of waste, and the number of pickup days required.**

3. For retail shopping centers, big box retail stores, and multi-tenant retail/shopping, 4 cubic yards per four units for Refuse, 4 cubic yards per four units for Recycling, and 1.5 cubic yards per 10,000 SF for Organics ('Green waste'). **Provide a calculation on the plans that indicates the prescribed volume of waste, the number of bins required for each type of waste, and the number of pickup days required.**

4. For restaurants and convenience/mini-markets, 4 cubic yards per unit for Refuse, 4 cubic yards per unit for Recycling, and 1.5 cubic yards per 10,000 SF for Organics ('Green waste'). **Provide a calculation on the plans that indicates the prescribed volume of waste, the number of bins required for each type of waste, and the number of pickup days required.**

5. Where residential waste is placed in bins, there shall be a minimum of three bins (one for refuse, one

for recycling, and one for organics and green waste). **EXCEPTION**: Where a private landscaping service removes the green waste without relying on City containers, the bin for organics and green waste may be omitted.

6. All Waste Bin areas shall be located on major drive aisles within developments to achieve adequate circulation of solid waste collection vehicles.

7. Provide the staging area of where the bins will be located when servicing.

8. Waste Bin area for service of commercial food preparation (i.e. restaurants and commercial kitchens) shall include a drain with a connection to the onsite sewer system directly upstream of a clarifier and/or grease interceptor. Area shall also be sized adequately for a grease container.

9. Customers who have grease traps in the area are required to have the area cleaned and pressure washed quarterly.

CITY OF ONTARIO

MEMORANDUM

TO: Scott Murphy, Community Development Director (Copy of memo only)
Rudy Zeledon, Planning Director (Copy of memo only)
Diane Ayala, Advanced Planning Division (Copy of memo only)
Charity Hernandez, Economic Development
James Caro, Building Department
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Jeremy Phillips, Police Department
Paul Erhman, Deputy Fire Chief/Fire Marshal
Jay Bautista, Traffic/Transportation Manager
Lorena Mejia, Airport Planning
Tricia Espinoza, Engineering/NPDES
Angela Magana, Community Improvement (Copy of memo only)
Jimmy Chang, IPA Department
Ben Mayorga, Integrated Waste

FROM: Diane Ayala, Senior Planner

DATE: June 17, 2022

SUBJECT: FILE #: PDEV22-031 Finance Acct#:

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

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

PROJECT DESCRIPTION: A Development Plan approval to construct 109 multiple-family dwellings on approximately 2.4 acres of land located at 414 and 440 N. Euclid Avenue, within the MU-1 zoning district (APNs1048-363-04, 1048-363-05, 1048-363-02, 1048-363-03). Related files: PMTT22-019, PHP22-010, PUD22-005

☐ The plan does adequately address the departmental concerns at this time.
- ☐ No comments
- ☐ Report attached (1 copy and email 1 copy)
- ☐ Standard Conditions of Approval apply

☒ The plan does not adequately address the departmental concerns.
- ☒ The conditions contained in the attached report must be met prior to scheduling for Development Advisory Board.

Department	Signature	Title	Date
Landscape Planning Division	[signature]	Landscape Planner	7/26/22

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

PRELIMINARY PLAN CORRECTIONS

Sign Off

Jamie Richardson, Sr. Landscape Planner	07/26/2022 Date

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

D.A.B. File No.:	Case Planner:
PDEV22-031, PMTT22-019, PHP-22-010	Diane Ayala

Project Name and Location:

109 Multiple-family dwellings, Subdivide 2.4 acres & certificate of appropriateness
414 & 440 N. Euclid Avenue

Applicant/Representative:

Ontario Place D Block LLC – Jennifer Lande Colicchio jlange@ldc-ce.com (714) 557-7700
1520 Brookhollow Drive, Suite 33
Santa Ana, CA 92705

☐	**Preliminary Plans (dated) meet the Standard Conditions for New Development and have been approved considering that the following conditions below be met upon submittal of the landscape construction documents.**
☒	**Preliminary Plans (dated 06/17/2022) have not been approved. Corrections noted below are required before Preliminary Landscape Plan approval.**

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

Civil/ Site Plans

1. Provide all wall and fence plans; include details, colors, materials, etc.
2. The elevations provided show a stucco low wall on the ground floor. This is not shown on the landscape plans; provide detail and coordinate all plans to match. Additional direction may be provided once plans are consistent.
3. Provide tree diamonds within the center parking rows; 1 diamond per every 5 spaces double row. Diamonds shall have a minimum inside dimension of 5'.
4. Parkway tree locations shall be shown on all tract maps and plans where utilities are proposed. Parkway trees are 30' apart. Show and note a 10' total space, 5' clearance on each side of the tree from any utility or hardscape, including water, sewer, drain lines, driveways, and 10' clear from street lights. Relocate utilities to minimum clearances to allow parkway trees.
5. Reconfigure the pool storage and bathroom and relocate the outdoor seating, trellis, and BBQ area closer to the pool area. This will allow for a trash enclosure off of North Lemon Ave. Provide details for the bathroom structure and BBQ trellis; keep an open layout for visibility into the open grass area. Provide screening and shade trees.
6. Show any proposed monumentation within landscape areas.
7. Adjust water and sewer out of landscape areas. Clarify if the existing 6" water is to be abandoned completely; the line is connecting to a new DCDA.
8. Reduce the sidewalk width along E Street to 5' and increase the landscape setback by 4' for additional landscape screening.
9. Show and dimension backflow devices set back 4' from paving on all sides. Locate on level grade. Adjust backflows (irrigation, domestic, and fire) to avoid conflicts with required tree

and landscape areas. Position backflows where space allows (see comment #10 above) north and south. Show the minimum concrete pad (2') per std. detail 4208.
10. Reduce the drive aisle, currently shown at 27', to 24' and reduce the walkway to 4' to allow for a larger setback along East D Street so the private patios do not protrude into the right of way.
11. Show decorative pilasters at logical locations along the perimeter metal picket fence; materials to match.
12. Provide a wall plan to show types of walls and locations. Details to include materials, colors, textures, caps, heights, etc.
13. Plans are inconsistent; show the canopy-covered parking lot for review or remove from plans where shown.
14. Continue the 5-6' high CMU wall at the northwest property line (near the storage and trash room) to avoid the triangular void space at this location.
15. Before permit issuance, stormwater infiltration devices located in landscape areas shall be reviewed and plans approved by the Landscape Planning Division. Any stormwater devices in parkway areas shall not displace street trees.
16. Note decorative paving at project entries.
17. Eliminate the small planter spaces along Euclid Avenue; these areas are too small and will be difficult to maintain. Continue decorative paving. The project is proposing one type of pot, size, and planting. Show various sizes of pots within the same design grouping to fit into the appropriate spaces. Avoid double staking round pots; use square or rectangular pots. Provide details.
18. Locate utilities including light standards, fire hydrants, water, drain, and sewer lines to not conflict with required tree locations—coordinate civil plans with landscape plans.
19. Note for compaction to be no greater than 85% in landscape areas. All finished grades at 1 ½" below finished surfaces. Slopes to be maximum 3:1.
20. Add Note to Grading and Landscape Plans: Landscape areas where compaction has occurred due to grading activities and where trees or stormwater infiltration areas are located shall be loosened by soil fracturing. For trees, a 12'x12'x18" deep area; for stormwater infiltration, the entire area shall be loosened. Add the following information on the plans: The backhoe method of soil fracturing shall be used to break up compaction. A 4" layer of Compost is spread over the soil surface before fracturing is begun. The backhoe shall dig into the soil lifting and then drop the soil immediately back into the hole. The bucket then moves to the adjacent soil and repeats. The Compost falls into the spaces between the soil chunks created. Fracturing shall leave the soil surface quite rough with large soil clods. These must be broken by additional tilling. Tilling in more Compost to the surface after fracturing per the soil report will help create an A horizon soil. Imported or reused Topsoil can be added on top of the fractured soil as needed for grading. The Landscape Architect shall be present during this process and provide certification of the soil fracturing. For additional reference, see Urban Tree Foundation – Planting Soil Specifications.

Landscape Plans
21. See all site/civil plan comments above; coordinate with architect and civil.
22. Provide a site plan with details of the roof deck and proposed amenities.
23. Provide details for site amenities, furniture, shade structures, trellis, BBQ, countertops, etc.
24. Tree grates shall be iron such as Kiva, Starburst, or approved equal with 3/8" max slots per ADA guidelines, with a 30" center opening to allow for tree stakes; flat black Rustoleum coating.
25. Show backflow devices with 36" high strappy leaf shrub screening and trash enclosures and transformers, a 4'-5' high evergreen hedge screening. Do not encircle utility; show as masses and duplicate masses in other locations at regular intervals; see comment #11 above.
26. Locate light standards, fire hydrants, water, and sewer lines to not conflict with required tree locations. Coordinate civil plans with landscape plans

27. Show all utilities on the landscape plans. Coordinate so utilities are clear of tree locations. See site plan comments above and coordinate for plan consistency.
28. Note on landscape plans: Compaction to be no greater than 85% at landscape areas. All finished grades at 1 ½" below finished surfaces. Slopes to be maximum 3:1.
29. Street trees for this project are: Quercus ilex (E Street), Platanus acerfolia (D Street), Geijera parvifolia (Lemon Ave. – correct the common name in Plant List) and Quercus muhlenbergii (Euclid Ave.) per the Master Street Tree Plan.
30. Replace invasive, high water use, short-lived, high maintenance, or poor performing plants Bouteloua (difficult to maintain in masses-reduce quantities and use as accents only), Festuca 'Siskiou Blue' (poor performer) consider Festuca mairei or Sesleria, Macfadyena (gets extremely large and difficult to maintain) consider Distictis.
31. General comment on plant palette; many of the types of plants chosen are larger than the proposed planter spaces (i.e.: Furcraea, Lantana, Salvia Bee's Bliss). Show these plants in appropriate planter spaces larger that 8' wide. Consider using the Washingtonia filifera.
32. Palms shall be a minimum 17' brown trunk height.
33. Show 8' diameter of mulch only at new trees, 12' min. at existing trees. Detail irrigation dripline outside of mulched root zone.
34. Overhead spray systems shall be designed for plant material less than the height of the spray head.
35. Designer or developer to provide agronomical soil testing and include a report on landscape construction plans.
36. Landscape construction plans shall meet the requirements of the Landscape Development Guidelines. See http://www.ontarioca.gov/landscape-planning/standards.
37. After a project's entitlement approval, the applicant shall pay all applicable fees for landscape plan check and inspections at a rate established by resolution of the City Council. Landscape construction plans with building permit number for plan check may be emailed to: landscapeplancheck@ontarioca.gov

CITY OF ONTARIO

MEMORANDUM

TO: Scott Murphy, Community Development Director (Copy of memo only)
Rudy Zeledon, Planning Director (Copy of memo only)
Diane Ayala, Advanced Planning Division (Copy of memo only)
Charity Hernandez, Economic Development
James Caro, Building Department
Raymond Lee, Engineering Department
Jamie Richardson. Landscape Planning Division
Dennis Mejia, Municipal Utility Company
Jeremy Phillips, Police Department
Paul Erhman, Deputy Fire Chief/Fire Marshal
Jay Bautista, Traffic/Transportation Manager
Lorena Mejia, Airport Planning
Tricia Espinoza, Engineering/NPDES
Angela Magana, Community Improvement (Copy of memo only)
Jimmy Chang, IPA Department
Ben Mayorga, Integrated Waste

FROM: Diane Ayala, Senior Planner

DATE: June 17, 2022

SUBJECT: FILE #: PHP-22-010 Finance Acct#:

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

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

PROJECT DESCRIPTION: A Certificate of Appropriateness request to subdivide 2.4 acres of land into one lot to facilitate a mixed-use and residential land use development located at 414 and 440 N. Euclid Avenue, within the MU-1 zoning district (APNs1048-363-04, 1048-363-05, 1048-363-02, 1048-363-03). Related files: PDEV22-031, PMTT22-019, PUD22-005

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

Landscape Planning Division	[signature]	Landscape Planner	7/26/22
Department	Signature	Title	Date

CITY OF ONTARIO

MEMORANDUM

TO: Scott Murphy, Community Development Director (Copy of memo only)
Rudy Zeledon, Planning Director (Copy of memo only)
Diane Ayala, Advanced Planning Division (Copy of memo only)
Charity Hernandez, Economic Development
James Caro, Building Department
Raymond Lee, Engineering Department
Jamie Richardson, Landscape Planning Division
Dennis Mejia, Municipal Utility Company
Jeremy Phillips, Police Department
Paul Erhman, Deputy Fire Chief/Fire Marshal
Jay Bautista, Traffic/Transportation Manager
Lorena Mejia, Airport Planning
Tricia Espinoza, Engineering/NPDES
Angela Magana, Community Improvement (Copy of memo only)
Jimmy Chang, IPA Department
Ben Mayorga, Integrated Waste

FROM: Diane Ayala, Senior Planner

DATE: June 17, 2022

SUBJECT: FILE #: PMTT22-019 Finance Acct#:

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

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

PROJECT DESCRIPTION: A Tentative Tract Map (PMTT20556) to subdivide 2.4 acres of land into one lot for mixed-use and residential land use purposes located at 414 and 440 N. Euclid Avenue, within the MU-1 zoning district (APNs1048-363-04, 1048-363-05, 1048-363-02, 1048-363-03). Related files: PDEV22-031, PHP22-010, PUD22-005

☐ The plan does adequately address the departmental concerns at this time.
- ☐ No comments
- ☐ Report attached (1 copy and email 1 copy)
- ☐ Standard Conditions of Approval apply

☒ The plan does not adequately address the departmental concerns.
- ☒ The conditions contained in the attached report must be met prior to scheduling for Development Advisory Board.

Landscape Planning Division — Landscape Planner — 7/26/22
Department — Signature — Title — Date

CITY OF ONTARIO
MEMORANDUM

TO: **Diane Ayala, Senior Planner**
Planning Department

FROM: **Paul Ehrman, Sr. Deputy Fire Chief/Fire Marshal**
Fire Department

DATE: **June 30, 2022**

SUBJECT: **PDEV22-031 - A Development Plan approval to construct 109 multiple-family dwellings on approximately 2.4 acres of land located at 414 and 440 N. Euclid Avenue, within the MU-1 zoning district (APNs1048-363-04, 1048-363-05, 1048-363-02, 1048-363-03). Related files: PMTT22-019, PHP22-010, PUD22-005.**

☒ The plan **does** adequately address Fire Department requirements at this time.

☒ Standard Conditions of Approval apply, as stated below.

SITE AND BUILDING FEATURES:

A. 2019 CBC Type of Construction: Type V-B

B. Type of Roof Materials: Ordinary

C. Ground Floor Area(s): 30,384 Sq. Ft.

D. Number of Stories: 4

E. Total Square Footage: 123,653 Sq. Ft.

F. 2019 CBC Occupancy Classification(s): R-2

CONDITIONS OF APPROVAL:

1.0 GENERAL

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

☒ 1.2 These Fire Department conditions of approval are to be included on any and all construction drawings.

2.0 FIRE DEPARTMENT ACCESS

☒ 2.1 Fire Department vehicle access roadways shall be provided to within 150 ft. of all portions of the exterior walls of the first story of any building, unless specifically approved. Roadways shall be paved with an all-weather surface and shall be a minimum of twenty-four (24) ft. wide. See Standard #B-004.

☒ 2.2 In order to allow for adequate turning radius for emergency fire apparatus, all turns shall be designed to meet the minimum twenty five feet (25') inside and forty-five feet (45') outside turning radius per Standard #B-005.

☒ 2.3 Fire Department access roadways that exceed one hundred and fifty feet (150') in length shall have an approved turn-around per Standard #B-002.

☒ 2.4 Access drive aisles which cross property lines shall be provided with CC&Rs, access easements, or reciprocating agreements, and shall be recorded on the titles of affected properties, and copies of same shall be provided at the time of building plan check.

☒ 2.5 "No Parking-Fire Lane" signs and /or red painted curbs with lettering are required to be installed in interior access roadways, in locations where vehicle parking would obstruct the minimum clear width requirement. Installation shall be per Standard #B-001.

☒ 2.6 Security gates or other barriers on fire access roadways shall be provided with a Knox brand key switch or padlock to allow Fire Department access. See Standards #B-003, B-004 and H-001.

☒ 2.7 Any time PRIOR to on-site combustible construction and/or storage, a minimum twenty-four (24) ft. wide circulating all weather access roads shall be provided to within 150 ft. of all portions of the exterior walls of the first story of any building, unless specifically approved by fire department and other emergency services.

3.0 WATER SUPPLY

☒ 3.1 The required fire flow per Fire Department standards, based on the 2019 California Fire Code, Appendix B, is 4000 gallons per minute (g.p.m.) for 4 hours at a minimum of 20 pounds per square inch (p.s.i.) residual operating pressure.

☒ 3.2 Off-site (public) fire hydrants are required to be installed on all frontage streets, at a minimum spacing of three hundred foot (300') apart, per Engineering Department specifications.

☒ 3.3 Buildings that exceed 100,000 square feet in floor area shall provide an onsite looped fire protection water line around the building(s.) The loops shall be required to have two or more points of connection from a public circulating water main.

☒ 3.4 The water supply, including water mains and fire hydrants, shall be tested and approved by the Engineering Department and Fire Department prior to combustible construction to assure availability and reliability for firefighting purposes.

4.0 FIRE PROTECTION SYSTEMS

☒ 4.2 Underground fire mains which cross property lines shall be provided with CC & R, easements, or reciprocating agreements, and shall be recorded on the titles of affected properties, and copies of same shall be provided at the time of fire department plan check. The shared use of private fire mains or fire pumps is allowable only between immediately adjacent properties and shall not cross any public street.

☒ 4.3 An automatic fire sprinkler system is required. The system design shall be in accordance with National Fire Protection Association (NFPA) Standard 13. All new fire sprinkler systems, except those in single family dwellings, which contain twenty (20) sprinkler heads or more shall be monitored by an approved listed supervising station. An application along with detailed plans shall be submitted, and a construction permit shall be issued by the Fire Department, prior to any work being done.

☒ 4.4 Wood frame buildings that are to be sprinkled shall have these systems in service (but not necessarily finaled) before the building is enclosed.

☒ 4.5 Fire Department Connections (FDC) shall be located on the address side of the building within one hundred fifty feet (150') of a public fire hydrant on the same side of the street. Provide identification for all fire sprinkler control valves and fire department connections per Standard #D-007. Raised curbs adjacent to Fire Department connection(s) shall be painted red, five feet either side, per City standards.

☒ 4.6 A fire alarm system is required. The system design shall be in accordance with National Fire Protection Association (NFPA) Standard 72. An application along with detailed plans shall be submitted, and a construction permit shall be issued by the Fire Department, prior to any work being done.

☒ 4.7 Portable fire extinguishers are required to be installed prior to occupancy per Standard #C-001. Please contact the Fire Prevention Bureau to determine the exact number, type and placement required.

5.0 BUILDING CONSTRUCTION FEATURES

☒ 5.1 The developer/general contractor is to be responsible for reasonable periodic cleanup of the development during construction to avoid hazardous accumulations of combustible trash and debris both on and off the site.

☒ 5.2 Approved numbers or addresses shall be placed on all new and existing buildings in such a position as to be plainly visible and legible from the street or road fronting the property. Multi-tenant or building projects shall have addresses and/or suite numbers provided on the rear of the building. Address numbers shall contrast with their background. See Section 9-1 6.06 of the Ontario Municipal Code and Standards #H-003 and #H-002.

☒ 5.3 Single station smoke alarms and carbon monoxide alarms are required to be installed per the California Building Code and the California Fire Code.

☒ 5.6 Knox ® brand key-box(es) shall be installed in location(s) acceptable to the Fire Department. All Knox boxes shall be monitored for tamper by the building fire alarm system. See Standard #H-001 for specific requirements.

CITY OF ONTARIO
MEMORANDUM

TO: **Diana Ayala, Senior Planner**

FROM: **Officer Tony Galban, Police Department**

DATE: **July 11, 2022**

SUBJECT: **PDEV22-031: A DEVELOPMENT PLAN APPROVAL TO CONSTRUCT 109 MULTIPLE -FAMILY DWELLINGS ON APPROXIMATELY AT 414 AND 440 N. EUCLID AVENUE. RELATED FILE (S): PMTT22-019, PHP22-010, PUD22-005**

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

- Required lighting for all walkways, driveways, doorways, parking areas, and other areas used by the public shall be provided and operate on photosensor at the prescribed foot-candle levels. This includes but is not limited to areas such as parks, community centers, recreation centers/play areas and paseos. LED lighting will be required for all lighting fixtures. Optimal lighting for visibility and video color rendering is approximately 3000 degrees Kelvin. The lighting shall be as close to 3000 degrees Kelvin as possible. Photometrics shall be provided to the Police Department. Photometrics shall include the types of fixtures proposed and demonstrate that such fixtures meet the vandal-resistant requirement. Planned landscaping shall not obstruct lighting.
- During hours of darkness, all parking lots and carports shall be provided with minimum one foot-candle of light, measured on the parking surface. Lighting devices shall be fully protected with weather and vandalism resistant covers.
- Parking garages, stairwells, blind spots and any hidden areas shall have convex mirrors to allow for visibility to the areas.
- The Applicant shall comply with all construction site security requirements as stated in the Standard Conditions. This includes the provisions for perimeter lighting, site lighting, fencing and/or uniformed security.
- Rooftop addresses shall be installed on the buildings as stated in the Standard Conditions. The numbers shall be at a minimum 3 feet tall and 1 foot wide, in reflective white paint on a flat black background, and oriented with the bottom of the numbers towards the addressed street. Each building and/ or suite shall be labeled with the corresponding address and letter if applicable.

- Trash Enclosures shall prohibit public access. Trash enclosures shall remain locked and require code, key, fob or remote access.

The Applicant is invited to call Officer Tony Galban at (909) 408-1006 with any questions regarding these conditions.

RESOLUTION NO. PC23-026

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ONTARIO, CALIFORNIA, RECOMMENDING CITY COUNCIL APPROVAL OF FILE NO. PUD22-005, A PLANNED UNIT DEVELOPMENT TO ESTABLISH DEVELOPMENT AND PERFORMANCE STANDARDS AND DESIGN GUIDELINES FOR 2.38-ACRES OF LAND LOCATED AT THE NORTHEAST CORNER OF EUCLID AVENUE AND D STREET, BORDERED BY E STREET ON THE NORTH AND LEMON AVENUE ON THE EAST WITHIN THE LUA-1 (EUCLID AVENUE ENTERTAINMENT) OF THE MU-1 (DOWNTOWN MIXED USE) ZONING DISTRICT, AND MAKING FINDINGS IN SUPPORT THEREOF—APNS: 1048-363-05, 1048-363-04, 1048-363-03 AND 1048-363-02

WHEREAS, Ontario Place D Block LLC ("Applicant") has filed an Application for the approval of a Planned Unit Development (“PUD”), File No. PUD22-005, as described in the title of this Resolution (hereinafter referred to as "Application" or "Project"); and

WHEREAS, the Application applies to 2.38 acres of land located at the northeast corner of Euclid Avenue and D Street, bordered by E Street on the north and Lemon Avenue on the east, at 414 North Euclid Avenue within the LUA-1 (Euclid Avenue Entertainment) of the MU-1 (Downtown Mixed Use) zoning district, and is presently improved with vacant commercial retail center and paved surface parking lot; and

WHEREAS, on the same block as the Project site, at the northwest corner, is a 0.12-acre lot that is improved with a fueling station. The property to the north of the Project site is within the MU-1 (Mixed Use Downtown) zoning district and is developed with fueling station and paved parking lot. The property to the east is within the OL (Low Intensity Office) zoning district and is developed with retail and office. The property to the south is within the Downtown Civic Center PUD zoning district and is developed with a 5-level public parking structure and the vacant land is slated for construction of a mixed-use development consisting of 144 residential apartment units and approximately 4,050 square feet of ground floor retail. The property to the west, across Euclid Avenue, is within the MU-1(Mixed Use Downtown) zoning district and is developed with commercial; and

WHEREAS, an existing bus stop is located on the northeast corner of Euclid Avenue and D Street for Omnitrans Route 83. Additionally, located near Euclid Avenue on Holt Boulevard is Omnitrans Route 61 which has been identified as the future West Valley Connector Bus Rapid Transit (BRT); and

WHEREAS, the MU-1 (Downtown Mixed Use) zoning district allows for commercial and residential mixed-use development at a density of 25.1 to 75 dwelling units per acre and a building intensity of 2.0 Floor Area Ratio. Consistent with the MU-1 zoning district and TOP Downtown District Place Type, the D Block PUD allows for mixed-use

development of 60 to 178 dwelling units, with a maximum building height of 55 feet (4 stories) and up to 65 feet for architectural projections and elevators and a maximum of 2.0 Floor Area Ratio; and

WHEREAS, buildings shall be orientated towards Euclid Avenue with ground floor commercial units, including retail, restaurants, offices, conference rooms, and all other residential amenities and support services, are designed as traditional storefronts with bulkhead (base), display windows, transom windows above display windows and entry door, and a mid-panel floor to distinguish from the upper residential floors; and

WHEREAS, residential dwelling units shall be located on the ground floor behind commercial storefronts, or on the upper stories; and

WHEREAS, the PUD requires a minimum of 1 resident parking space per bedroom, 0.20 guest parking per dwelling unit, and 0.25 parking space per Gross Floor Area of commercial; and

WHEREAS, in order to achieve the preferred density and building intensities, the PUD allows for a combination of on-site and on-street parking to provide an adequate parking supply to meet the anticipated parking demand for the Project. All resident parking is provided on site, while guest parking and retail visitor spaces is allowed on-street; and

WHEREAS, the PUD includes architectural design guidelines, specific to the downtown location and mixed-use building type, and establishes the following design principles:

(a) Create an architectural character that reflects the various styles within the historic downtown by using similar proportions, building details and building material.

(b) New buildings should appear to fit in contextually with existing historic buildings by using similar proportions, articulation, building details and building material.

(c) The overall character should feel like a modern interpretation of a traditional American small town.

(d) Create compatibility between the mixed-use architecture and the residential architecture within the downtown area; the introduction of unifying elements such as similar materials and colors should be considered; however, “sameness” is discouraged; and

WHEREAS, the PUD requires a Certificate of Appropriateness, in conjunction with a Development Plan, in order to safeguard Euclid Avenue position on the National Register of Historic Places; and

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

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

WHEREAS, Ontario Development Code Table 2.02-1 (Review Matrix) grants the Planning Commission the responsibility and authority to review and make 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 "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 25, 2023, 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 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 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 categorically exempt from environmental review pursuant to Section 15332 (Class 32, In-fill Development Projects) of the CEQA Guidelines, and meets all of the following conditions:

(a) The proposed Project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations. The proposed Project is located within the Downtown Mixed Use land use designation of the Policy Plan (general plan) Land Use Map, and the MU-1/LUA-1 (Downtown Mixed Use/Euclid Avenue Entertainment) zoning district. The proposed Project is consistent with all applicable Policy Plan policies, as well as with the requirements of the MU-1/LUA-1 (Downtown Mixed Use/Euclid Avenue Entertainment) zoning district and the related proposed D Block Planned Unit Development, which, at the Project location, intends to accommodate housing units at a density of 25 to 75 du/ac.

(b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses. The Project is proposed within the established boundaries of the City of Ontario, on a project site totaling 2.38-acres of land, which is surrounded by established development on all sides and consists of a mix of multiple-family, civic, retail, and commercial land uses.

(c) The Project site has no value as habitat for endangered, rare, or threatened species. The site is located in an urbanized area that has been fully developed with a commercial building and a large paved surface for vehicular parking, and as such is not suitable habitat for any endangered, rare, or threatened species. Additionally, the site is not been identified on federal or state designation map.

(d) Approval of the Project would not result in any significant effects relating to traffic, noise, air quality, or water quality. The proposed mixed-use commercial and residential development is similar to, and of no greater impact than other allowed uses and development projects within the MU-1/LUA-1 (Downtown Mixed Use/Euclid Avenue

Entertainment) zoning district. The Project would not result in any significant impacts through implementation of required state, regional, and local development and performance standards, and as demonstrated in the Air Quality and GHG, Noise, Traffic, and Parking Studies, and the Preliminary Water Quality Management Plan ("PWQMP") prepared for the Project.

(e) The site is adequately served by all required utilities and public services. All necessary wet and dry utilities are within the public street and are readily available for connection; and

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

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

On April 19, 2011, the City Council of the City of Ontario approved and adopted the Ontario International Airport Land use Compatibility Plan, establishing the Airport Influence Area for Ontario International Airport, which encompasses lands within parts of San Bernardino, Riverside, and Los Angeles Counties, and limits future land uses and development within the Airport Influence Area, as they relate to noise, safety, airspace protection, and overflight impacts of current and future airport activity. As the recommending body for the Project, the 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; and

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 Sections 1 through 3, above, the Planning Commission hereby concludes as follows:

(1) ***The proposed PUD, or amendment thereto, is consistent with the goals, policies, plans and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan.*** The Project is consistent with Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan. Section 1.1, The Ontario Plan Objectives of the DCCPUD, describes the manner in which the PUD complies with the Policy Plan goals and policies.

(2) ***The proposed PUD, or amendment thereto, would not be detrimental to the public interest, health, safety, convenience, or general welfare of the City.*** The Planning Commission has required certain safeguards through conditions of approval, which have been established to ensure that: [i] the purposes of the Planned Unit Development are maintained; [ii] the project will not endanger the public health, safety or general welfare; [iii] the project will not result in any significant environmental impacts; [iv] the project will be in harmony with the area in which it is located; and [v] the project will be in full conformity with the Vision, City Council Priorities and Policy Plan components of The Ontario Plan.

(3) ***In the case of an application affecting specific property(ies), the proposed PUD, or amendment thereto, will not adversely affect the harmonious relationship with adjacent properties and land uses.*** The D Block PUD area is situated in the heart of Ontario's downtown and is adjacent to residential and commercial land uses and development. The surrounding development supports the objective of the D Block PUD further commercial and residential mixed-use development. The Project does not affect the harmonious relationship with adjacent properties and land use.

(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.*** In preparing the proposed D Block PUD, a thorough review and analysis of the proposed Project and the subject site's physical suitability for the Project was completed, including analysis of the project size, shape, intensity of development, building height, building setbacks, site access, site landscaping and drainage, fences and walls, vehicle circulation, pedestrian connections, availability of mass transit, necessary street

dedication and easements, public right-of-way improvements, availability of utilities and other infrastructure needs, off-street parking and circulation, building orientation and streetscapes, architectural character, building materials and color, and site signage. Based upon this review and analysis, the subject site has been deemed physically suitable, including but not limited to parcel size, shape, access, and availability of utilities, for the proposed Planned Unit Development and the proposed development.

(5) ***The proposed PUD is superior to that which could be obtained through the application of the Development Code or a specific plan.*** The D Block PUD will establish minimum building setbacks, parking and open space requirements, allow on-street parking, and establish a planting palette. These standards will facilitate the commercial and residential mixed-use development of 109 apartment dwelling units and 4,050-square feet of ground floor commercial, parking facilities and private and common open space areas. The proposed D Block PUD will allow for subsequent development that is superior to that which could be obtained through the application of the Development Code by itself.

SECTION 5: ***Planning Commission Action.*** Based upon the findings and conclusions set forth in Sections 1 through 4, above, the Planning Commission hereby RECOMMENDS THE CITY COUNCIL APPROVE 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 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.

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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 25th day of April 2023, 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:

Rudy Zeledon
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. PC23-026, was duly passed and adopted by the Planning Commission of the City of Ontario at their regular meeting held on April 25, 2023, by the following roll call vote, to wit:

AYES: Anderson, Dean, DeDiemar, Gage, Lampkin, Ricci

NOES: None

ABSENT: None

ABSTAIN: None

Gwen Berendsen
Secretary Pro Tempore

ATTACHMENT A:

File No. PUD22-005
D Block Planned Unit Development

(PUD to follow this page)

D Block Planned Unit Development



Prepared for:
The City of Ontario
(2023)

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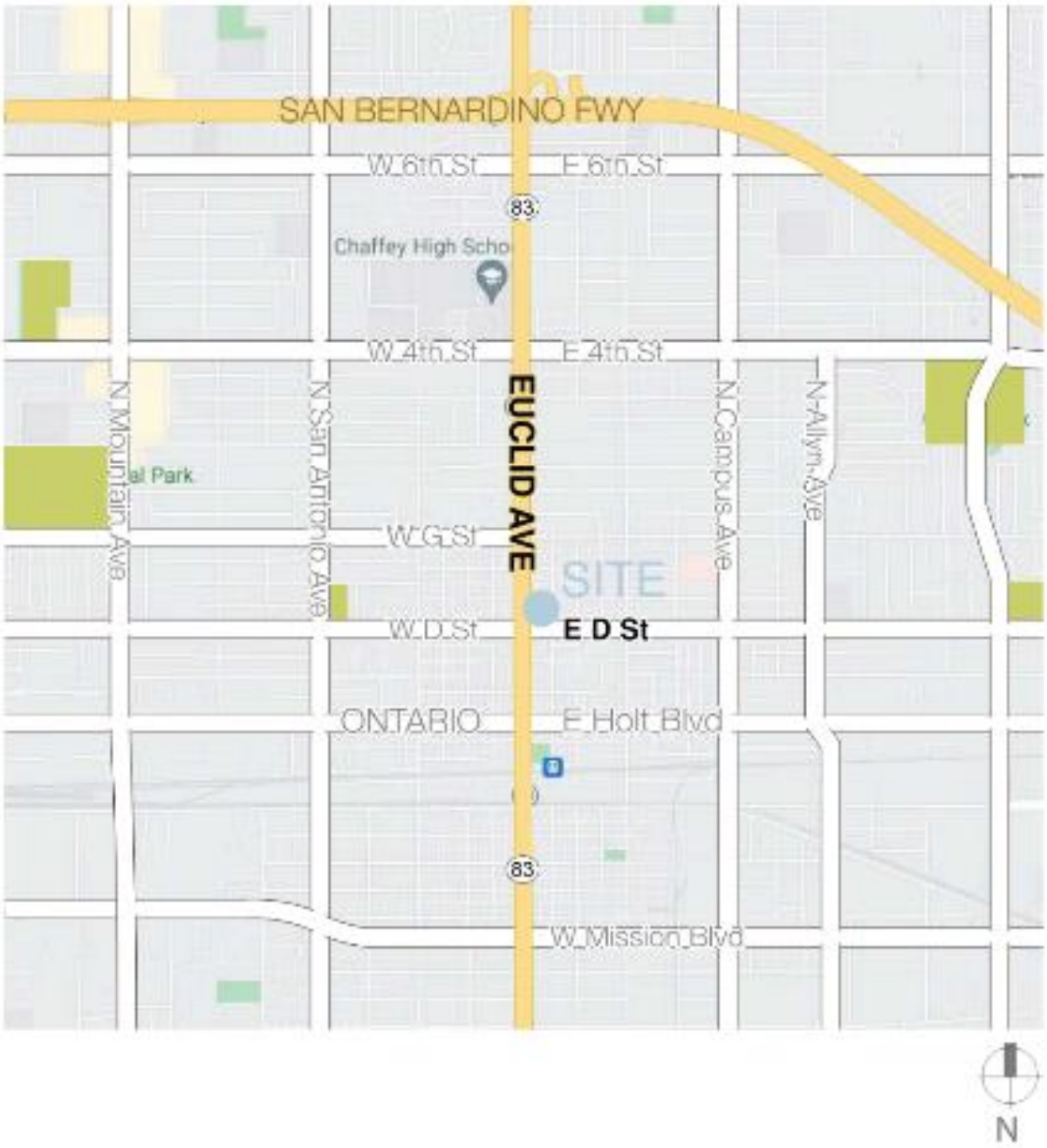
1.0 INTRODUCTION

The D-lock Planned Unit Development ("PUD") is intended to function as a set of planning and design principles, development regulations, and performance standards to guide and govern the development of the entire block between East E Street and East D Street on the north and south and Euclid Avenue and North Lemon Avenue on the west and east, with the exception of a 0.124-acre single parcel of land (APN: 1048-363-01) located at the southwest corner of Euclid Avenue and E Street. This property is situated within the City of Ontario's historic downtown and is adjacent to the civic center area (see Exhibit 1-1: Project Location Map). This PUD will facilitate the development of a mixture of residential and commercial components - commercial spaces and amenity spaces on the ground floor along Euclid Avenue, and will turn the corner to the south with pedestrian friendly program spaces at the ground level with an abundance of store frontages that will help achieve the City's goals to economically revitalize and aesthetically enhance the project area.

This document is organized to fulfill the requirements for a PUD, as set forth in the Ontario Development Code. As such, this PUD will replace the existing zone district designations and zoning standards that apply to the affected properties. Unless otherwise defined herein, definitions and interpretations contained in the Development Code shall apply.

City staff and private developers will rely upon this PUD to determine whether precise plans for development ("Development Plans") will adequately meet the City's land use and design objectives for this key part of Ontario's original downtown. The objectives have been defined over the last 20+ years in the Redevelopment Plan for the Center City Redevelopment Project (1983), and The Ontario Plan (TOP) and are summarized below.

Exhibit 1-1: Project Location Map



1.1 TOP POLICY OBJECTIVES

The Ontario Plan's Policy Plan (general plan) establishes "Districts" that have been categorized as "Place Types," which 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.

This PUD area is located within the "Downtown District," which is envisioned as the placed-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.

This PUD area has a TOP land use designation of Mixed Use- Downtown (see Exhibit 2-1: Mixed Use- Downtown) and intends to develop as 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, and cultural at a maximum intensity of 2.0 Floor Area Ratio, and residential uses within a density range of 25.1 to 75 dwelling units per acre of land.

Exhibit 2-1: TOP Land Use Mixed Use- Downtown



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.

The D Block PUD is Project is consistent with the principles, goals and policies contained within the Vision, Governance, Policy Plan (general plan), and City Council Priorities components of The Ontario Plan ("TOP"). More specifically, the goals and policies of TOP that are furthered by the proposed Project are as follows:

(1) **City Council Goals.**

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

(2) **Vision.**

Distinctive Development:

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

(3) **Governance.**

Decision Making:

- Goal G1: Sustained decision-making that consistently moves Ontario towards its Vision by using The Ontario Plan as a framework for assessing choices.
  - ➢ G 1-2. Long-term Benefit. We require decisions to demonstrate and document how they add value to the community and support the Ontario Vision.

(4) **Policy Plan (General Plan)**

Land Use Element:

- Goal LU-1 Balance: A community that has a spectrum of housing types and price ranges that match the jobs in the City and that make it possible for people to live and work in Ontario and maintain a quality of life.
  - ➢ LU-1.1 Strategic Growth. We concentrate growth in strategic locations that help create place and identity, maximize available and planned infrastructure, foster the

development of transit, and support the expansion of the active and multimodal transportation networks throughout the City.

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

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

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

Housing Element:

- Goal H-2 Housing Supply & Diversity: Diversity of types of quality housing that are affordable to a range of household income levels, accommodate changing demographics, and support and reinforce the economic sustainability of Ontario.

- H-2.5 Housing Design. We require architectural excellence through adherence to City design guidelines, thoughtful site planning, environmentally sustainable practices, and other best practices.

- Goal H-5 Special Needs: A full range of housing types and community services that meet the special housing needs for all individuals and families in Ontario, regardless of income level, age, or other status.

Community Economics Element:

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

- CE-1.6 Diversity of Housing. We collaborate with residents, housing providers, and the development community to provide housing opportunities for every stage of life; we plan for a variety of housing types and price points to encourage the development of housing supportive of our efforts to attract business in growing sectors of the community while being respectful of existing viable uses.

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

- CE-2.1 *Development Projects.* We require new development and redevelopment to create unique, high-quality places that add value to the community.
- CE-2.2 *Development Review.* We require those proposing new development and redevelopment to demonstrate how their projects will create appropriately unique, functional, and sustainable places that will compete well with their competition within the region.
- CE-2.4 *Protection of Investment.* We require that new development and redevelopment protect existing investment by providing architecture and urban design of equal or greater quality.
- CE-2.5 *Private Maintenance.* We require adequate maintenance, upkeep, and investment in private property because proper maintenance on private property protects property values.

Safety Element:

- Goal S-1 Seismic & Geologic Hazards: Minimized risk of injury, loss of life, property damage, and economic and social disruption caused by earthquake-induced and other geologic hazards.
- *S-1.1 Implementation of Regulations and Standards.* We require that all new habitable structures be designed in accordance with the most recent California Building Code adopted by the City, including provisions regarding lateral forces and grading.

Community Design Element:

- Goal CD-1 Image & Identity: A dynamic, progressive city containing distinct and complete places that foster a positive sense of identity and belonging among residents, visitors, and businesses.
- CD-1.1 *City Identity.* We take actions that are consistent with the City being a leading urban center in Southern California while recognizing, enhancing, and preserving the character of our existing viable neighborhoods.
- CD-1.2 Place Types. We establish Place Types in urban, mixed use, and transit-oriented areas to foster the City's identity as a premier community and require new development within each Place Type to incorporate prescribed urban patterns, forms, and placemaking priorities.

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

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

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

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

➢ CD-2.2 Neighborhood Design. We create distinct residential neighborhoods that promote a sense of community and identity by emphasizing access, connectivity, livability, and social interaction through such elements as:

- A pattern of smaller, walkable blocks that promote activity, safety, and access to nearby amenities and services;
- Varied parcel sizes and lot configurations to accommodate a diversity of housing types;
- Traffic calming measures to slow traffic and promote walkability while maintaining acceptable traffic flows and emergency evacuation access;
- Floor plans that encourage views onto the street and de-emphasize the visual and physical dominance of garages (introducing the front porch as the "outdoor living room"), as appropriate; and
- Landscaped parkways, with sidewalks separated from the curb and designed to maximize safety, comfort, and aesthetics for all users.

➢ CD-2.7 *Sustainability*. We collaborate with the development community to design and build neighborhoods, streetscapes, sites, outdoor spaces, landscaping, and buildings to reduce energy demand through solar orientation, maximum use of natural

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

- CD-2.8 Safe Design. We incorporate defensible space design into new and existing developments to ensure the maximum safe travel and visibility on pathways, corridors, and open space and at building entrances and parking areas by avoiding physically and visually isolated spaces, maintaining visibility and accessibility, and using lighting.
- CD-2.9 *Landscape Design.* We encourage durable, sustainable, and drought-tolerant landscaping materials and designs that enhance the aesthetics of structures, create and define public and private spaces, and provide shade and environmental benefits.
- CD-2.10 *Parking Areas.* We require all development, including single-family residential, to minimize the visual impact of surface, structured, and garage parking areas visible from the public realm in an aesthetically pleasing, safe and environmentally sensitive manner. Examples include:
  - Surface parking: Shade trees, pervious surfaces, urban run-off capture and infiltration, and pedestrian paths to guide users through the parking field.
- CD-2.11 *Entry Statements.* We encourage the inclusion of amenities, signage, and landscaping at the entry to neighborhoods, commercial centers, mixed use areas, industrial developments, and public places that reinforce them as uniquely identifiable places.
- CD-2.12 *Site and Building Signage.* We encourage the use of sign programs that utilize complementary materials, colors, and themes. Project signage should be designed to effectively communicate and direct users to various aspects of the development and complement the character of the structures.
- CD-2.13 *Entitlement Process.* We work collaboratively with all stakeholders to ensure a high degree of certainty in the efficient review and timely processing of all development plans and permits.

- Goal CD-3 Urban, Mixed Use, and Transit-Oriented Place Types: Vibrant urban environments that are organized around intense buildings, pedestrian and transit areas, public plazas, and linkages between and within developments that are conveniently located, visually appealing and safe during all hours.
- CD-3.2 Comfortable, Human-Scale Public Realm. We require that public spaces, including streets, parks, and plazas on both public and private property be designed

to maximize safety, comfort and aesthetics and connect to the citywide pedestrian, vehicular, and bicycle networks.

- *CD-3.3 Complete and Connected Network*. We require that pedestrian, vehicular, and bicycle circulation on both public and private property be coordinated to provide connections internally and externally to adjacent neighborhoods and properties (existing and planned) through a system of local roads and trails that promote walking and biking to nearby destinations (including existing and planned parks, commercial areas, and transit stops) and are designed to maximize safety, comfort, and aesthetics.
- CD-3.4 Context-Aware and Appropriate Design. We require appropriate building and site design that complements existing development, respects the intent and identity of the Place Type, and provides appropriate transitions and connections between adjacent uses to ensure compatibility of scale, maintain an appropriate level of privacy for each use, and minimize potential conflicts.
- CD-3.5 Active Frontages. We create lively pedestrian streetscapes by requiring primary building, business, and residential entrances, outdoor dining, and storefronts be located on ground floors adjacent to sidewalks or public spaces and designed to maximize safety, comfort, aesthetics, and the intended functionality (as defined by the Place Type).
- CD-3.6 Managed Infrastructure. We collaborate with developers and property owners to facilitate development that realizes the envisioned character and functionality of the Place Type through the use of green and shared infrastructure within each Place Type.

- Goal CD-5 Protection of Investment: A sustained level of maintenance and improvement of properties, buildings, and infrastructure that protects the property values and encourages additional public and private investments.
  - CD-5.1 *Maintenance of Buildings and Property*. We require all public and privately-owned buildings and property (including trails and easements) to be properly and consistently maintained.
  - CD-5.2 *Maintenance of Infrastructure*. We require the continual maintenance of infrastructure.

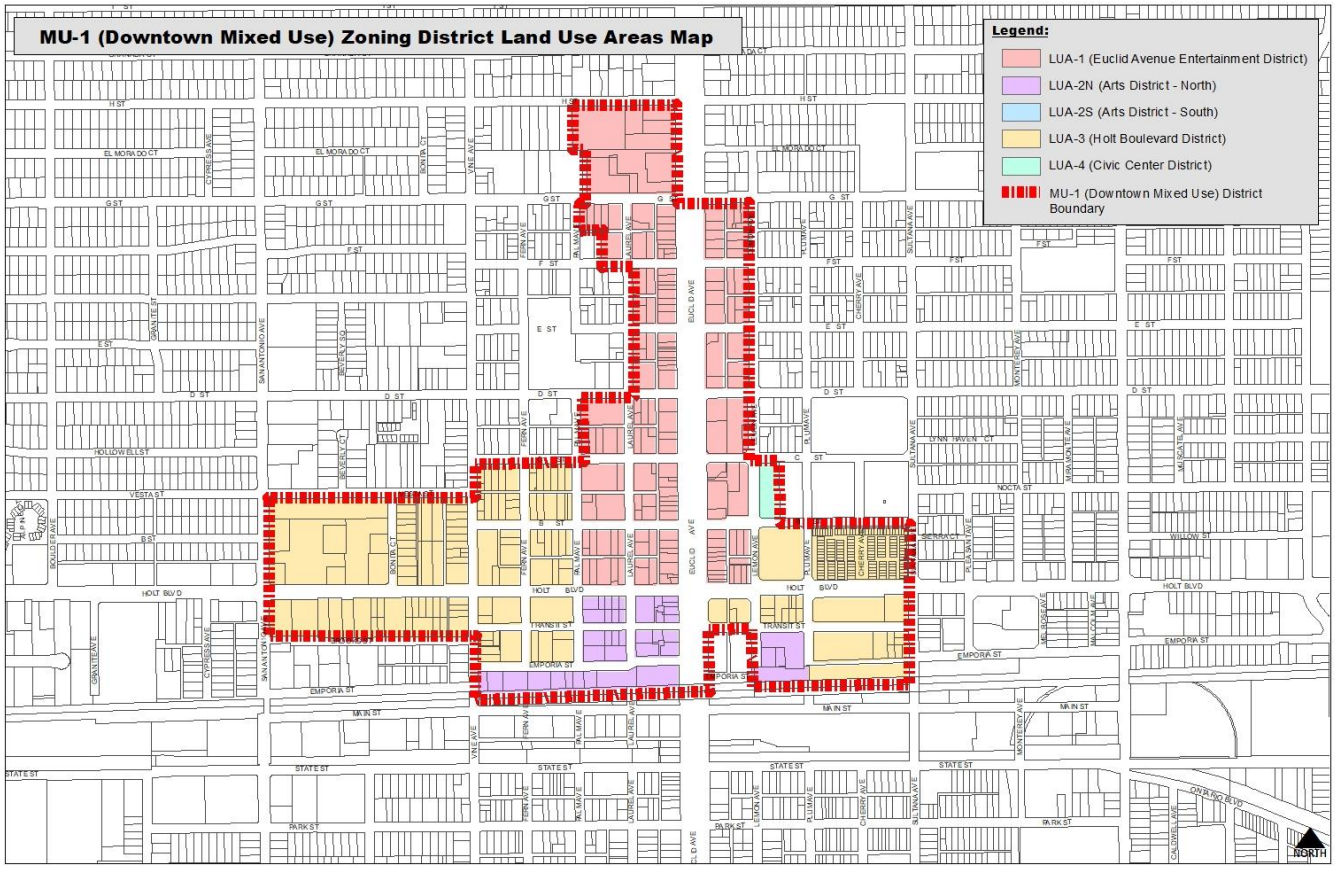
1.2 MIXED-USE (DOWNTOWN) ZONING DISTRICT OBJECTIVES

This PUD area is located within the LUA-1 (Euclid Avenue Entertainment) district of the MU-1 (Downtown Mixed Use) zoning district. The MU-1 zoning district was established to accommodate a fairly intensive mixture of vertical and horizontal retail, entertainment, and office uses at a development intensity of up to 2.0 FAR, and residential uses at a density of 25 to 75 DU/AC, with the most intensive uses envisioned along Euclid Avenue and Holt Boulevard. Development projects should seek to maintain a pedestrian friendly atmosphere, while at the same time enhance the historic character of the area.

Furthermore, the MU-1 zoning district seeks to: [i] recognize, protect, and enhance the visual character and quality of Ontario's historic downtown area as a historic resource; [ii] establish and recognize Ontario's historic downtown as the arts and entertainment mecca for the surrounding region, to include a wide range of allowed uses, such as shopping, restaurants, outdoor dining, cultural offerings, street fairs, artist festivals, galleries, work/live lofts, breweries, and artisan co-ops; [iii] recognize Holt Boulevard as a vital east-west link to Ontario's historic downtown, offering opportunities for vertical and horizontal mixed use developments consisting of market rate and below market rate housing, retail and offices, and work/live uses; and [iv] recognize Ontario's civic center for its significant outdoor spaces, amenities and services, which serve to enhance the historic downtown's shopping, dining, and living experiences.

In order to carry out the purposes and provisions of the Land Use component of The Ontario Plan and this Development Code, the MU-1 zoning district is divided into four Land Use Areas. The boundaries of each Land Use Area (LUA) is shown in Exhibit 2-2: MU-1 (Downtown Mixed Use) Land Use Areas Map, below.

Exhibit 1-2: MU-1 (Downtown Mixed Use) Land Use Areas Map



The LUA-1 (Euclid Avenue Entertainment) District is a central urban location intended to provide the vitality, amenities, and a range of entertainment, shopping, restaurant, outdoor dining, and cultural offerings. The District is further intended to promote a variety of dense housing options; enhanced public and private rights-of-way to improve pedestrian, bicyclist, and vehicular connectivity; and grow employment opportunities.

1.3 PUD OBJECTIVES

The PUD meets the following objectives:

- Continue the revitalization of the downtown area and enhance its economic growth by creating a mixed-use neighborhood with a mixture of housing, retail, and office uses within a historic downtown setting
- Develop high quality, mixed-use housing, consisting of market rate multi-family

housing (rental housing opportunities), retail, and office spaces

- Establish appropriate relationships among new residential neighborhoods as well as with existing adjacent land use
- Provide for a circulation network which promotes pedestrian walkways and bicycle activity as alternative modes of travel while also providing for safe and efficient movement of automobile travel through the project site
- Ensure that development addresses TOP (general plan) policies and objectives

2.0 COMMERICAL/RESIDENTIAL MIXED USE

The PUD area will be developed with vertically mixed commercial and residential uses, in a mid-rise configuration, with commercial uses on the ground floor level oriented to Euclid Avenue, and attached, single level housing units on ground level behind commercial storefronts and on upper levels. At grade parking area for the residential use may be considered if it is dedicated and developed towards the rear of the building and fully screened from Euclid Avenue and “D” Street public views. Public street and parking garages within the downtown area provide opportunities for visitors to engage in specialty shopping, eating/drinking, and limited personal and business services while also catering to local residents and local employers/employees. Because of the vertical integration of housing over commercial, and the potential for conflicts involving noise and intrusion on the residential environment, entertainment venues such as standalone bars and nightclubs will not be permitted. Refer to Chapter 5, Zoning and Land Use, of the Ontario Development Code, for additional land use restrictions and protection corridors.

The residential units will be designed to accommodate a variety of households that prefer a low- maintenance, urban lifestyle, within a pedestrian-friendly environment, and conveniently located shopping, dining, and personal services. As transit linkages improve in the downtown area, these units may attract residents that are reliant upon the regional transit system to commute to jobs outside of the Ontario/Western San Bernardino County area.

2.1 PERMITTED LAND USES

- Refer to **Chapter 5.0 – Zoning and Land Use**, *Table 5.02-1: Land Use Matrix* of the Ontario Development Code for a list of the uses permitted by right, by Conditional Use Permit, with an Administrative Use Permit, and as ancillary to an on-site permitted use,
- Home occupations within residential units, in accordance with the Ontario Development Code,
- Small household pets, with a maximum combination of 2 cats, dogs, or other small domesticated animals as may be allowed by the Ontario Development Code, and
- Limited commercial uses to ground floor within storefronts units located along street sides,
- Residential uses may be allowed on ground floor behind storefront units and on upper levels,
- Commercial structure parking facility which is appropriately screened with building façade.

Other land uses may be allowed, provided that the Zoning Administrator or his or her designee makes a finding that such other use is similar to or no more objectionable than those uses listed in **Chapter 5.0 – Zoning and Land Use**, *Table 5.02-1: Land Use Matrix*.

3.0 REGULATIONS FOR DEVELOPMENT

This section sets forth standards to govern the placement, height and bulk of permitted buildings and other structures, to establish locational criteria for vehicular access to development sites, to establish parking and loading requirements, to specify minimum requirements for recreational amenities for residential uses, and outline sign standards for commercial uses to be incorporated into Development Plans. Unless otherwise stated herein, all development within the project area shall meet the applicable standards and requirements of the Ontario Development Code.

Design principles and desired architectural features for the mixed-use block are derived from the architectural style and elements set forth in of the Downtown Design Guidelines, with respect to: setbacks, storefront modulation, entrances, roof design, mechanical equipment, building elements (cornices, storefront frame, mid-floor panel, transom windows, bulkheads), awnings, materials and colors. Those guidelines, together with the following, shall be incorporated into the Development Plans.

3.1 BUILDING INTENSITIES

- The total floor area ratio (as defined in the Ontario Development Code) for all development in each block shall not exceed 2.7
- Residential units shall be developed at a density of 25.1 to 75 dwelling units/acre
- Total building area of commercial uses shall not exceed a 0.4 floor area ratio, based on the net site area

3.2 BUILDING STANDARDS

- Commercial, public safety, and/or academic uses shall be limited to the ground floor level.
- Residential units shall be located primarily on the second floor and higher levels, but may be allowed on ground floor behind commercial storefronts which front Euclid Ave.
- Total building height (to flat roofline) shall not exceed 55 feet above the highest existing sidewalk elevation. Architectural projections, such as parapets, roofed towers and gable

roofs, or elevator towers may extend up to 65 feet above the highest existing sidewalk elevation. Any rooftop mechanical, venting or communications equipment shall be built within or otherwise screened by the roof structure, so that they do not project above parapets and are not visible from any public rights- of-way or neighboring buildings. Temporary construction and/or maintenance machinery shall not exceed a height of 122 feet, measured from existing grade.

- Buildings along Euclid Avenue shall be placed at the edge of the public right-of-way no more than 3 feet. Buildings along D Street and E Street shall be placed a minimum of 4 feet and a maximum of 10 feet from edge of public right-of-way. Buildings along Lemon Avenue may be placed no less than 2 feet and no more than 15 feet from the back of the sidewalk. Building setbacks and projections shall be specified in the Development Plan submitted for a development project. Awnings, canopies, residential balconies, commercial signs, and decorative architectural elements may encroach into the public rights-of-way.
- A minimum 8-foot wide area, inclusive or a four-foot parkway, and four-foot sidewalk, shall be maintained for sidewalk/pedestrian circulation within the public right-of-way.
- Any yard areas provided between the main building and the adjacent right-of-way may shall be finished with landscape elements.
- Above ground utility closets, electrical transformers, backflow prevention devices, fire department connections and similar items may be placed anywhere within a perimeter yard area, and shall require screening measures, as approved by the Planning Director.
- Entries to upper floor residential uses shall be from the side or rear of the block, and if on a side street, the visible entry shall be no wider than 15 feet at the street level, to avoid disturbing the rhythm of the retail spaces.

STOREFRONTS

- Buildings must provide continuous commercial use and storefronts along Euclid Avenue.
- Storefronts should provide an individual look for each store or establishment while still blending in with the overall design.

- Storefronts shall incorporate high quality building materials. A durable base material (18 inches high min.) such as brick, tile, exterior cement plaster, or pre-cast architectural concrete shall be used. Storefront glazing and exterior plaster shall not terminate at the ground plane.
- Storefront glazing shall be clear glass to permit clear views into the interior space. The amount of such glass shall provide a balance between high visibility into the store interior and architectural character/quality.
- Entrance doors shall be of a traditional style and transparent as possible; however, an all glass door is prohibited.
- No part of any open doors shall extend into the public right-of-way.
- Storefront openings should not exceed 30 feet in width without the interruption of a vertical building element (column or wall).
- Storefront openings may extend up to 16 feet in height; the height should range from 8 to 16 feet.
- Incorporate human-scaled details such as canopies and awnings, transparent windows and windows displays. These are required at public entrances and along heavily trafficked outdoor areas.

ARCHITECTURE

- New buildings should appear to fit in contextually with existing historic buildings by using similar proportions, articulation, building details and building material.
- The overall character should feel like a modern interpretation of a traditional American small town.
- Create compatibility between the mixed-use architecture and the residential architecture within the downtown area; the introduction of unifying elements such as similar materials and colors should be considered; however, “sameness” is discouraged.
- Prominent street corners where buildings are located shall be designed to incorporate architectural features such as corner entries and corner tower elements.

- Employ simple, yet varied massing, with wall openings that create shadow line and provide visual relief. Monolithic buildings and extensive blank wall surfaces are not allowed.
- Emphasize massing and height of corner elements.
- Building increments should be a maximum of 50 feet in width. Buildings that exceed 50 feet.
- Fifty feet of frontage should use various architectural devices to replicate the building increments and pattern of the existing downtown, including:
    - Horizontal breaks and offsets every 25 to 50 feet
    - The upper portion of the buildings should reflect the same increment of articulation as the ground level (storefront level)
    - The cornices and moldings at the top of facades should also reflect the vertical massing (increments) of the building
    - Use strong and identifiable building forms to demarcate street intersections for instance, a taller building mass, tower element/clock tower, or cupola may be considered.
- Where adjacent buildings will be of varying heights, they should be sensitively designed to promote a compatible transition in massing and avoid abrupt changes in scale along the streetscape.
- Design buildings with 3-dimensional quality; building facades should be based upon a pleasing set of proportions and a clear pattern of building openings.
- Differentiate between the base, middle and top levels of a building; for instance, street-oriented shops may feature a 1) a bulkhead; 2) display windows; and 3) transom and detailed cornice.
- Avoid monotonous or blank facades on a building; buildings shall be articulated on all sides. Use fenestration (windows and doors), as well as changes in wall plane, material, texture, color, etc. to create shadow lines and articulate building walls.
- Provide highly visible public entrances, preferably oriented to streets and outdoor spaces; shop entrances may be clearly expressed with recesses, overhangs, special

materials, and/or detailing.

- Require a high degree of street level transparency, especially along sidewalks, important outdoor spaces and heavily trafficked areas; the use of reflective, opaque, and darkly tinted glass should be restricted.
- Use materials that exhibit permanence and quality, and that unify a building's appearance on all sides; materials and colors should accentuate the architectural details of the building and promote visual harmony. Brick, tile, pre-cast architectural concrete, stone veneers or stucco are preferred.
- To create visual interest, use at least 3 different building materials for each block. Materials may be used to highlight a building entrance or distinguish the building base.

3.3 VEHICULAR ACCESS AND PARKING FACILITIES

- Up to 3 vehicular access points may be permitted along E Street, Lemon Avenue or D Street as approved by the City Engineer. However, no vehicular access shall be taken from Euclid Avenue.
- Integration of fully structured parking facilities with building features and facades compatible with surrounding development are preferred for mixed use development.
- Residential parking may be located on the ground level if parking spaces are dedicated and developed towards the rear of the building and are fully screened from Euclid Avenue and "D" Street public views or within fully screened parking structure.
- Surface parking lots shall be landscaped and developed pursuant to the requirements established in the Ontario Development Code and this PUD.
- Parking lots shall be setback from mixed use buildings a minimum of 20 feet, 10 feet from recreation or open space, and no less than 7 feet form back of sidewalk.
- Drive aisle setback shall be no less than 15 feet.
- Special consideration made be made for securing parking lots and parking facilities at the discretion of the City Engineer.

3.4 PARKING SUPPLY AND DESIGN

- Commercial: Minimum 1 space per 250 square feet gross floor area for all permitted or conditionally permitted use
- Residential Units: 1 space/bedroom, and 0.20 spaces/unit guest parking
- Parking space dimensions, drive aisles, etc. shall generally conform to the design standards set forth in Division 6.03 (Off-Street Parking and Loading) of the Ontario Development Code.
- Parking spaces shall not obstruct access to building entrances, trash storage areas or loading areas.
- Parking spaces within on-site parking area may include shade structures throughout lot.
- Tandem parking is provided on a per unit basis, up to 45 % of required parking. Tandem spaces are limited to two-bedroom units and will be assigned as such so as to eliminate competition and confusion for parking space.
- Commercial and visitor parking may be considered for off-site location within the public parking facilities or on-street with a parking demand and supply study approved by the Planning Director. It is the intent, within the Downtown, to support a park once strategy in which business patrons and visitors park in a single location and make multiple trips on foot, given the pedestrian-oriented nature of the area. Additionally, the project site has access to mass transit which is located in the northeast corner of Euclid Avenue and D Street for Omnitrans Route 83. Additionally, located near Euclid Avenue on Holt Boulevard is Omnitrans Route 61 which has been identified as the future West Valley Connector Bus Rapid Transit (BRT).
- A parking management plan shall be submitted for Planning Director approval, prior to issuance of building permits. This plan will ensure that tandem parking spaces will be assigned to residents of the same homes.

3.5 RESIDENTIAL RECREATION AREA

- Private outdoor open space (balconies) shall be provided for at least 90 percent of all homes.
- Private open space shall be a minimum of 60 square feet per unit in the form of a balcony or patio no less than 5 feet in any direction.
- Common open space/recreational amenities shall be a minimum of 188 square feet per residential unit (average). Types of amenities and recreational areas may include passive and active, indoor and outdoor spaces, open landscaped and hardscaped areas with fountains, seating, fire pits, or play structures, pool, and indoor fitness center. Other open space provided can include roof-top decks and patios available to the building community.
- Examples of recreational areas for residents and amenities are displayed below.



Recreational Area: Community Pool



Recreational Area: Conference Room



Recreational Area: Fitness Room



Recreational Area: Rooftop Deck and Clubhouse

3.6 SIGNS

A Master Sign Program shall be submitted for approval by the Planning Department, prior to issuance of a building permit. The sign program shall be consistent with the Downtown Ontario Design Guidelines, and shall include tenant signs, pedestrian signs, directional signs, historical markers, etc.

3.7 LANDSCAPE

Landscaping concept is to use sustainable and low water use plant materials. As an example, varying species of evergreen and deciduous trees with interest in form and foliage color may be integrated in the landscape design. Pattern and planting should accentuate the common open space areas. The landscape plan shall be drought tolerant and meet the current Water Use Classifications of Landscape Species requirements. Use landscape elements to reinforce pedestrian connections through attractive paving and planting design to highlight these connections. To further improve upon the pedestrian experience, the use of container landscapes may be used along commercial street frontages.

A detailed landscape plan shall be submitted with the Development Plan, specifying all landscape and hardscape elements of the common open space area, as well as the perimeter yards abutting the street rights-of-way and all street trees. The final plan shall also show the location of all ground level utility boxes and mechanical equipment, along with methods of screening such devices from the public right-of-way and adjacent residences, where possible. The minimum landscape coverage is 12 percent of the total project site area.

3.8 SERVICE FACILITIES

- Loading/Unloading areas shall be provided on-site, at the ground level, or on-street adjacent to commercial buildings with City Engineer approval.
- Trash receptacles/recyclable container storage areas shall be provided for all commercial and residential uses, within the ground floor parking area or within an enclosed room inside the buildings.

- Commercial trash/recyclable receptacles that are located within the ground floor parking structure area shall be partially enclosed and residential receptacle/storage areas shall be fully enclosed, to house the outlet of the trash chute system required for the condominium levels. Such receptacle/storage area may receive trash from commercial and residential sources. Locations, sizes and design of such areas shall be readily accessible by trash disposal company equipment and work crews, as reviewed and approved through the Development Plan Approving Authority.
- No garage type loading doors shall be located on a building façade directly facing an accessible street. All types of loading doors within view of public streets shall be screened with walls, berms or plant material.

3.9 OUTDOOR LIGHTING

- All lighting of facades, decorative fixtures, store window interiors, awnings, and signs shall be designed in accordance with the criteria set forth in Section 2D of the Downtown Ontario Design Guidelines.
- The use of building lighting and recessed wall mounted step lights to light pathways are encouraged. Decorative pole lights and fixtures shall be used which compliments the architectural design theme throughout the project area.

3.10 INFRASTRUCTURE

It is important that projects maintain and enhance the quality of life for residents and consumer alike, and that new projects enhance the community within which it is built. To that end, all projects constructed within the City shall be properly served by a full array of utilities – water, sanitary sewer, storm drain, electrical, gas, telecoms, data, etc. The surrounding streets (East E Street, Lemon Avenue, East D Street, and Euclid Avenue) contain existing lines to which the project will connect to provide necessary utilities serving the building and its uses.

3.11 SUMMARY OF DEVELOPMENT

Exhibit 3-1: Development Standards

Intensities (maximum)		**Open Space/Amenities**	
Density	45-75 dwelling units per acre	Common	188 square feet per unit
Commercial	2.0 FAR	Private	60 sf (min. 5 ft dimension)
Building Setbacks		**Parking**	
Euclid Avenue	0-3 feet	Residential	1 space per bedroom on-site
East D Street	3-10 feet	Guest Residential	0.20 per unit (off-site with parking study)
North Lemon Avenue	2-15 feet	Commercial	1 space per 250 sf of GFA (off-site with parking study)
East E Street	3-10 feet	Tandem	Max of % (assigned to 2-bedroom units only)
Height (maximum)		**Parking Setbacks**	
Building	55 feet to top of roof/4-stories	Building	20 feet
Architectural projections	60 feet	Recreation	10 feet

4.0 HISTORIC PRESERVATION

Ontario's history remains one of its greatest assets. Its historic districts and resources, physical layout and the legacy of its people, businesses, social and community organizations, and industries contribute to the City's identity. Beyond having been declared the "Model Colony," by an act of Congress, Ontario's history includes citrus farming, viniculture in Guasti, and dairy farming in Ontario Ranch. Additionally, Ontario has some of the most authentic historically distinct residential neighborhoods in Southern California and is among a

handful of communities whose creative and proactive approach to historic preservation ensures that “infill” projects are designed to be compatible with and complimentary to its historic resources.

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 as a local proposed historic district. These aspects should be preserved, celebrated, and enhanced to reinforce the area’s existing identity.

The public right-of-way of Euclid Avenue from Philadelphia Street to the I-10 was designated as Local Landmark No. 67 on January 16, 2001 by the Ontario City Council. On August 10, 2005, the public right-of-way of Euclid Avenue from Philadelphia Street in Ontario to 24th Street in Upland was listed on the National Register of Historic Places as a significant cultural landscape. The public right-of way includes north and south bound streets, sidewalks, light fixtures, parkways, median, trees, and stone and concrete curbs and gutters. Contributing character-defining features include the 60-foot wide median, historic rock curb, scored sidewalks, King standard light posts, double planting of California pepper trees (Schinus molle), silk oaks trees (Grevillea robusta), and other mature vegetation such as deodar trees (Cedrus deodara) and Canary Island palms (Phoenix canariensis).

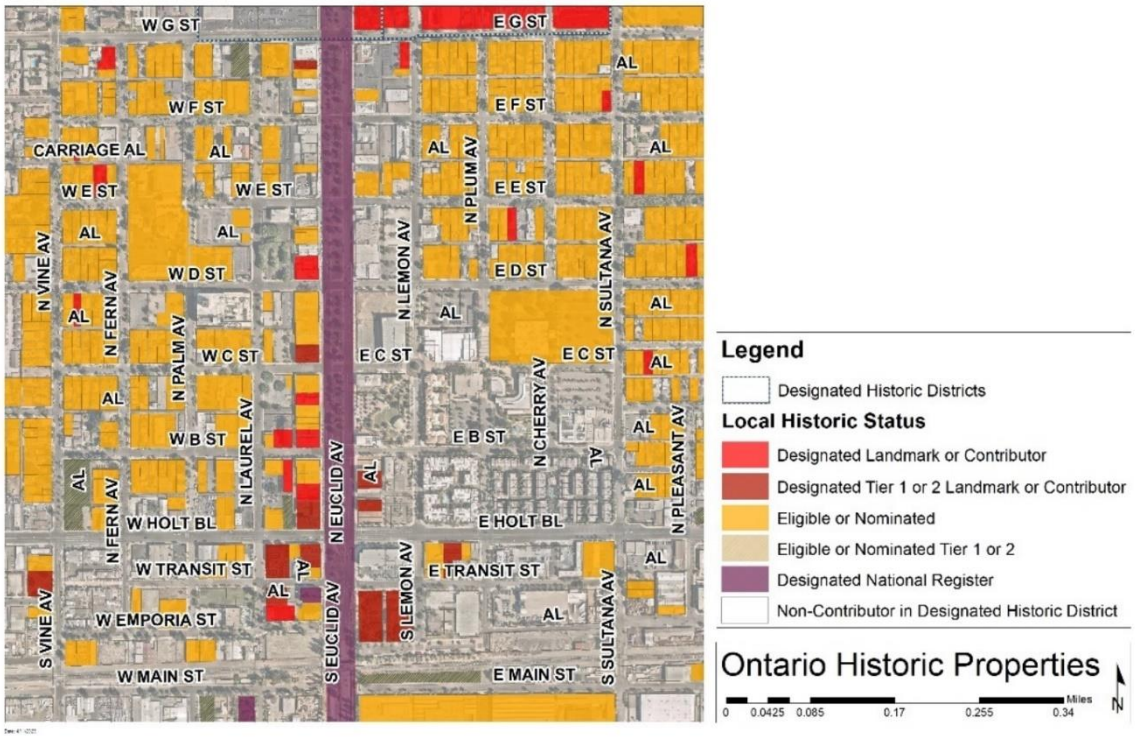
Within the Euclid Avenue retail core, buildings from various time periods comfortably mix with newer buildings, unified by a number of important shared characteristics including, 1) tall, clear glass ground floor shopfronts, 2) welcoming entries along the sidewalk that reflect original 25-foot wide lots, and 3) upper floor windows that relate to ground floor articulation consistent with a historic main street pattern.

An assessment of historic properties throughout the downtown area has been completed and this PUD area does not contain any potential or proposed historic resources. As such, the Project site is developed with a vacant commercial retail center, paved surface parking lot, and 3 automatic teller machines that have been recently removed. The commercial retail center was constructed during the 1960s and then remodeled during the early 2000s, removing of any character defining features of a historically significant architectural style and has no association with business or person of historical significance. While there are properties along Euclid Avenue where preservation efforts will be necessary, this PUD will facilitate new

construction and redevelopment of existing developed area. Ideally, such new infill development will complement and exemplify historic elements and should not introduce building materials that are not already found in the historic downtown.

Future infill development and renovations should respect and reflect established facade patterns to preserve Downtown's historic character by implementing the Downtown Design Guidelines (1998) and the Secretary of the Interior Standards for the Treatment of Historic Resources. 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. Development projects within the PUD area will require a Certificate of Appropriateness to ensure architectural compatibility, and to protect the historic designation to ensure alterations and building forms (design, scale/massing and site layout) are appropriate to the character of the historic Euclid Avenue frontage (right-of-way) and the various individually listed, eligible, and proposed historic resources. A map of historic assets in the vicinity is included below.

Exhibit 4-1: Ontario Historic Properties Map



4.1

DESIGN GUIDELINES

The design of the building responds to the different character of the adjacent context. The development character along Euclid Avenue frontage is commercial and the

northeast is a heavily single-family residential neighborhood. New development is should provide a strong urban edge to D Street, E Street and Euclid Avenue commercial corners to and allow the massing to break down to a lower scale adjacent to the neighborhood. The building design should reflect a more classical or art deco character to align with the Downtown Design Guidelines that aim to reflect the multi-decade feel. Building façades should articulated a mixture of horizontal and vertical projections and changes that visually break up the building mass into varying modulations that provide greater identity to individual clusters of units. Prominent corners of the building, specially facing Euclid Avenue and D Street, should incorporate a tower element that marks the corner identity of the building but also articulates significant entry points to ground floor commercial uses. Ground level commercial should also receive special consideration and create a pleasant pedestrian experience with a recessed glass line that widens the sidewalk and encourages the opportunity for outdoor dining experiences.

The design seeks to be current with the level of articulation that would be reflective of more traditional building styles. Building forms should offer a variety of materials that will visually break the massing into smaller volumes. Development should not present as a large monolithic building, but as a series of smaller buildings to provide appropriate scale and massing. Simple materials such as smooth exterior plaster, textured plaster, corrugated metal, and brick veneers with surface articulation should provide for textural change.

5.0 ARCHITECTURAL CONCEPTUAL RENDERINGS



Northeast corner of Euclid Avenue and D Street



Pedestrian Pass-thru on Euclid Avenue



Northeast Perspective (Euclid Avenue and D Street)



Southwest Perspective (Lemon Avenue and E Street)

6.0 ENVIRONMENTAL PERFORMANCE STANDARDS

All land uses shall adhere to the environmental performance standards set forth in the Ontario Development Code, to avoid and minimize impacts involving noise, vibration, dust and paint, smoke, light, glare and heat, odors and gasses, hazardous and radioactive materials, and electromagnetic interference.

Architectural plans for all residential uses shall be submitted to the City of Ontario Building Department for an acoustical plan check, prior to the issuance of building permits, to assure that construction methods use standard materials that will attenuate 20 dBA of sound from outside to inside, or such that indoor noise does not exceed 45 dBA.

7.0 ADMINISTRATION

7.1 DEVELOPMENT CODE GOVERNS

Any terms not defined herein and any issues affecting the design and development of the subject project area that not specifically addressed in this PUD shall be governed by the provisions of the Ontario Development Code and the City's Standard Conditions of Approval Resolution No. R2017-027 for development.

7.2 PLANNING APPLICATIONS TO FACILITATE IMPLEMENTATION OF PUD

- Tentative Parcel/Tract Map to consolidate a minimum of 2.38 acres of land.
- Development Plan to facilitate construction of the commercial and residential mixed-use building.
- Certificate of Appropriateness to ensure historic resource preservation of the downtown area, an application for Certificate of Appropriateness ("C of A") shall be required in conjunction with each block Development Plan.

7.3 ADMINSTRATIVE EXCEPTIONS

Exceptions to a maximum of 10 percent of any development standards set forth in this PUD may be granted by the Zoning Administrator pursuant to the Ontario Development Code.

APPENDIX A: Ordinance Adopting PUD

(Appendix A follows this page)

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, APPROVING FILE NO. PUD22-005, A PLANNED UNIT DEVELOPMENT TO ESTABLISH DEVELOPMENT AND PERFORMANCE STANDARDS AND DESIGN GUIDELINES FOR 2.38-ACRES OF LAND LOCATED AT THE NORTHEAST CORNER OF EUCLID AVENUE AND D STREET, BORDERED BY E STREET ON THE NORTH AND LEMON AVENUE ON THE EAST WITHIN THE LUA-1 (EUCLID AVENUE ENTERTAINMENT) OF THE MU-1 (DOWNTOWN MIXED USE) ZONING DISTRICT, AND MAKING FINDINGS IN SUPPORT THEREOF - APNS: 1048-363-05, 1048-363-04, 1048-363-03 AND 1048-363-02.

WHEREAS, Ontario Place D Block LLC ("Applicant") has filed an Application for the approval of a Planned Unit Development (“PUD”), File No. PUD22-005, as described in the title of this Ordinance (hereinafter referred to as "Application" or "Project"); and

WHEREAS, the Application applies to .38 acres of land located at the northeast corner of Euclid Avenue and D Street, bordered by E Street on the north and Lemon Avenue on the east, at 414 North Euclid Avenue within the LUA-1 (Euclid Avenue Entertainment) of the MU-1 (Downtown Mixed Use) zoning district, and is presently improved with a vacant commercial retail center and paved surface parking lot; and

WHEREAS, on the same block as the Project site, at the northwest corner, is a 0.12-acre lot that is improved with a fueling station. The property to the north of the Project site is within the MU-1 (Mixed Use Downtown) zoning district and is developed with a fueling station and paved parking lot. The property to the east is within the OL (Low Intensity Office) zoning district and is developed with retail and office. The property to the south is within the Downtown Civic Center PUD zoning district and is developed with a 5-level public parking structure and the vacant land is slated for construction of a mixed-use development consisting of 144 residential apartment units and approximately 4,050 square feet of ground floor retail. The property to the west, across Euclid Avenue, is within the MU-1(Mixed Use Downtown) zoning district and is developed with commercial; and

WHEREAS, an existing bus stop is located on the northeast corner of Euclid Avenue and D Street for Omnitrans Route 83. Additionally, located near Euclid Avenue on Holt Boulevard is Omnitrans Route 61 which has been identified as the future West Valley Connector Bus Rapid Transit (BRT); and

WHEREAS, the MU-1 (Downtown Mixed Use) zoning district allows for commercial and residential mixed-use development at a density of 25.1 to 75 dwelling units per acre and a building intensity of 2.0 Floor Area Ratio. Consistent with the MU-1 zoning district and TOP Downtown District Place Type, the D Block PUD allows for mixed-use development of 60 to 178 dwelling units, with a maximum building height of 55 feet (4 stories) and up to 65 feet for architectural projections and elevators and a maximum of 2.0 Floor Area Ratio; and

WHEREAS, buildings shall be orientated towards Euclid Avenue with ground floor commercial units, including retail, restaurants, offices, conference rooms, and all other residential amenities and support services, are designed as traditional storefronts with bulkhead (base), display windows, transom windows above display windows and entry door, and a mid-panel floor to distinguish from the upper residential floors; and

WHEREAS, residential dwelling units shall be located on the ground floor behind commercial storefronts, or on the upper stories; and

WHEREAS, the PUD requires a minimum of 1 resident parking space per bedroom, 0.20 guest parking per dwelling unit, and 0.25 parking space per Gross Floor Area of commercial; and

WHEREAS, in order to achieve the preferred density and building intensities, the PUD allows for a combination of on-site and on-street parking to provide an adequate parking supply to meet the anticipated parking demand for the Project. All resident parking is provided on site, while guest parking and retail visitor spaces are allowed on-street; and

WHEREAS, the PUD includes architectural design guidelines, specific to the downtown location and mixed-use building type, and establishes the following design principles:

(a) Create an architectural character that reflects the various styles within the historic downtown by using similar proportions, building details and building material.

(b) New buildings should appear to fit in contextually with existing historic buildings by using similar proportions, articulation, building details and building material.

(c) The overall character should feel like a modern interpretation of a traditional American small town.

(d) Create compatibility between the mixed-use architecture and the residential architecture within the downtown area; the introduction of unifying elements such as similar materials and colors should be considered; however, “sameness” is discouraged; and

WHEREAS, the PUD requires a Certificate of Appropriateness, in conjunction with a Development Plan, in order to safeguard Euclid Avenue position on the National Register of Historic Places; 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 City Council the responsibility and authority to review and act on the subject Application; and

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

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

WHEREAS, on April 25, 2023, the Planning Commission of the City of Ontario conducted a hearing to consider the initial study, Addendum, and the Project, and concluded said hearing on that date, voting to issue Resolution No. PC23-026 recommending the City Council approve the Application; and

WHEREAS, on May 16, 2023, the City Council 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 Ordinance have occurred.

NOW, THEREFORE, IT IS HEREBY FOUND, DETERMINED, AND ORDAINED by the City Council of the City of Ontario, as follows:

SECTION 1. ***Environmental Determination and Findings.*** As the decision-making body for the Project, the City Council 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 City Council, the City Council 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 categorically exempt from environmental review pursuant to Section 15332 (Class 32, In-fill Development Projects) of the CEQA Guidelines, and meets all of the following conditions:

(a) The proposed Project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations. The proposed Project is located within the Downtown Mixed Use land use designation of the Policy Plan (general plan) Land Use Map, and the MU-1/LUA-1 (Downtown Mixed Use/Euclid Avenue Entertainment) zoning district. The

proposed Project is consistent with all applicable Policy Plan policies, as well as with the requirements of the MU-1/LUA-1 (Downtown Mixed Use/Euclid Avenue Entertainment) zoning district and the related proposed D Block Planned Unit Development, which, at the Project location, intends to accommodate housing units at a density of 25 to 75 du/ac.

(b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses. The Project is proposed within the established boundaries of the City of Ontario, on a project site totaling 2.38-acres of land, which is surrounded by established development on all sides and consists of a mix of multiple-family, civic, retail, and commercial land uses.

(c) The Project site has no value as habitat for endangered, rare, or threatened species. The site is located in an urbanized area that has been fully developed with a commercial building and a large paved surface for vehicular parking, and as such is not suitable habitat for any endangered, rare, or threatened species. Additionally, the site is not been identified on federal or state designation map.

(d) Approval of the Project would not result in any significant effects relating to traffic, noise, air quality, or water quality. The proposed mixed-use commercial and residential development is similar to, and of no greater impact than other allowed uses and development projects within the MU-1/LUA-1 (Downtown Mixed Use/Euclid Avenue Entertainment) zoning district. The Project would not result in any significant impacts through implementation of required state, regional, and local development and performance standards, and as demonstrated in the Air Quality and GHG, Noise, Traffic, and Parking Studies, and the Preliminary Water Quality Management Plan ("PWQMP") prepared for the Project.

(e) The site is adequately served by all required utilities and public services. All necessary wet and dry utilities are within the public street and are readily available for connection; and

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

(4) The determination of CEQA exemption reflects the independent judgment of the City Council.

SECTION 2. ***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 body for the Project, the City Council 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 City Council, therefore, finds and determines that the Project, when implemented in conjunction with the conditions of approval, will be consistent with the policies and criteria set forth within the ONT ALUCP; and

SECTION 3. ***Concluding Facts and Reasons.*** Based upon the substantial evidence presented to the City Council during the above-referenced hearing, and upon the specific findings set forth in Section 1 and 2, above, the City Council hereby concludes as follows:

(1) ***The proposed PUD, or amendment thereto, is consistent with the goals, policies, plans and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan.*** The Project is consistent with Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan. Section 1.1, The Ontario Plan Objectives of the DCCPUD, describes the manner in which the PUD complies with the Policy Plan goals and policies.

(2) ***The proposed PUD, or amendment thereto, would not be detrimental to the public interest, health, safety, convenience, or general welfare of the City.*** The City Council has required certain safeguards through conditions of approval, which have been established to ensure that: [i] the purposes of the Planned Unit Development are maintained; [ii] the project will not endanger the public health, safety or general welfare; [iii] the project will not result in any significant environmental impacts; [iv] the project will be in harmony with the area in which it is located; and [v] the project will be in full conformity with the Vision, City Council Priorities and Policy Plan components of The Ontario Plan.

(3) ***In the case of an application affecting specific property(ies), the proposed PUD, or amendment thereto, will not adversely affect the harmonious relationship with adjacent properties and land uses.*** The D Block PUD area is situated in the heart of Ontario's downtown and is adjacent to residential and commercial land uses and development. The surrounding development supports the objective of the D Block PUD further commercial and residential mixed-use development. The Project does not affect the harmonious relationship with adjacent properties and land use.

(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.*** In preparing the proposed D Block PUD, a thorough review and analysis of the proposed Project and the subject site's physical suitability for the Project was completed, including analysis of the project size, shape, intensity of development, building height, building

setbacks, site access, site landscaping and drainage, fences and walls, vehicle circulation, pedestrian connections, availability of mass transit, necessary street dedication and easements, public right-of-way improvements, availability of utilities and other infrastructure needs, off-street parking and circulation, building orientation and streetscapes, architectural character, building materials and color, and site signage. Based upon this review and analysis, the subject site has been deemed physically suitable, including but not limited to parcel size, shape, access, and availability of utilities, for the proposed Planned Unit Development and the proposed development.

(5) ***The proposed PUD is superior to that which could be obtained through the application of the Development Code or a specific plan.*** The D Block PUD will establish minimum building setbacks, parking and open space requirements, allow on-street parking, and establish a planting palette. These standards will facilitate the commercial and residential mixed-use development of 109 apartment dwelling units and 4,050-square feet of ground floor commercial, parking facilities and private and common open space areas. The proposed D Block PUD will allow for subsequent development that is superior to that which could be obtained through the application of the Development Code by itself.

SECTION 4. ***City Council Action.*** Based upon the findings and conclusions set forth in Sections 1 through 3, above, the City Council hereby APPROVES the herein described Application, attached hereto as "Attachment A," and incorporated herein by this reference.

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

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

SECTION 7. ***Severability.*** If any section, sentence, clause or phrase of this Ordinance or the application thereof to any entity, person or circumstance is held for any reason to be invalid or unconstitutional, such invalidity or unconstitutionality shall not affect other provisions or applications of this Ordinance which can be given effect without the invalid provision or application, and to this end the provisions of this Ordinance are severable. The People of the City of Ontario hereby declare that they would have adopted this Ordinance and each section, sentence, clause or phrase thereof, irrespective of the fact that any one or more section, subsections, sentences, clauses or phrases be declared invalid or unconstitutional.

SECTION 8. ***Effective Date.*** This Ordinance shall become effective 30 days following its adoption.

SECTION 9. ***Publication and Posting.*** The Mayor shall sign this Ordinance and the City Clerk shall certify as to the adoption and shall cause a summary thereof to be published at least once, in a newspaper of general circulation in the City of Ontario, California within 15 days following the adoption. The City Clerk shall post a certified copy of this ordinance, including the vote for and against the same, in the Office of the City Clerk, in accordance with Government Code Section 36933.

PASSED, APPROVED, AND ADOPTED this ____ day of _____ 20___.

_____
PAUL S. LEON, MAYOR

ATTEST:

_____
SHEILA MAUTZ, CITY CLERK

APPROVED AS TO FORM:

_____
BEST BEST & KRIEGER LLP
CITY ATTORNEY

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

I, SHEILA MAUTZ, City Clerk of the City of Ontario, DO HEREBY CERTIFY that foregoing Ordinance No. _____ was duly introduced at a regular meeting of the City Council of the City of Ontario held May 16, 2023 and adopted at the regular meeting held _____, 2023 by the following roll call vote, to wit:

AYES: COUNCIL MEMBERS:

NOES: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

_____
SHEILA MAUTZ, CITY CLERK

(SEAL)

I hereby certify that the foregoing is the original of Ordinance No. _____ duly passed and adopted by the Ontario City Council at their regular meeting held _____ and that Summaries of the Ordinance were published on _____ and _____, in the Inland Valley Daily Bulletin newspaper.

_____
SHEILA MAUTZ, CITY CLERK

(SEAL)

ATTACHMENT A:

File No. PUD22-005;
D Block PUD

(Document follows this page)

D Block Planned Unit Development



Prepared for:
The City of Ontario
(2023)

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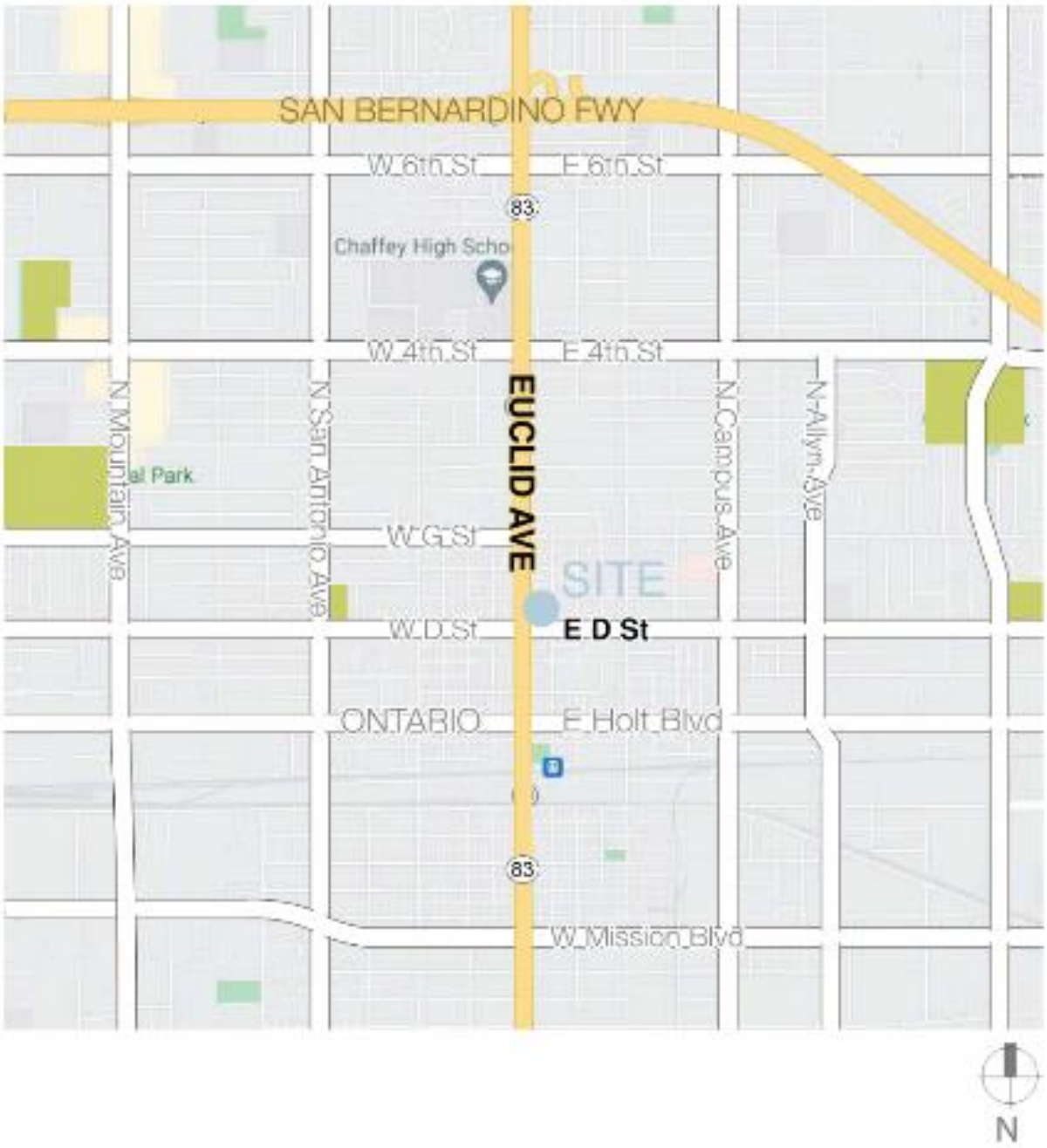
1.0 INTRODUCTION

The D-lock Planned Unit Development ("PUD") is intended to function as a set of planning and design principles, development regulations, and performance standards to guide and govern the development of the entire block between East E Street and East D Street on the north and south and Euclid Avenue and North Lemon Avenue on the west and east, with the exception of a 0.124-acre single parcel of land (APN: 1048-363-01) located at the southwest corner of Euclid Avenue and E Street. This property is situated within the City of Ontario's historic downtown and is adjacent to the civic center area (see Exhibit 1-1: Project Location Map). This PUD will facilitate the development of a mixture of residential and commercial components - commercial spaces and amenity spaces on the ground floor along Euclid Avenue, and will turn the corner to the south with pedestrian friendly program spaces at the ground level with an abundance of store frontages that will help achieve the City's goals to economically revitalize and aesthetically enhance the project area.

This document is organized to fulfill the requirements for a PUD, as set forth in the Ontario Development Code. As such, this PUD will replace the existing zone district designations and zoning standards that apply to the affected properties. Unless otherwise defined herein, definitions and interpretations contained in the Development Code shall apply.

City staff and private developers will rely upon this PUD to determine whether precise plans for development ("Development Plans") will adequately meet the City's land use and design objectives for this key part of Ontario's original downtown. The objectives have been defined over the last 20+ years in the Redevelopment Plan for the Center City Redevelopment Project (1983), and The Ontario Plan (TOP) and are summarized below.

Exhibit 1-1: Project Location Map



1.1 TOP POLICY OBJECTIVES

The Ontario Plan's Policy Plan (general plan) establishes "Districts" that have been categorized as "Place Types," which 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.

This PUD area is located within the "Downtown District," which is envisioned as the placed-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.

This PUD area has a TOP land use designation of Mixed Use- Downtown (see Exhibit 2-1: Mixed Use- Downtown) and intends to develop as 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, and cultural at a maximum intensity of 2.0 Floor Area Ratio, and residential uses within a density range of 25.1 to 75 dwelling units per acre of land.

Exhibit 2-1: TOP Land Use Mixed Use- Downtown



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.

The D Block PUD is Project is consistent with the principles, goals and policies contained within the Vision, Governance, Policy Plan (general plan), and City Council Priorities components of The Ontario Plan ("TOP"). More specifically, the goals and policies of TOP that are furthered by the proposed Project are as follows:

(1) **City Council Goals.**

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

(2) **Vision.**

Distinctive Development:

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

(3) **Governance.**

Decision Making:

- Goal G1: Sustained decision-making that consistently moves Ontario towards its Vision by using The Ontario Plan as a framework for assessing choices.
  - ➢ G 1-2. Long-term Benefit. We require decisions to demonstrate and document how they add value to the community and support the Ontario Vision.

(4) **Policy Plan (General Plan)**

Land Use Element:

- Goal LU-1 Balance: A community that has a spectrum of housing types and price ranges that match the jobs in the City and that make it possible for people to live and work in Ontario and maintain a quality of life.
  - ➢ LU-1.1 Strategic Growth. We concentrate growth in strategic locations that help create place and identity, maximize available and planned infrastructure, foster the

development of transit, and support the expansion of the active and multimodal transportation networks throughout the City.

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

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

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

Housing Element:

- Goal H-2 Housing Supply & Diversity: Diversity of types of quality housing that are affordable to a range of household income levels, accommodate changing demographics, and support and reinforce the economic sustainability of Ontario.

- H-2.5 Housing Design. We require architectural excellence through adherence to City design guidelines, thoughtful site planning, environmentally sustainable practices, and other best practices.

- Goal H-5 Special Needs: A full range of housing types and community services that meet the special housing needs for all individuals and families in Ontario, regardless of income level, age, or other status.

Community Economics Element:

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

- CE-1.6 Diversity of Housing. We collaborate with residents, housing providers, and the development community to provide housing opportunities for every stage of life; we plan for a variety of housing types and price points to encourage the development of housing supportive of our efforts to attract business in growing sectors of the community while being respectful of existing viable uses.

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

- CE-2.1 *Development Projects.* We require new development and redevelopment to create unique, high-quality places that add value to the community.
- CE-2.2 *Development Review.* We require those proposing new development and redevelopment to demonstrate how their projects will create appropriately unique, functional, and sustainable places that will compete well with their competition within the region.
- CE-2.4 *Protection of Investment.* We require that new development and redevelopment protect existing investment by providing architecture and urban design of equal or greater quality.
- CE-2.5 *Private Maintenance.* We require adequate maintenance, upkeep, and investment in private property because proper maintenance on private property protects property values.

Safety Element:

- Goal S-1 Seismic & Geologic Hazards: Minimized risk of injury, loss of life, property damage, and economic and social disruption caused by earthquake-induced and other geologic hazards.
- *S-1.1 Implementation of Regulations and Standards.* We require that all new habitable structures be designed in accordance with the most recent California Building Code adopted by the City, including provisions regarding lateral forces and grading.

Community Design Element:

- Goal CD-1 Image & Identity: A dynamic, progressive city containing distinct and complete places that foster a positive sense of identity and belonging among residents, visitors, and businesses.
- CD-1.1 *City Identity.* We take actions that are consistent with the City being a leading urban center in Southern California while recognizing, enhancing, and preserving the character of our existing viable neighborhoods.
- CD-1.2 Place Types. We establish Place Types in urban, mixed use, and transit-oriented areas to foster the City's identity as a premier community and require new development within each Place Type to incorporate prescribed urban patterns, forms, and placemaking priorities.

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

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

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

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

➢ CD-2.2 Neighborhood Design. We create distinct residential neighborhoods that promote a sense of community and identity by emphasizing access, connectivity, livability, and social interaction through such elements as:

- A pattern of smaller, walkable blocks that promote activity, safety, and access to nearby amenities and services;
- Varied parcel sizes and lot configurations to accommodate a diversity of housing types;
- Traffic calming measures to slow traffic and promote walkability while maintaining acceptable traffic flows and emergency evacuation access;
- Floor plans that encourage views onto the street and de-emphasize the visual and physical dominance of garages (introducing the front porch as the "outdoor living room"), as appropriate; and
- Landscaped parkways, with sidewalks separated from the curb and designed to maximize safety, comfort, and aesthetics for all users.

➢ CD-2.7 *Sustainability*. We collaborate with the development community to design and build neighborhoods, streetscapes, sites, outdoor spaces, landscaping, and buildings to reduce energy demand through solar orientation, maximum use of natural

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

- CD-2.8 Safe Design. We incorporate defensible space design into new and existing developments to ensure the maximum safe travel and visibility on pathways, corridors, and open space and at building entrances and parking areas by avoiding physically and visually isolated spaces, maintaining visibility and accessibility, and using lighting.
- CD-2.9 *Landscape Design.* We encourage durable, sustainable, and drought-tolerant landscaping materials and designs that enhance the aesthetics of structures, create and define public and private spaces, and provide shade and environmental benefits.
- CD-2.10 *Parking Areas.* We require all development, including single-family residential, to minimize the visual impact of surface, structured, and garage parking areas visible from the public realm in an aesthetically pleasing, safe and environmentally sensitive manner. Examples include:
  - Surface parking: Shade trees, pervious surfaces, urban run-off capture and infiltration, and pedestrian paths to guide users through the parking field.
- CD-2.11 *Entry Statements.* We encourage the inclusion of amenities, signage, and landscaping at the entry to neighborhoods, commercial centers, mixed use areas, industrial developments, and public places that reinforce them as uniquely identifiable places.
- CD-2.12 *Site and Building Signage.* We encourage the use of sign programs that utilize complementary materials, colors, and themes. Project signage should be designed to effectively communicate and direct users to various aspects of the development and complement the character of the structures.
- CD-2.13 *Entitlement Process.* We work collaboratively with all stakeholders to ensure a high degree of certainty in the efficient review and timely processing of all development plans and permits.

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

- CD-3.2 Comfortable, Human-Scale Public Realm. We require that public spaces, including streets, parks, and plazas on both public and private property be designed

to maximize safety, comfort and aesthetics and connect to the citywide pedestrian, vehicular, and bicycle networks.

- *CD-3.3 Complete and Connected Network*. We require that pedestrian, vehicular, and bicycle circulation on both public and private property be coordinated to provide connections internally and externally to adjacent neighborhoods and properties (existing and planned) through a system of local roads and trails that promote walking and biking to nearby destinations (including existing and planned parks, commercial areas, and transit stops) and are designed to maximize safety, comfort, and aesthetics.
- CD-3.4 Context-Aware and Appropriate Design. We require appropriate building and site design that complements existing development, respects the intent and identity of the Place Type, and provides appropriate transitions and connections between adjacent uses to ensure compatibility of scale, maintain an appropriate level of privacy for each use, and minimize potential conflicts.
- CD-3.5 Active Frontages. We create lively pedestrian streetscapes by requiring primary building, business, and residential entrances, outdoor dining, and storefronts be located on ground floors adjacent to sidewalks or public spaces and designed to maximize safety, comfort, aesthetics, and the intended functionality (as defined by the Place Type).
- CD-3.6 Managed Infrastructure. We collaborate with developers and property owners to facilitate development that realizes the envisioned character and functionality of the Place Type through the use of green and shared infrastructure within each Place Type.

- Goal CD-5 Protection of Investment: A sustained level of maintenance and improvement of properties, buildings, and infrastructure that protects the property values and encourages additional public and private investments.
  - CD-5.1 *Maintenance of Buildings and Property*. We require all public and privately-owned buildings and property (including trails and easements) to be properly and consistently maintained.
  - CD-5.2 *Maintenance of Infrastructure*. We require the continual maintenance of infrastructure.

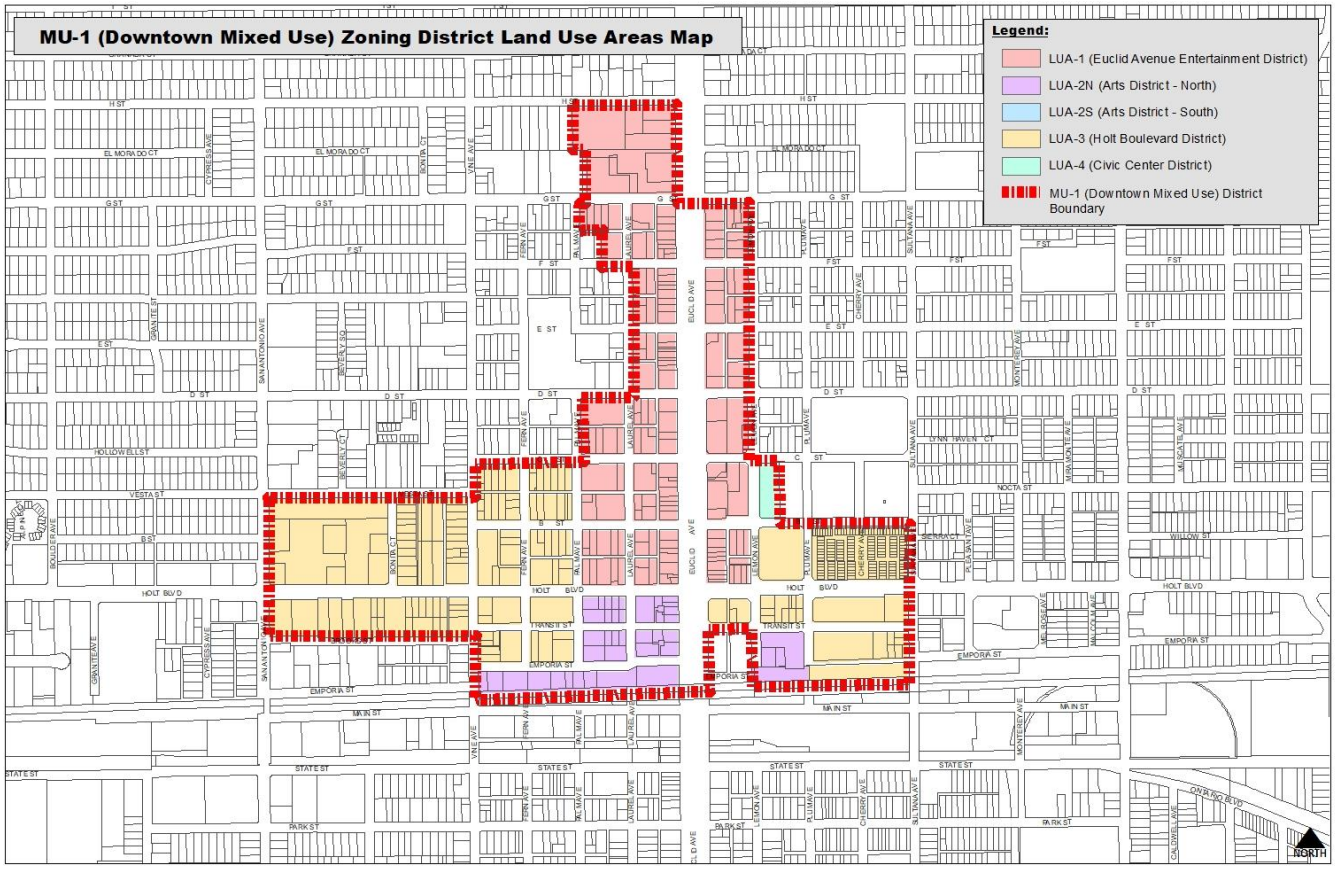
1.2 MIXED-USE (DOWNTOWN) ZONING DISTRICT OBJECTIVES

This PUD area is located within the LUA-1 (Euclid Avenue Entertainment) district of the MU-1 (Downtown Mixed Use) zoning district. The MU-1 zoning district was established to accommodate a fairly intensive mixture of vertical and horizontal retail, entertainment, and office uses at a development intensity of up to 2.0 FAR, and residential uses at a density of 25 to 75 DU/AC, with the most intensive uses envisioned along Euclid Avenue and Holt Boulevard. Development projects should seek to maintain a pedestrian friendly atmosphere, while at the same time enhance the historic character of the area.

Furthermore, the MU-1 zoning district seeks to: [i] recognize, protect, and enhance the visual character and quality of Ontario's historic downtown area as a historic resource; [ii] establish and recognize Ontario's historic downtown as the arts and entertainment mecca for the surrounding region, to include a wide range of allowed uses, such as shopping, restaurants, outdoor dining, cultural offerings, street fairs, artist festivals, galleries, work/live lofts, breweries, and artisan co-ops; [iii] recognize Holt Boulevard as a vital east-west link to Ontario's historic downtown, offering opportunities for vertical and horizontal mixed use developments consisting of market rate and below market rate housing, retail and offices, and work/live uses; and [iv] recognize Ontario's civic center for its significant outdoor spaces, amenities and services, which serve to enhance the historic downtown's shopping, dining, and living experiences.

In order to carry out the purposes and provisions of the Land Use component of The Ontario Plan and this Development Code, the MU-1 zoning district is divided into four Land Use Areas. The boundaries of each Land Use Area (LUA) is shown in Exhibit 2-2: MU-1 (Downtown Mixed Use) Land Use Areas Map, below.

Exhibit 1-2: MU-1 (Downtown Mixed Use) Land Use Areas Map



The LUA-1 (Euclid Avenue Entertainment) District is a central urban location intended to provide the vitality, amenities, and a range of entertainment, shopping, restaurant, outdoor dining, and cultural offerings. The District is further intended to promote a variety of dense housing options; enhanced public and private rights-of-way to improve pedestrian, bicyclist, and vehicular connectivity; and grow employment opportunities.

1.3 PUD OBJECTIVES

The PUD meets the following objectives:

- Continue the revitalization of the downtown area and enhance its economic growth by creating a mixed-use neighborhood with a mixture of housing, retail, and office uses within a historic downtown setting
- Develop high quality, mixed-use housing, consisting of market rate multi-family

housing (rental housing opportunities), retail, and office spaces

- Establish appropriate relationships among new residential neighborhoods as well as with existing adjacent land use
- Provide for a circulation network which promotes pedestrian walkways and bicycle activity as alternative modes of travel while also providing for safe and efficient movement of automobile travel through the project site
- Ensure that development addresses TOP (general plan) policies and objectives

2.0 COMMERICAL/RESIDENTIAL MIXED USE

The PUD area will be developed with vertically mixed commercial and residential uses, in a mid-rise configuration, with commercial uses on the ground floor level oriented to Euclid Avenue, and attached, single level housing units on ground level behind commercial storefronts and on upper levels. At grade parking area for the residential use may be considered if it is dedicated and developed towards the rear of the building and fully screened from Euclid Avenue and “D” Street public views. Public street and parking garages within the downtown area provide opportunities for visitors to engage in specialty shopping, eating/drinking, and limited personal and business services while also catering to local residents and local employers/employees. Because of the vertical integration of housing over commercial, and the potential for conflicts involving noise and intrusion on the residential environment, entertainment venues such as standalone bars and nightclubs will not be permitted. Refer to Chapter 5, Zoning and Land Use, of the Ontario Development Code, for additional land use restrictions and protection corridors.

The residential units will be designed to accommodate a variety of households that prefer a low- maintenance, urban lifestyle, within a pedestrian-friendly environment, and conveniently located shopping, dining, and personal services. As transit linkages improve in the downtown area, these units may attract residents that are reliant upon the regional transit system to commute to jobs outside of the Ontario/Western San Bernardino County area.

2.1 PERMITTED LAND USES

- Refer to **Chapter 5.0 – Zoning and Land Use**, *Table 5.02-1: Land Use Matrix* of the Ontario Development Code for a list of the uses permitted by right, by Conditional Use Permit, with an Administrative Use Permit, and as ancillary to an on-site permitted use,
- Home occupations within residential units, in accordance with the Ontario Development Code,
- Small household pets, with a maximum combination of 2 cats, dogs, or other small domesticated animals as may be allowed by the Ontario Development Code, and
- Limited commercial uses to ground floor within storefronts units located along street sides,
- Residential uses may be allowed on ground floor behind storefront units and on upper levels,
- Commercial structure parking facility which is appropriately screened with building façade.

Other land uses may be allowed, provided that the Zoning Administrator or his or her designee makes a finding that such other use is similar to or no more objectionable than those uses listed in **Chapter 5.0 – Zoning and Land Use**, *Table 5.02-1: Land Use Matrix*.

3.0 REGULATIONS FOR DEVELOPMENT

This section sets forth standards to govern the placement, height and bulk of permitted buildings and other structures, to establish locational criteria for vehicular access to development sites, to establish parking and loading requirements, to specify minimum requirements for recreational amenities for residential uses, and outline sign standards for commercial uses to be incorporated into Development Plans. Unless otherwise stated herein, all development within the project area shall meet the applicable standards and requirements of the Ontario Development Code.

Design principles and desired architectural features for the mixed-use block are derived from the architectural style and elements set forth in of the Downtown Design Guidelines, with respect to: setbacks, storefront modulation, entrances, roof design, mechanical equipment, building elements (cornices, storefront frame, mid-floor panel, transom windows, bulkheads), awnings, materials and colors. Those guidelines, together with the following, shall be incorporated into the Development Plans.

3.1 BUILDING INTENSITIES

- The total floor area ratio (as defined in the Ontario Development Code) for all development in each block shall not exceed 2.7
- Residential units shall be developed at a density of 25.1 to 75 dwelling units/acre
- Total building area of commercial uses shall not exceed a 0.4 floor area ratio, based on the net site area

3.2 BUILDING STANDARDS

- Commercial, public safety, and/or academic uses shall be limited to the ground floor level.
- Residential units shall be located primarily on the second floor and higher levels, but may be allowed on ground floor behind commercial storefronts which front Euclid Ave.
- Total building height (to flat roofline) shall not exceed 55 feet above the highest existing sidewalk elevation. Architectural projections, such as parapets, roofed towers and gable

roofs, or elevator towers may extend up to 65 feet above the highest existing sidewalk elevation. Any rooftop mechanical, venting or communications equipment shall be built within or otherwise screened by the roof structure, so that they do not project above parapets and are not visible from any public rights- of-way or neighboring buildings. Temporary construction and/or maintenance machinery shall not exceed a height of 122 feet, measured from existing grade.

- Buildings along Euclid Avenue shall be placed at the edge of the public right-of-way no more than 3 feet. Buildings along D Street and E Street shall be placed a minimum of 4 feet and a maximum of 10 feet from edge of public right-of-way. Buildings along Lemon Avenue may be placed no less than 2 feet and no more than 15 feet from the back of the sidewalk. Building setbacks and projections shall be specified in the Development Plan submitted for a development project. Awnings, canopies, residential balconies, commercial signs, and decorative architectural elements may encroach into the public rights-of-way.
- A minimum 8-foot wide area, inclusive or a four-foot parkway, and four-foot sidewalk, shall be maintained for sidewalk/pedestrian circulation within the public right-of-way.
- Any yard areas provided between the main building and the adjacent right-of-way may shall be finished with landscape elements.
- Above ground utility closets, electrical transformers, backflow prevention devices, fire department connections and similar items may be placed anywhere within a perimeter yard area, and shall require screening measures, as approved by the Planning Director.
- Entries to upper floor residential uses shall be from the side or rear of the block, and if on a side street, the visible entry shall be no wider than 15 feet at the street level, to avoid disturbing the rhythm of the retail spaces.

STOREFRONTS

- Buildings must provide continuous commercial use and storefronts along Euclid Avenue.
- Storefronts should provide an individual look for each store or establishment while still blending in with the overall design.

- Storefronts shall incorporate high quality building materials. A durable base material (18 inches high min.) such as brick, tile, exterior cement plaster, or pre-cast architectural concrete shall be used. Storefront glazing and exterior plaster shall not terminate at the ground plane.
- Storefront glazing shall be clear glass to permit clear views into the interior space. The amount of such glass shall provide a balance between high visibility into the store interior and architectural character/quality.
- Entrance doors shall be of a traditional style and transparent as possible; however, an all glass door is prohibited.
- No part of any open doors shall extend into the public right-of-way.
- Storefront openings should not exceed 30 feet in width without the interruption of a vertical building element (column or wall).
- Storefront openings may extend up to 16 feet in height; the height should range from 8 to 16 feet.
- Incorporate human-scaled details such as canopies and awnings, transparent windows and windows displays. These are required at public entrances and along heavily trafficked outdoor areas.

ARCHITECTURE

- New buildings should appear to fit in contextually with existing historic buildings by using similar proportions, articulation, building details and building material.
- The overall character should feel like a modern interpretation of a traditional American small town.
- Create compatibility between the mixed-use architecture and the residential architecture within the downtown area; the introduction of unifying elements such as similar materials and colors should be considered; however, “sameness” is discouraged.
- Prominent street corners where buildings are located shall be designed to incorporate architectural features such as corner entries and corner tower elements.

- Employ simple, yet varied massing, with wall openings that create shadow line and provide visual relief. Monolithic buildings and extensive blank wall surfaces are not allowed.
- Emphasize massing and height of corner elements.
- Building increments should be a maximum of 50 feet in width. Buildings that exceed 50 feet.
- Fifty feet of frontage should use various architectural devices to replicate the building increments and pattern of the existing downtown, including:
    - Horizontal breaks and offsets every 25 to 50 feet
    - The upper portion of the buildings should reflect the same increment of articulation as the ground level (storefront level)
    - The cornices and moldings at the top of facades should also reflect the vertical massing (increments) of the building
    - Use strong and identifiable building forms to demarcate street intersections for instance, a taller building mass, tower element/clock tower, or cupola may be considered.
- Where adjacent buildings will be of varying heights, they should be sensitively designed to promote a compatible transition in massing and avoid abrupt changes in scale along the streetscape.
- Design buildings with 3-dimensional quality; building facades should be based upon a pleasing set of proportions and a clear pattern of building openings.
- Differentiate between the base, middle and top levels of a building; for instance, street-oriented shops may feature a 1) a bulkhead; 2) display windows; and 3) transom and detailed cornice.
- Avoid monotonous or blank facades on a building; buildings shall be articulated on all sides. Use fenestration (windows and doors), as well as changes in wall plane, material, texture, color, etc. to create shadow lines and articulate building walls.
- Provide highly visible public entrances, preferably oriented to streets and outdoor spaces; shop entrances may be clearly expressed with recesses, overhangs, special

materials, and/or detailing.

- Require a high degree of street level transparency, especially along sidewalks, important outdoor spaces and heavily trafficked areas; the use of reflective, opaque, and darkly tinted glass should be restricted.
- Use materials that exhibit permanence and quality, and that unify a building's appearance on all sides; materials and colors should accentuate the architectural details of the building and promote visual harmony. Brick, tile, pre-cast architectural concrete, stone veneers or stucco are preferred.
- To create visual interest, use at least 3 different building materials for each block. Materials may be used to highlight a building entrance or distinguish the building base.

3.3 VEHICULAR ACCESS AND PARKING FACILITIES

- Up to 3 vehicular access points may be permitted along E Street, Lemon Avenue or D Street as approved by the City Engineer. However, no vehicular access shall be taken from Euclid Avenue.
- Integration of fully structured parking facilities with building features and facades compatible with surrounding development are preferred for mixed use development.
- Residential parking may be located on the ground level if parking spaces are dedicated and developed towards the rear of the building and are fully screened from Euclid Avenue and "D" Street public views or within fully screened parking structure.
- Surface parking lots shall be landscaped and developed pursuant to the requirements established in the Ontario Development Code and this PUD.
- Parking lots shall be setback from mixed use buildings a minimum of 20 feet, 10 feet from recreation or open space, and no less than 7 feet form back of sidewalk.
- Drive aisle setback shall be no less than 15 feet.
- Special consideration made be made for securing parking lots and parking facilities at the discretion of the City Engineer.

3.4 PARKING SUPPLY AND DESIGN

- Commercial: Minimum 1 space per 250 square feet gross floor area for all permitted or conditionally permitted use
- Residential Units: 1 space/bedroom, and 0.20 spaces/unit guest parking
- Parking space dimensions, drive aisles, etc. shall generally conform to the design standards set forth in Division 6.03 (Off-Street Parking and Loading) of the Ontario Development Code.
- Parking spaces shall not obstruct access to building entrances, trash storage areas or loading areas.
- Parking spaces within on-site parking area may include shade structures throughout lot.
- Tandem parking is provided on a per unit basis, up to 45 % of required parking. Tandem spaces are limited to two-bedroom units and will be assigned as such so as to eliminate competition and confusion for parking space.
- Commercial and visitor parking may be considered for off-site location within the public parking facilities or on-street with a parking demand and supply study approved by the Planning Director. It is the intent, within the Downtown, to support a park once strategy in which business patrons and visitors park in a single location and make multiple trips on foot, given the pedestrian-oriented nature of the area. Additionally, the project site has access to mass transit which is located in the northeast corner of Euclid Avenue and D Street for Omnitrans Route 83. Additionally, located near Euclid Avenue on Holt Boulevard is Omnitrans Route 61 which has been identified as the future West Valley Connector Bus Rapid Transit (BRT).
- A parking management plan shall be submitted for Planning Director approval, prior to issuance of building permits. This plan will ensure that tandem parking spaces will be assigned to residents of the same homes.

3.5 RESIDENTIAL RECREATION AREA

- Private outdoor open space (balconies) shall be provided for at least 90 percent of all homes.
- Private open space shall be a minimum of 60 square feet per unit in the form of a balcony or patio no less than 5 feet in any direction.
- Common open space/recreational amenities shall be a minimum of 188 square feet per residential unit (average). Types of amenities and recreational areas may include passive and active, indoor and outdoor spaces, open landscaped and hardscaped areas with fountains, seating, fire pits, or play structures, pool, and indoor fitness center. Other open space provided can include roof-top decks and patios available to the building community.
- Examples of recreational areas for residents and amenities are displayed below.



Recreational Area: Community Pool



Recreational Area: Conference Room



Recreational Area: Fitness Room



Recreational Area: Rooftop Deck and Clubhouse

3.6 SIGNS

A Master Sign Program shall be submitted for approval by the Planning Department, prior to issuance of a building permit. The sign program shall be consistent with the Downtown Ontario Design Guidelines, and shall include tenant signs, pedestrian signs, directional signs, historical markers, etc.

3.7 LANDSCAPE

Landscaping concept is to use sustainable and low water use plant materials. As an example, varying species of evergreen and deciduous trees with interest in form and foliage color may be integrated in the landscape design. Pattern and planting should accentuate the common open space areas. The landscape plan shall be drought tolerant and meet the current Water Use Classifications of Landscape Species requirements. Use landscape elements to reinforce pedestrian connections through attractive paving and planting design to highlight these connections. To further improve upon the pedestrian experience, the use of container landscapes may be used along commercial street frontages.

A detailed landscape plan shall be submitted with the Development Plan, specifying all landscape and hardscape elements of the common open space area, as well as the perimeter yards abutting the street rights-of-way and all street trees. The final plan shall also show the location of all ground level utility boxes and mechanical equipment, along with methods of screening such devices from the public right-of-way and adjacent residences, where possible. The minimum landscape coverage is 12 percent of the total project site area.

3.8 SERVICE FACILITIES

- Loading/Unloading areas shall be provided on-site, at the ground level, or on-street adjacent to commercial buildings with City Engineer approval.
- Trash receptacles/recyclable container storage areas shall be provided for all commercial and residential uses, within the ground floor parking area or within an enclosed room inside the buildings.

- Commercial trash/recyclable receptacles that are located within the ground floor parking structure area shall be partially enclosed and residential receptacle/storage areas shall be fully enclosed, to house the outlet of the trash chute system required for the condominium levels. Such receptacle/storage area may receive trash from commercial and residential sources. Locations, sizes and design of such areas shall be readily accessible by trash disposal company equipment and work crews, as reviewed and approved through the Development Plan Approving Authority.
- No garage type loading doors shall be located on a building façade directly facing an accessible street. All types of loading doors within view of public streets shall be screened with walls, berms or plant material.

3.9 OUTDOOR LIGHTING

- All lighting of facades, decorative fixtures, store window interiors, awnings, and signs shall be designed in accordance with the criteria set forth in Section 2D of the Downtown Ontario Design Guidelines.
- The use of building lighting and recessed wall mounted step lights to light pathways are encouraged. Decorative pole lights and fixtures shall be used which compliments the architectural design theme throughout the project area.

3.10 INFRASTRUCTURE

It is important that projects maintain and enhance the quality of life for residents and consumer alike, and that new projects enhance the community within which it is built. To that end, all projects constructed within the City shall be properly served by a full array of utilities – water, sanitary sewer, storm drain, electrical, gas, telecoms, data, etc. The surrounding streets (East E Street, Lemon Avenue, East D Street, and Euclid Avenue) contain existing lines to which the project will connect to provide necessary utilities serving the building and its uses.

3.11 SUMMARY OF DEVELOPMENT

Exhibit 3-1: Development Standards

Intensities (maximum)		**Open Space/Amenities**	
Density	45-75 dwelling units per acre	Common	188 square feet per unit
Commercial	2.0 FAR	Private	60 sf (min. 5 ft dimension)
Building Setbacks		**Parking**	
Euclid Avenue	0-3 feet	Residential	1 space per bedroom on-site
East D Street	3-10 feet	Guest Residential	0.20 per unit (off-site with parking study)
North Lemon Avenue	2-15 feet	Commercial	1 space per 250 sf of GFA (off-site with parking study)
East E Street	3-10 feet	Tandem	Max of % (assigned to 2-bedroom units only)
Height (maximum)		**Parking Setbacks**	
Building	55 feet to top of roof/4-stories	Building	20 feet
Architectural projections	60 feet	Recreation	10 feet

4.0 HISTORIC PRESERVATION

Ontario's history remains one of its greatest assets. Its historic districts and resources, physical layout and the legacy of its people, businesses, social and community organizations, and industries contribute to the City's identity. Beyond having been declared the "Model Colony," by an act of Congress, Ontario's history includes citrus farming, viniculture in Guasti, and dairy farming in Ontario Ranch. Additionally, Ontario has some of the most authentic historically distinct residential neighborhoods in Southern California and is among a

handful of communities whose creative and proactive approach to historic preservation ensures that “infill” projects are designed to be compatible with and complimentary to its historic resources.

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 as a local proposed historic district. These aspects should be preserved, celebrated, and enhanced to reinforce the area’s existing identity.

The public right-of-way of Euclid Avenue from Philadelphia Street to the I-10 was designated as Local Landmark No. 67 on January 16, 2001 by the Ontario City Council. On August 10, 2005, the public right-of-way of Euclid Avenue from Philadelphia Street in Ontario to 24th Street in Upland was listed on the National Register of Historic Places as a significant cultural landscape. The public right-of way includes north and south bound streets, sidewalks, light fixtures, parkways, median, trees, and stone and concrete curbs and gutters. Contributing character-defining features include the 60-foot wide median, historic rock curb, scored sidewalks, King standard light posts, double planting of California pepper trees (Schinus molle), silk oaks trees (Grevillea robusta), and other mature vegetation such as deodar trees (Cedrus deodara) and Canary Island palms (Phoenix canariensis).

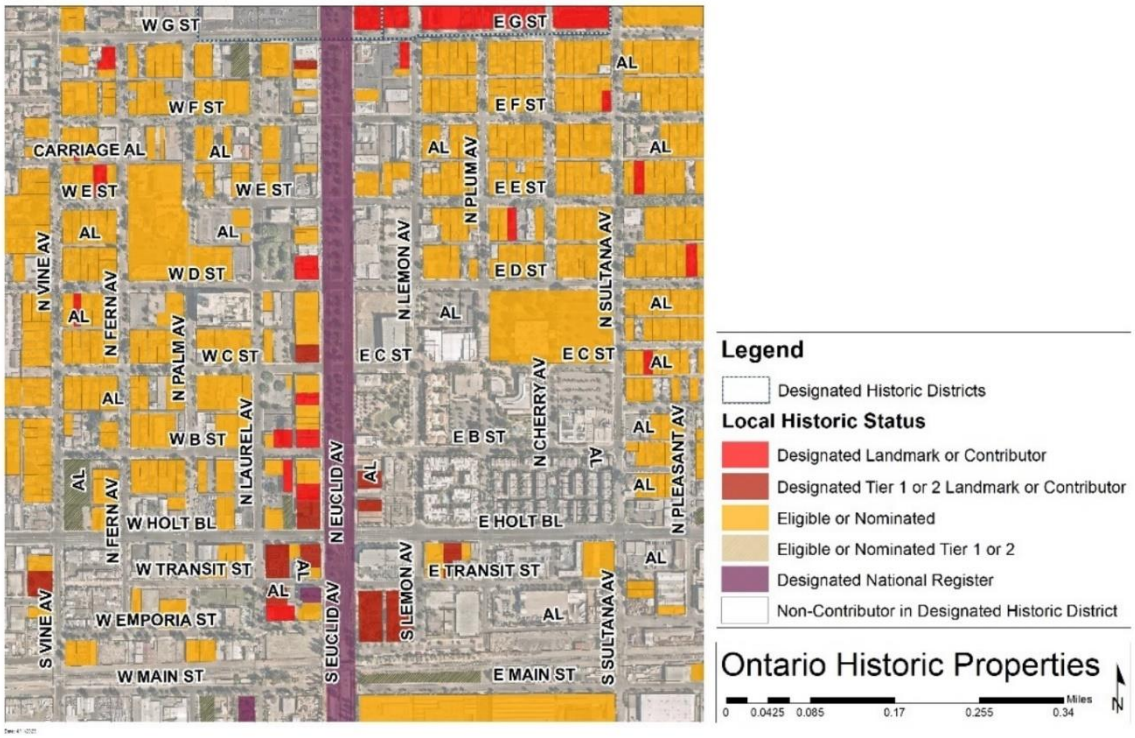
Within the Euclid Avenue retail core, buildings from various time periods comfortably mix with newer buildings, unified by a number of important shared characteristics including, 1) tall, clear glass ground floor shopfronts, 2) welcoming entries along the sidewalk that reflect original 25-foot wide lots, and 3) upper floor windows that relate to ground floor articulation consistent with a historic main street pattern.

An assessment of historic properties throughout the downtown area has been completed and this PUD area does not contain any potential or proposed historic resources. As such, the Project site is developed with a vacant commercial retail center, paved surface parking lot, and 3 automatic teller machines that have been recently removed. The commercial retail center was constructed during the 1960s and then remodeled during the early 2000s, removing of any character defining features of a historically significant architectural style and has no association with business or person of historical significance. While there are properties along Euclid Avenue where preservation efforts will be necessary, this PUD will facilitate new

construction and redevelopment of existing developed area. Ideally, such new infill development will complement and exemplify historic elements and should not introduce building materials that are not already found in the historic downtown.

Future infill development and renovations should respect and reflect established facade patterns to preserve Downtown's historic character by implementing the Downtown Design Guidelines (1998) and the Secretary of the Interior Standards for the Treatment of Historic Resources. 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. Development projects within the PUD area will require a Certificate of Appropriateness to ensure architectural compatibility, and to protect the historic designation to ensure alterations and building forms (design, scale/massing and site layout) are appropriate to the character of the historic Euclid Avenue frontage (right-of-way) and the various individually listed, eligible, and proposed historic resources. A map of historic assets in the vicinity is included below.

Exhibit 4-1: Ontario Historic Properties Map



4.1

DESIGN GUIDELINES

The design of the building responds to the different character of the adjacent context. The development character along Euclid Avenue frontage is commercial and the

northeast is a heavily single-family residential neighborhood. New development is should provide a strong urban edge to D Street, E Street and Euclid Avenue commercial corners to and allow the massing to break down to a lower scale adjacent to the neighborhood. The building design should reflect a more classical or art deco character to align with the Downtown Design Guidelines that aim to reflect the multi-decade feel. Building façades should articulated a mixture of horizontal and vertical projections and changes that visually break up the building mass into varying modulations that provide greater identity to individual clusters of units. Prominent corners of the building, specially facing Euclid Avenue and D Street, should incorporate a tower element that marks the corner identity of the building but also articulates significant entry points to ground floor commercial uses. Ground level commercial should also receive special consideration and create a pleasant pedestrian experience with a recessed glass line that widens the sidewalk and encourages the opportunity for outdoor dining experiences.

The design seeks to be current with the level of articulation that would be reflective of more traditional building styles. Building forms should offer a variety of materials that will visually break the massing into smaller volumes. Development should not present as a large monolithic building, but as a series of smaller buildings to provide appropriate scale and massing. Simple materials such as smooth exterior plaster, textured plaster, corrugated metal, and brick veneers with surface articulation should provide for textural change.

5.0 ARCHITECTURAL CONCEPTUAL RENDERINGS



Northeast corner of Euclid Avenue and D Street



Pedestrian Pass-thru on Euclid Avenue



Northeast Perspective (Euclid Avenue and D Street)



Southwest Perspective (Lemon Avenue and E Street)

6.0 ENVIRONMENTAL PERFORMANCE STANDARDS

All land uses shall adhere to the environmental performance standards set forth in the Ontario Development Code, to avoid and minimize impacts involving noise, vibration, dust and paint, smoke, light, glare and heat, odors and gasses, hazardous and radioactive materials, and electromagnetic interference.

Architectural plans for all residential uses shall be submitted to the City of Ontario Building Department for an acoustical plan check, prior to the issuance of building permits, to assure that construction methods use standard materials that will attenuate 20 dBA of sound from outside to inside, or such that indoor noise does not exceed 45 dBA.

7.0 ADMINISTRATION

7.1 DEVELOPMENT CODE GOVERNS

Any terms not defined herein and any issues affecting the design and development of the subject project area that not specifically addressed in this PUD shall be governed by the provisions of the Ontario Development Code and the City's Standard Conditions of Approval Resolution No. R2017-027 for development.

7.2 PLANNING APPLICATIONS TO FACILITATE IMPLEMENTATION OF PUD

- Tentative Parcel/Tract Map to consolidate a minimum of 2.38 acres of land.
- Development Plan to facilitate construction of the commercial and residential mixed-use building.
- Certificate of Appropriateness to ensure historic resource preservation of the downtown area, an application for Certificate of Appropriateness ("C of A") shall be required in conjunction with each block Development Plan.

7.3 ADMINSTRATIVE EXCEPTIONS

Exceptions to a maximum of 10 percent of any development standards set forth in this PUD may be granted by the Zoning Administrator pursuant to the Ontario Development Code.

APPENDIX A: Ordinance Adopting PUD

(Appendix A follows this page)

CITY OF ONTARIO *Agenda Report* **May 16, 2023**	**SECTION:** **PUBLIC HEARINGS**
Department: Development Administration Prepared By: Derrick E Womble Staff Member Presenting: Scott Murphy, Executive Director Community Development Approved By:	Submitted To: Council/OHA Approved: _____ Continued To: _____ Denied: _____ Item No: 13

SUBJECT: **A PUBLIC HEARING TO CONSIDER THE ADOPTION OF AN ORDINANCE APPROVING A DEVELOPMENT AGREEMENT (FILE NO. PDA21-005) BETWEEN THE CITY OF ONTARIO AND GROVE LAND VENTURE LLC, TO ESTABLISH THE TERMS AND CONDITIONS ASSOCIATED WITH TENTATIVE PARCEL MAP 20161 (FILE NO. PMTT20-011), A 159.95 ACRE PROPERTY BORDERED BY EUCALYPTUS AVENUE TO THE NORTH, BON VIEW AVENUE TO THE WEST, MERRILL AVENUE TO THE SOUTH, AND GROVE AVENUE TO THE EAST, WITHIN THE INDUSTRIAL AND BUSINESS PARK LAND USE DISTRICTS OF THE SOUTH ONTARIO LOGISTICS CENTER SPECIFIC PLAN (FILE NO. PSP19-001) AND MAKING FINDINGS IN SUPPORT THEREOF - APNS: 1054-071-01, 1054-071-02, 1054-081-03, 1054-091-01, 1054-091-02, 1054-101-01, 1054-101-02, 1054-231-01, 1054-231-02, 1054-241-01, 1054-241-02, 1054-311-01, 1054-311-02, 1054-321-01 AND 1054-321-02)**

RECOMMENDATION: That the City Council introduce and waive further reading of an Ordinance approving a Development Agreement (File No. PDA21-005) between the City of Ontario and Grove Land Venture LLC, to establish the terms and conditions associated with Tentative Parcel Map 20161 (File No. PMTT20-011), a 159.95-acre property bordered by Eucalyptus Avenue to the north, Bon View Avenue to the west, Merrill Avenue to the south, and Grove Avenue to the east, within the Industrial and Business Park land use districts of the South Ontario Logistics Center Specific Plan.

THE FOLLOWING COUNCIL GOALS ARE BEING ACHIEVED:
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

FISCAL IMPACT: The proposed Development Agreement (File No. PDA21-005) will not have a direct impact on the City's General Fund. The Development Agreement will provide funding from the formation of a Community Facilities District (CFD) for City services and facilities required to support the South Ontario Logistics Center Specific Plan development, thereby mitigating the increased

costs associated with such services. In addition, the City will receive public service funding fees plus development impact, compliance processing, licensing, and permitting fees. No General Fund revenue will be used to support the Ontario Ranch development.

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

Grove Land Venture LLC has submitted Tentative Parcel Map 20161 (File No. PMTT20-011) and Development Plan (File No. PDEV20-028) applications requesting to subdivide the Project site into ten (10) parcels and develop ten (10) industrial buildings totaling 3,021,375 square feet.

The Ontario Ranch financial commitments required for construction of properties within a specific plan are substantial. Therefore, in order to adequately forecast these costs and gain assurance that the project may proceed under the existing policies, rules, and regulations, Grove Land Venture LLC ("Owner"), has 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 that "[a]ny 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 Owner to create a Development Agreement for consideration by the Planning Commission and City Council.

The Agreement is proposed outside of the NMC Builders' Construction Agreement development area and was established in coordination between the City Attorney and the Owner's legal counsel. The provisions of the Agreement are consistent with the commitments to assure adequate public infrastructure improvements are constructed or funded by the Owner.

The Agreement proposes to include 159.95 acres of land within the Industrial and Business Park land use districts of the Specific Plan, as shown on the attached Exhibit A. The Agreement grants the Owner a vested right to develop Tentative Parcel Map 20161 (the "Map"), provided the Owner complies with the terms and conditions of the Specific Plan and related EIR.

The Map (see attached Exhibit B) is bordered by Eucalyptus Avenue to the north, Bon View Avenue

to the west, Merrill Avenue to the south, and Grove Avenue to the east, and proposes to subdivide 159.95 acres of land into 10 parcels, for the potential development of ten (10) industrial buildings totaling 3,021,375 square feet for business park and industrial uses.

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); Public Service Funding to ensure adequate provisions of public services (police, fire and other public services); and the creation of a Community Facilities District ("CFD") for the maintenance of public facilities. Additionally, Owner shall pay in lieu-fees to the City for the future construction and completion of Ontario Ranch Regional Water and Storm Drain improvements.

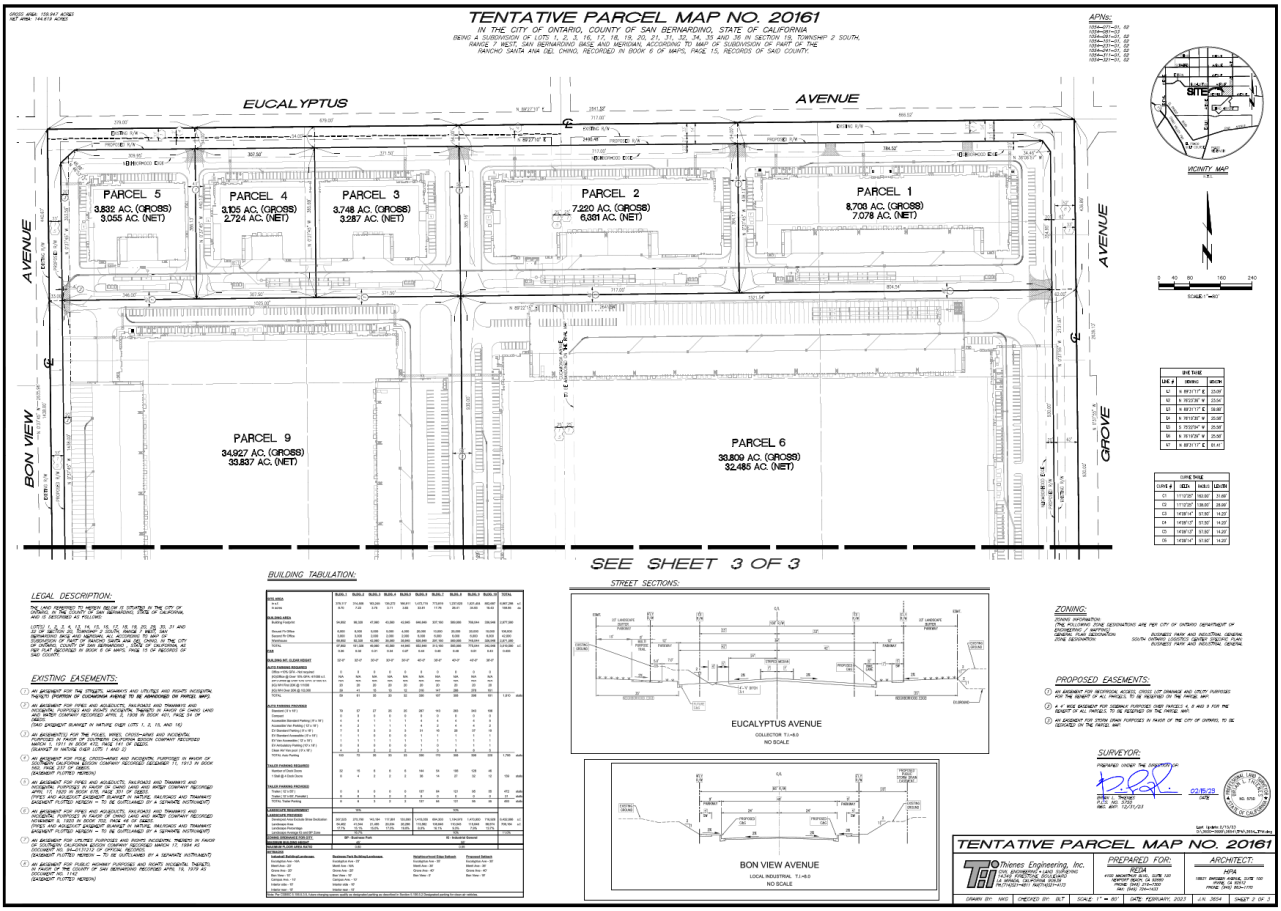
In considering the Agreement at their meeting on April 25, 2023, the Planning Commission found the Agreement to be consistent with State law, The Ontario Plan, and the City's Development Agreement policies. As a result, the Planning Commission adopted Resolution No. PC23-032 with a 6 to 0 vote, recommending City Council approval of the Agreement.

ENVIRONMENTAL REVIEW: The environmental impacts of this Project were previously reviewed in conjunction with the South Ontario Logistics Center Specific Plan (File No. PSP19-001), for which a(n) EIR (SCH#2021010318) was certified by the City Council on March 1, 2022. 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.

Exhibit A— SOUTH ONTARIO LOGISTICS CENTER SPECIFIC PLAN LAND USE MAP



Exhibit B— TENTATIVE PARCEL MAP 20161



CITY OF ONTARIO PLANNING DEPARTMENT

PLANNING COMMISSION STAFF REPORT

April 25, 2023

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

FILE NO: PDA21-005

SUBJECT: A public hearing to consider a Development Agreement between the City of Ontario and Grove Land Venture LLC, to establish the terms and conditions associated with Tentative Parcel Map 20161 (File No. PMTT20-011), a 159.95 acre property bordered by Eucalyptus Avenue to the north, Bon View Avenue to the west, Merrill Avenue to the south, and Grove Avenue to the east, within the Industrial and Business Park land use districts of the South Ontario Logistics Center Specific Plan (File No. PSP19-001); (APNs: 1054-071-01, 1054-071-02, 1054-081-03, 1054-091-01, 1054-091-02, 1054-101-01, 1054-101-02, 1054-231-01, 1054-231-02, 1054-241-01, 1054-241-02, 1054-311-01, 1054-311-02, 1054-321-01 and 1054-321-02); **submitted by Grove Land Venture LLC. City Council action is required.**

PROPERTY OWNER: Grove Land Venture LLC, a Delaware limited liability company

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RECOMMENDED ACTION: That the Planning Commission consider and recommend City Council adoption of an ordinance approving the Development Agreement (File No. PDA21-005) between the City of Ontario and Grove Land Venture LLC, pursuant to the facts and reasons contained in the staff report and attached resolution.

PROJECT SETTING: The project site is comprised of 159.95 acres of land bordered by Eucalyptus Avenue to the north, Bon View Avenue to the west, Merrill Avenue to the south, and Grove Avenue to the east, within the Industrial and Business Park land use districts of the South Ontario Logistics Center Specific Plan and is depicted in Figure 1: Project Location.

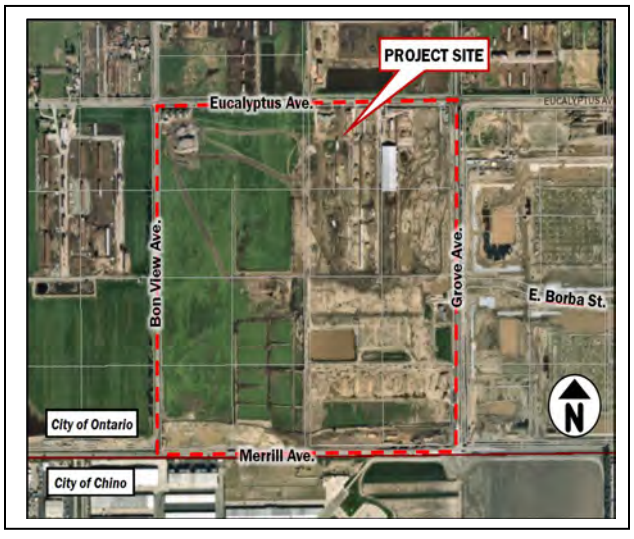


Figure 1: Project Location

PROJECT ANALYSIS:

(1) Background — On March 1, 2022, the City Council approved the introduction (first reading) of Ordinance No. 3206 for the South Ontario Logistics Center Specific Plan (the "Specific Plan", File No. PSP19-001), adopted Resolution No. 2022-015, certifying the Specific Plan

Case Planner:	Derrick Womble, Departmental Administrator
Planning Director Approval:	
Submittal Date:	06/15/2021

Hearing Body	*Date*	*Decision*	*Action*
DAB	N/A	N/A	N/A
PC	04/25/2023	Approval	Recommend
CC	05/16/2023		Final

Final Environmental Impact Report ("Certified EIR"; State Clearinghouse No. 2021010318), and adopted Resolution No. 2022-016, approving the associated General Plan Amendment (File No. PGPA19-004), thereby establishing the Business Park and Industrial land use districts on the Project site.

On March 15, 2022, the City Council adopted Ordinance No. 3206, approving the Specific Plan. The Specific Plan establishes the land use designations, development standards, and design guidelines on 219.39 acres of land, which include the potential development of up to 5,333,518 square feet of industrial and business park land uses.

Owner has submitted Tentative Parcel Map 20161 (File No. PMTT20-011) and Development Plan (File No. PDEV20-028) applications requesting to subdivide the Project site into ten (10) parcels and develop ten (10) industrial buildings totaling 3,021,375 square feet.

The Ontario Ranch financial commitments required for construction of properties within a specific plan are substantial. Therefore, in order to adequately forecast these costs and gain assurance that the project may proceed under the existing policies, rules, and regulations, Grove Land Venture LLC ("Owner"), has 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 that "[a]ny 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 Owner to create a Development Agreement for consideration by the Planning Commission and City Council.

The Agreement is proposed outside of the NMC Builders' Construction Agreement development area and was established in coordination between the City Attorney and the Owner's legal counsel. The provisions of the Agreement are consistent with the commitments to assure adequate public infrastructure improvements are constructed or funded by the Owner.

(2) Staff Analysis — The Agreement proposes to include 159.95 acres of land within the Industrial and Business Park land use districts of the Specific Plan, as shown on the attached Exhibit A. The Agreement grants the Owner a vested right to develop Tentative Parcel Map 20161 (the "Map"), provided the Owner complies with the terms and conditions of the Specific Plan and related EIR.

The Map (see attached Exhibit B) is bordered by Eucalyptus Avenue to the north, Bon View Avenue to the west, Merrill Avenue to the south, and Grove Avenue to the east, and proposes to subdivide 159.95 acres of land into 10 parcels, for the potential development of ten (10) industrial buildings totaling 3,021,375 square feet for business park and industrial uses.

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); Public Service Funding to ensure adequate provisions of public services (police, fire and other public services); and the creation of a Community Facilities District ("CFD") for the maintenance of public facilities. Additionally, Owner shall pay in lieu-fees to the City for the future construction and completion of Ontario Ranch Regional Water and Storm Drain improvements.

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 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 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, 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, therefore, finds and determines that the Project, when implemented in conjunction with the conditions of approval, will be consistent with the policies and criteria set forth within the California Airport Land Use Planning Handbook and the 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 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.

Community Economics Element:

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

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

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

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

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

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

➢ CD-2.2 Neighborhood Design. We create distinct residential neighborhoods that promote a sense of community and identity by emphasizing access, connectivity, livability, and social interaction through such elements as:

- A pattern of smaller, walkable blocks that promote activity, safety, and access to nearby amenities and services;
- Varied parcel sizes and lot configurations to accommodate a diversity of housing types;
- Traffic calming measures to slow traffic and promote walkability while maintaining acceptable traffic flows and emergency evacuation access;
- Floor plans that encourage views onto the street and de-emphasize the visual and physical dominance of garages (introducing the front porch as the "outdoor living room"), as appropriate; and
- Landscaped parkways, with sidewalks separated from the curb and designed to maximize safety, comfort, and aesthetics for all users.

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

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

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

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

  - Surface parking: Shade trees, pervious surfaces, urban run-off capture and infiltration, and pedestrian paths to guide users through the parking field;
  - Structured parking: facade articulation, screening, appropriate lighting, and landscaping; and
  - 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.

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

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

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

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

- CD-3.2 Comfortable, Human-Scale Public Realm. We require that public spaces, including streets, parks, and plazas on both public and private property be

designed to maximize safety, comfort and aesthetics and connect to the citywide pedestrian, vehicular, and bicycle networks.

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

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

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

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

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

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

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

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

ENVIRONMENTAL REVIEW: The application is a project pursuant to the California Environmental Quality Act (Public Resources Code Section 21000 et seq.) ("CEQA") and an initial study has been prepared to determine possible environmental impacts. On the basis of the initial study, which indicated that all potential environmental impacts from the Project were less than significant or could be mitigated to a level of no significance, a Mitigated Negative Declaration was prepared pursuant to CEQA, the State CEQA Guidelines and the City of Ontario Local CEQA Guidelines. Furthermore, to ensure that the mitigation measures are implemented, a Mitigation Monitoring and Reporting Program has been prepared for the Project pursuant to CEQA Guidelines Section 15097, which specifies responsible agencies/departments, monitoring frequency, timing and method of verification and possible sanctions for non-compliance with mitigation measures. The environmental documentation for this Project is available for review at the Planning Department public counter.

The environmental impacts of this Project were previously reviewed in conjunction with the South Ontario Logistics Center Specific Plan (File No. PSP19-001), for which a(n) EIR (SCH#2021010318) was adopted by the City Council on March 1, 2022. 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.

Exhibit A— SOUTH ONTARIO LOGISTICS CENTER SPECIFIC PLAN LAND USE MAP

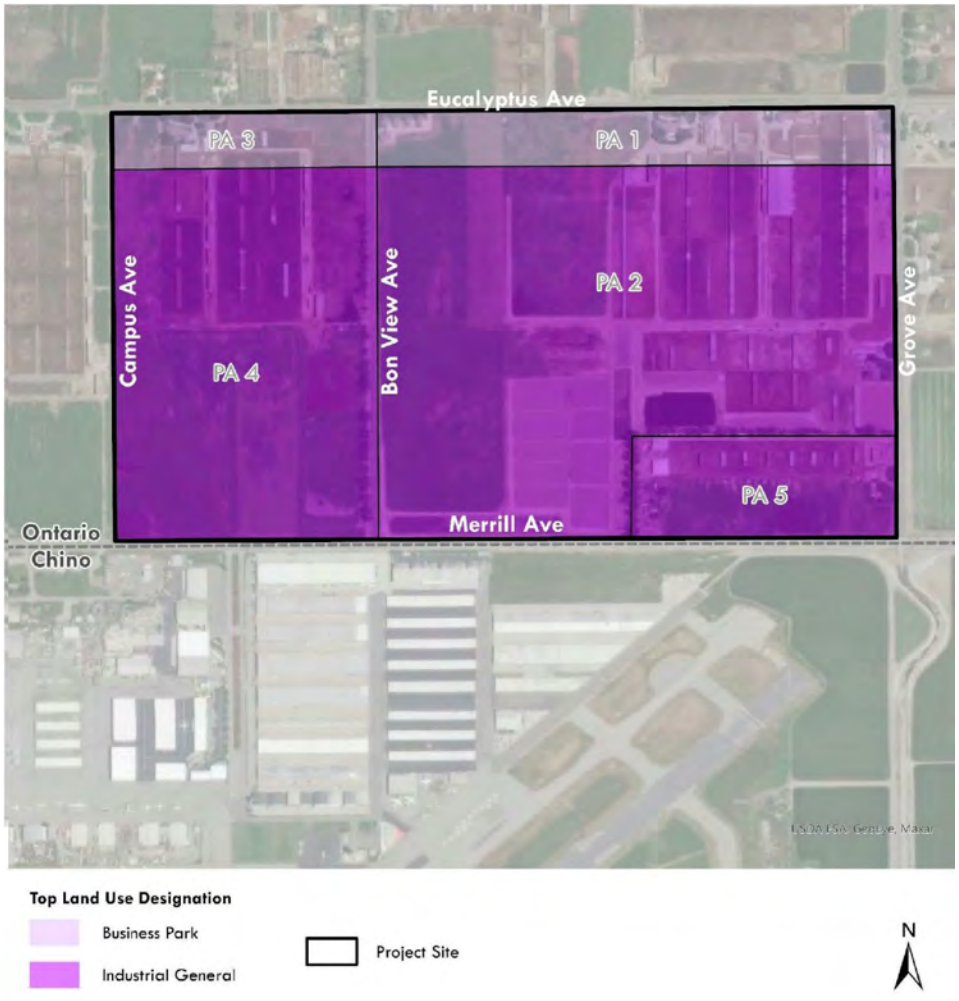
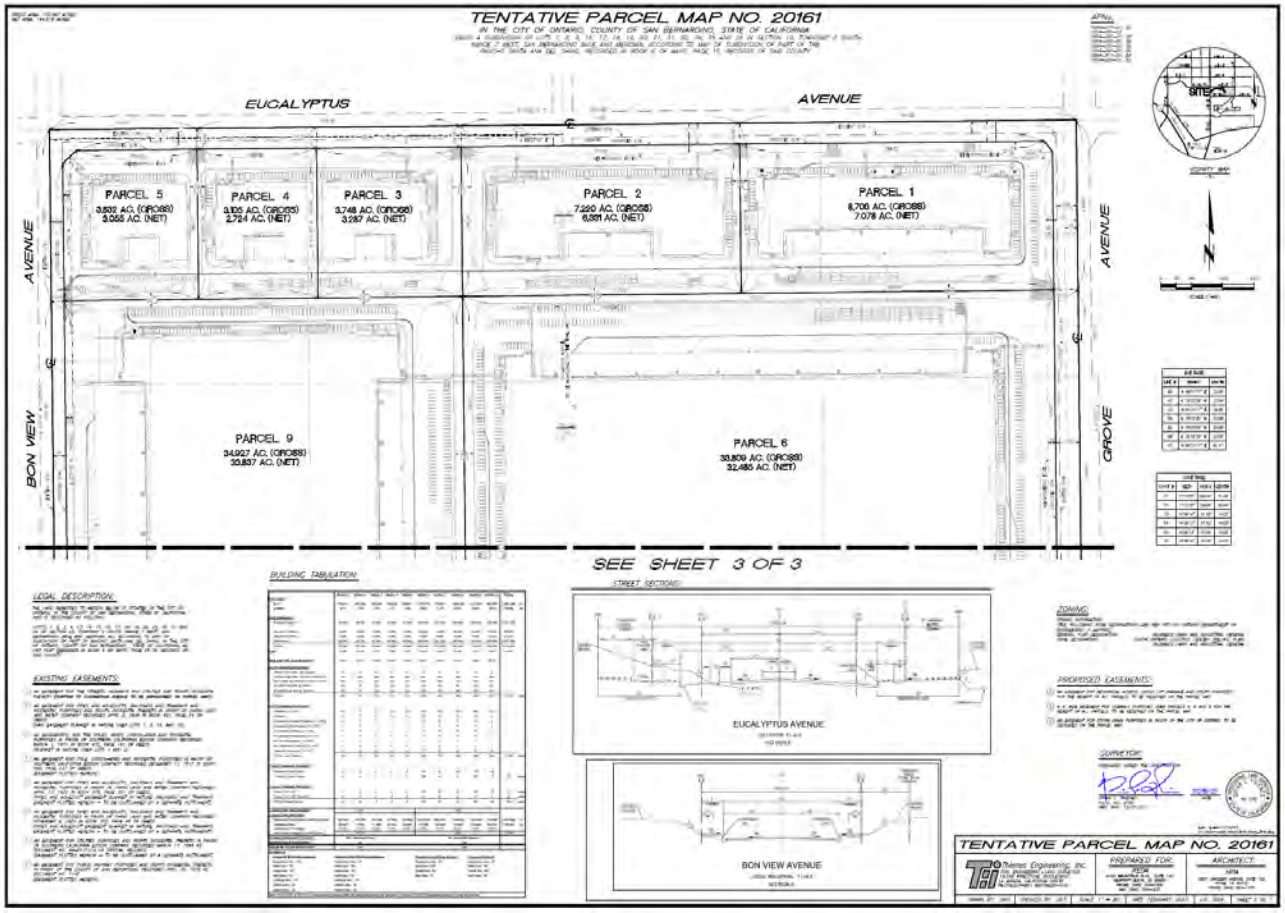


Exhibit B— TENTATIVE PARCEL MAP 20161



RESOLUTION NO. PC23-032

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ONTARIO, CALIFORNIA, RECOMMENDING THE CITY COUNCIL APPROVE FILE NO. PDA21-005, A DEVELOPMENT AGREEMENT BETWEEN THE CITY OF ONTARIO AND GROVE LAND VENTURE LLC, TO ESTABLISH THE TERMS AND CONDITIONS ASSOCIATED WITH TENTATIVE PARCEL MAP 20161 (FILE NO. PMTT20-011), A 159.95 ACRE PROPERTY BORDERED BY EUCALYPTUS AVENUE TO THE NORTH, BON VIEW AVENUE TO THE WEST, MERRILL AVENUE TO THE SOUTH, AND GROVE AVENUE TO THE EAST, WITHIN THE INDUSTRIAL AND BUSINESS PARK LAND USE DISTRICTS OF THE SOUTH ONTARIO LOGISTICS CENTER SPECIFIC PLAN (FILE NO. PSP19-001) AND MAKING FINDINGS IN SUPPORT THEREOF—APN: 1054-071-01, 1054-071-02, 1054-081-03, 1054-091-01, 1054-091-02, 1054-101-01, 1054-101-02, 1054-231-01, 1054-231-02, 1054-241-01, 1054-241-02, 1054-311-01, 1054-311-02, 1054-321-01 AND 1054-321-02.

WHEREAS, Grove Land Venture LLC ("Applicant") has filed an Application for the approval of a Development Agreement, File No. PDA21-005, as described in the title of this Resolution (hereinafter referred to as "Application" or "Project"); and

WHEREAS, the Application applies to 159.95 acres of land generally bordered by Eucalyptus Avenue to the north, Bon View Avenue to the west, Merrill Avenue to the south, and Grove Avenue to the east, within the Industrial and Business Park land use districts of the South Ontario Logistics Center Specific Plan; and

WHEREAS, the Applicant has submitted a Tentative Parcel Map 20161 (File No. PMTT20-011) to subdivide 159.95 acres of land into 10 parcels, to facilitate the potential development of 5,333,518 square feet of business park and industrial uses; and

WHEREAS, the environmental impacts of this project were previously reviewed in conjunction with the South Ontario Logistic Center Specific Plan (File No. PSP19-001), for which an Environmental Impact Report — State Clearinghouse No. 2021010318 — (hereinafter referred to as "Certified EIR") was adopted by the City Council on March 1, 2022, and this Application introduces no new significant environmental impacts; and

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

WHEREAS, 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, 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 25, 2023, 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 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 South Ontario Logistics Center Specific Plan (File No. PSP19-001), for which a Certified EIR was adopted by the City Council on March 1, 2022; and

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

(3) The previous Certified EIR was completed in compliance with CEQA and the Guidelines promulgated thereunder; and

(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 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, 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, therefore, finds and determines that the Project, when implemented in conjunction with the conditions of approval, will be consistent with the policies and criteria set forth within the ONT ALUCP; and

(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, therefore, finds and determines that the Project, when implemented in conjunction with the conditions of approval, will be consistent with the policies and criteria set forth within the California Airport Land Use Planning Handbook and the 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 Section 1 through 4, above, the Planning Commission hereby concludes as follows:

(1) The Development Agreement applies to approximately 159.95 acres of land bordered by Eucalyptus Avenue to the north, Bon View Avenue to the west, Merrill Avenue to the south, and Grove Avenue to the east, within the Industrial and Business Park land use districts of the South Ontario Logistics Center Specific Plan (File No. PSP19-001); and

(2) The Development Agreement establishes parameters for the development of land within the South Ontario Logistics Center 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 South Ontario Logistics Center Specific Plan; and

(3) The Development Agreement grants the Owner a vested right to develop Tentative Parcel Map 20161 (File No. PMTT20-011) as long as the Owner complies with the terms and conditions of the Specific Plan and EIR. Tentative Parcel Map 20161 is bordered by Eucalyptus Avenue to the north, Bon View Avenue to the west, Merrill Avenue to the south, and Grove Avenue to the east, and proposes to subdivide 159.95 acres of land into 10 parcels, to facilitate the potential development of 5,333,518 square feet of business park and industrial uses; 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. The environmental impacts of this project were previously reviewed in conjunction with the South Ontario Logistics Center Specific Plan (File No. PSP19-001), for which an Environmental Impact Report (State Clearinghouse No. 2021010318) was certified by City Council on March 1, 2022; 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 APPROVES the herein described Application, subject to each and every condition set forth in the Development Agreement (File No. PDA21-005) 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 25th day of April 2023, 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:

Rudy Zeledon
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. PC23-032, was duly passed and adopted by the Planning Commission of the City of Ontario at their regular meeting held on April 25, 2023, by the following roll call vote, to wit:

AYES: Anderson, Dean, DeDiemar, Gage, Lampkin, Ricci

NOES: None

ABSENT: None

ABSTAIN: None

Gwen Berendsen
Secretary Pro Tempore

ATTACHMENT A:

File No. PDA21-005

DEVELOPMENT AGREEMENT

By and Between

CITY OF ONTARIO
a California municipal corporation

and

GROVE LAND VENTURE LLC
a Delaware limited liability company

(Development Agreement to follow this page)

RECORDING REQUESTED BY AND
WHEN RECORDED RETURN TO:

CITY OF ONTARIO
CITY CLERK / RECORDS MANAGEMENT
303 EAST "B" STREET
ONTARIO, CA 91764-4196

Space above this line for Recorder's Use Only Exempt from Fees Per Gov. Code § 6103

File No. PDA21-005

DEVELOPMENT AGREEMENT

By and Between

CITY OF ONTARIO
a California municipal corporation

and

GROVE LAND VENTURE, LLC.
a Delaware limited liability company

_____, 2023

San Bernardino County, California

DEVELOPMENT AGREEMENT NO. PDA21-005

This Development Agreement (hereinafter "Agreement") is dated for reference purposes only as of the ____ day of _____, 2023 by and among the City of Ontario, a California municipal corporation (hereinafter "CITY"), and Grove Land Venture, LLC.,, a Delaware limited liability company (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 Section 4.01.015 of the Ontario Development 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, Pub. Res. Code § 21000, et seq. (“CEQA”) have been met with respect to the Project and the Agreement in that certain South Ontario Logistics Center Specific Plan Environmental Impact Report (State Clearinghouse No. 2021010318) (the "FEIR"); and

WHEREAS, on March 1, 2022, the City Council found and determined that the FEIR was prepared in accordance with the requirements of CEQA 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 South Ontario Logistics Center 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 Project Site, as more particularly described and depicted in **Exhibits A** and **B**, respectively (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 Section 65864 et seq. of the Government Code are intended; and

WHEREAS, OWNER has incurred and will in the future incur substantial costs in order to assure development of the Property in accordance with this Agreement; 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.

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 "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.

1.1.4 "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) general plans and general plan amendments; and specific plans and specific plan amendments;

(b) tentative and final subdivision and parcel maps;

(c) development plan review.

1.1.5 "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.

1.1.6 "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 superseded, including by amendment or replacement.

1.1.7 "Development Plan" means the Existing Development Approvals and the Existing Land Use Regulations applicable to development of the Property.

1.1.8 "Effective Date" means the date that the ordinance approving this Agreement goes into effect.

1.1.9 "Existing Development Approvals" means all Development Approvals approved or issued on or 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.

1.1.10 "Existing Land Use Regulations" means all Land Use Regulations in effect on the date of the first reading of the ordinance adopting and approving this Agreement.

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 such date.

1.1.11 "General Plan" means The Ontario Plan adopted August 16, 2022, as amended up to the date of the first reading of the ordinance adopting and approving this Agreement.

1.1.12 "Improvement" or "Improvements" means those public improvements required to support the development of the Project as described in the Parcel Map conditions for Parcel Map No. 20161 ("Parcel Map") as further described in Exhibit "E" and depicted in Exhibit “F”(together, the "Infrastructure Improvements Exhibit").

1.1.13 "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.

1.1.14 "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.

1.1.15 "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.

1.1.16 "Owner Affiliate" shall mean, (i) any entity that directly or indirectly controls, is controlled by, or is under common control with OWNER, or (ii) an entity at least a majority of whose economic interest is owned by OWNER. For purposes of this definition, the term “control” means the power to direct the management of such entity through voting rights, ownership or contractual obligations.

1.1.17 “Phase” means the development area described in the Infrastructure Improvements Exhibit to this Agreement.

1.1.18 “Phase 2 Water Participation Fee” means the fee paid to the CITY for the Project, to fund the Property’s respective share of the project costs of the design and construction of the Phase 2 Water Improvements by the 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 square feet, acreage, and land use category for non-residential square footage of the Project.

1.1.19 "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.

1.1.20 "Property" means the real property described on Exhibit "A" and shown on Exhibit "B" to this Agreement.

1.1.21 "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 3.4 of this Agreement.

1.1.22 "Specific Plan" means that certain specific plan adopted by the City Council, and entitled, "South Ontario Logistics Center Specific Plan”.

1.1.23 "Subsequent Development Approvals" means all discretionary Development Approvals required subsequent to the Effective Date in connection with development of the Property. Subsequent Development Approvals shall be deemed to be subject to the provisions of this Agreement, without any further action needed on the part of either the CITY or OWNER.

1.1.24 "Subsequent Land Use Regulations" means any discretionary Land Use Regulations adopted and effective after the Effective Date of this 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 Infrastructure Improvements Exhibits

Exhibit "G" – Form of Certificate of DIF Credit to be issued by CITY

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 fee simple title or the lessee or an optionee of the Property or a portion(s) thereof. . To the extent applicable, OWNER has obtained 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. Upon approval by the City Manager, without the need for City Council approval, 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) 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 with respect to the portion of the Property sold and be made in strict compliance with the following:

(a) Except as expressly provided for herein, 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.

(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.

(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.

(d) Notwithstanding the foregoing, OWNER shall have the right to assign this Agreement to an Owner Affiliate subject to the notice requirements to CITY as described in Paragraph (b) of this Section 2.4.1, above.

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 an agreement as 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 (if any) to secure performance of its obligations hereunder which are to be performed upon portion of the Property sold, transferred or assigned.

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 2.4.1 and notwithstanding the release 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 (1) year) of any parcel 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 of the parcel. 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 (1) 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 parcel, 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. Within thirty (30) days following such complete submittal, CITY shall review, and if the above conditions are satisfied, may approve the partial assignment and release and notify the purchasor, 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.

2.6 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.

2.7 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 service mitigation fees paid pursuant to Section 4.2 of this Agreement by OWNER to CITY on which construction has not yet begun shall be refunded to OWNER by CITY within ten (10) business days.

2.8 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:
Jeff Johnston
Grove Land Venture, LLC.
c/o Real Estate Development Associates
4450 MacArthur Blvd., Suite 100
Newport Beach, CA 92660
jjohnston@redallc.com

with a copy to:
Ruben Duran, City Attorney
Best Best & Krieger, LLP
2855 E Guasti Road
Ontario, CA 91761

With a copy to:
Matt Fogt, Esq.
Allen Matkins Leck Gamble Mallory& Natsis, LLP
2010 Main Street, 8th Floor
Irvine, CA 92614

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 in Section 3.4, 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 in Section 3.4, 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 Cal. 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.

3.3.1 Infrastructure Improvement Exhibit. Attached hereto as Exhibits “E” and "F" are a description and depiction, respectively, of the Improvements needed for the development of the Property. In the event of any discrepancy between Exhibit E and Exhibit F, Exhibit F shall control.

3.4 Reservations of Authority.

3.4.1 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 and the building codes in effect as of the Effective Date;

(d) Regulations that may conflict with this Agreement and the Development Plan but that are reasonably necessary to protect the occupants 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 and which do not impose additional obligations, costs, and expenses on OWNER or the Project;

(f) Regulations that may conflict with this Agreement but to which the OWNER consents.

3.4.2 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 and/or the Existing Development Approvals, 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 and/or the Existing Development Approvals.

3.4.3 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 3.4.3 shall impose on CITY any monetary liability for contesting such declaratory relief (or other similar non-monetary relief).

3.4.4 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.

3.5 Public Works; Utilities. If OWNER is required by this Agreement or a condition of Project approval 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 standards 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 services necessary for the Project, as further described and depicted in the Infrastructure Improvements Exhibit. As a further condition of development approval, OWNER shall to the extent possible 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. As a further condition of development approval, to the extent OWNER does not own the Property in fee simple, OWNER will provide to CITY the written consent from the current fee owner of the Property agreeing to the terms of this Agreement and the recordation thereof, pursuant to Section 2.2.

3.5.1 OWNER agrees that development of the Project shall require the construction of storm drain Improvements from the Property described in Exhibit E and depicted in Exhibit F. OWNER shall be responsible for payment of a fee in-lieu (the "Euclid Avenue Storm Drain In-Lieu Fee) of actual construction of the ultimate Euclid Avenue storm drain Improvements, south of Merrill Avenue, depicted in Exhibit F. OWNER shall pay the CITY, prior to the request for occupancy of any building on the Property, Four Million Twelve Thousand One Hundred Ninety Dollars ($4,012,190). Upon OWNER'S complete payment of the Euclid Avenue Storm Drain In-Lieu Fee, the CITY shall issue a Certificate of DIF Credit in the Regional Storm Drain category equal to the amount paid to the CITY. Such Regional Storm Drain DIF Certificate shall be issued by CITY within thirty (30) business days of the receipt of such required payment. OWNER and CITY agree that CITY may issue grading, building and other required permits for OWNER to initiate construction of structures for the Property according to plans approved by CITY, and OWNER agrees that OWNER shall not request and CITY shall not issue a final occupancy permit for any buildings prior to payment of the Euclid Avenue Storm Drain In-Lieu Fee and construction of the storm drain Improvements described in Exhibit E and depicted in Exhibit F. CITY and OWNER mutually acknowledge and agree, that upon OWNER's complete payment of the Euclid Avenue Storm Drain In-Lieu Fee, such obligation shall be deemed satisfied and CITY shall not hold up a request for final occupancy permit for any buildings on the Property, based on the actual construction and completion of the ultimate Euclid Avenue storm drain Improvements. CITY agrees that OWNER may request that CITY issue temporary certificates of occupancy on a building-by-building basis prior to completion of the storm drain improvements.

3.5.2 OWNER agrees that development of the Project shall require the construction of street Improvements as described in Exhibit E and depicted in Exhibit F. OWNER and CITY agree that CITY may issue grading, building and other required permits for OWNER to initiate construction of structures for the Property according to plans approved by CITY, and OWNER agrees that OWNER shall not request, and CITY shall not issue a final occupancy permit for any buildings on the Property prior to Substantial Completion of the street Improvements as described in Exhibit E and depicted in Exhibit F. For purposes of the foregoing, street Improvements shall be deemed "Substantially Complete" even if the final lift of pavement has not been completed (i.e., OWNER may install the final lift after completion of all other construction). CITY agrees that OWNER may request that CITY issue temporary certificates of occupancy on a building-by-building basis prior to completion and subject to final acceptance by CITY of

the street Improvements. OWNER agrees that the street improvements shall be completed and subject to final acceptance by CITY prior to the release of any security for the construction of the street improvements. OWNER and CITY agree that a portion of the street Improvements described in Exhibit E and depicted in Exhibit F may be constructed by others, or pursuant to a cooperative agreement with others. If such street Improvements are constructed by others, or in cooperation with others, and are completed and accepted by CITY prior to OWNER's request to CITY of the required grading, building or other required permits for OWNER to initiate construction of structures for the Property, then OWNER shall not be required to construct those street Improvements constructed and completed by others and accepted by CITY.

3.5.3 OWNER agrees that development of the Property shall require the construction of water utility Improvements as described in Exhibit E and depicted in Exhibit F consisting generally of the construction of the potable water Improvements to serve the Property as described in Exhibit E and depicted in Exhibit F. OWNER and CITY agree that CITY may issue grading, building and other required permits for OWNER to initiate construction of structures for the Property according to plans approved by CITY upon completion of sufficient water improvements to serve the Property from at least one point of connection. OWNER and CITY agree that OWNER may, in-lieu of utilizing recycled water during grading and construction, utilize water from existing agricultural wells on the Property subject to the terms of a separate Well Use Agreement between the CITY and OWNER. OWNER agrees that OWNER shall not request and CITY shall not issue a final occupancy permit for any buildings on the Property until the completion of the potable water improvements described in Exhibit E and depicted in Exhibit F. City agrees that OWNER may request that CITY issue temporary certificates of occupancy on a building-by-building basis prior to completion of the water improvements if there is available permanent water service from a minimum of two (2) points of connection and sufficient water is available for fire protection purposes for any buildings while under construction. OWNER and CITY agree that a portion of the water Improvements described in Exhibit E and depicted in Exhibit F may be constructed by others, or pursuant to a cooperative agreement with others. If such water Improvements are constructed by others, or in cooperation with others, and are completed and accepted by CITY prior to OWNER's request to CITY of the required grading, building or other required permits for OWNER to initiate construction of structures for the Property, then OWNER shall not be required to construct those water Improvements constructed and completed by others and accepted by CITY.

3.5.4 OWNER agrees that development of the Property shall require the construction of sewer Improvements as described in Exhibit E and depicted in Exhibit F. OWNER and CITY agree that CITY may issue grading, building and other required permits for OWNER to initiate construction of structures for the Property according to plans approved by CITY, and OWNER agrees that OWNER shall not request and CITY shall not issue a final occupancy permit for any buildings prior to completion of the sewer improvements described in Exhibit E and depicted in Exhibit F. CITY agrees that OWNER may request that CITY issue temporary certificates of occupancy on a building-by-building basis prior to the completion of the sewer improvements described in Exhibit E and depicted in Exhibit F. OWNER and CITY agree that a portion of the sewer

Improvements described in Exhibit E and depicted in Exhibit F may be constructed by others, or pursuant to a cooperative agreement with others. If such sewer Improvements are constructed by others, or in cooperation with others, and are completed and accepted by CITY prior to OWNER's request to CITY of the required grading, building or other required permits for OWNER to initiate construction of structures for the Property, then OWNER shall not be required to construct those sewer Improvements constructed and completed by others and accepted by CITY.

3.5.5 OWNER agrees that development of the Property shall require the construction of recycled water utility improvements to serve the Property, consisting generally of the construction of recycled water utility Improvements as described in Exhibit E and depicted in Exhibit F. OWNER and CITY agree that the CITY may issue grading, building and other required permits for OWNER to initiate construction of structures for the Property according to plans approved by CITY upon completion of sufficient water and recycled water improvements to serve the Property from at least one (1) point of connection and OWNER agrees that OWNER shall not request and CITY shall not issue any occupancy permit for any buildings on the Property until the completion of the water improvements described in Exhibit E and depicted in Exhibit F. CITY agrees that OWNER may request a temporary occupancy permit for a building and, if OWNER requests that a temporary certificate of occupancy be issued for a building prior to the completion of the extension of permanent master planned recycled water utility Improvements to serve the Property that CITY may consider such request and may issue temporary certificates of occupancy on a building-by-building basis prior to completion of recycled water improvements if there is available permanent recycled water service connection and sufficient recycled water is available. OWNER and CITY agree that all, or a portion of, the permanent master planned recycled water utility Improvements described in Exhibit E and depicted in Exhibit F may be constructed by others. If such recycled water utility Improvements are constructed by others and completed and accepted by CITY prior to OWNER'S request to CITY of the required grading, building, or other required permits for OWNER to initiate construction of structures for the Property, then OWNER shall not be required to construct those permanent master planned recycled water utility Improvements.

3.5.6 OWNER agrees that development of the Property shall require the construction of fiber optic communications infrastructure, 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 fiber optic communications infrastructure to serve the Property. OWNER and CITY agree that CITY may issue grading, building and other required permits for OWNER to initiate construction of structures for the Property according to plans approved by CITY and OWNER agrees that OWNER shall not request and CITY shall not issue a final occupancy permit for any buildings prior to completion of the fiber optic communications infrastructure, as described in Exhibit E and depicted in Exhibit F. CITY agrees that OWNER may request that CITY issue temporary certificates of occupancy on a building-by-building basis prior to the completion of the fiber optic communications infrastructure, as described in Exhibit E and depicted in Exhibit F.

3.6 Acquisition of Offsite Provision of Real Property Interests. In any instance where OWNER is required by any Development Approval or Land Use Regulation 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") as described below in Section 3.7. This Section 3.6 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.

3.7 Real Property Interests.

3.7.1 CITY Acquisition of Offsite Property. In the event OWNER is required to construct any public improvements on land not owned by OWNER, Sections 3.7.1 and 3.7.2 shall control the acquisition of the Offsite Property. If the OWNER is unable to acquire such 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 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 Offsite Property by negotiation within thirty (30) days after OWNER'S written request, CITY may, initiate proceedings utilizing its power of eminent domain to acquire the Offsite 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 Offsite Property, subject to the conditions set forth in this Section 3.7.1 The CITY and OWNER acknowledge that the timelines set forth in this Section 3.7.1 represent the maximum time periods which CITY and OWNER reasonably believe will be necessary to complete the acquisition of any 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.

3.7.2 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 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 Offsite Property, whereupon CITY shall cease such proceedings. CITY may 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 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 Offsite Property resolution of necessity. If CITY adopts such resolution of necessity, then CITY may institute condemnation proceedings and file a complaint in condemnation and seek an order of immediate possession with respect to the Offsite Property.

3.8 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.

3.9 Tentative Parcel Maps. With respect to applications by OWNER for tentative parcel 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 expiration, cancellation, or termination of this Agreement.

3.10 Specific Plan Charge. Pursuant to Government Code section 65456, the City Council may consider adopting a specific plan charge upon persons seeking CITY approvals that are required to be consistent with the Specific Plan. Any such charges shall, in the aggregate, defray, but not exceed, the estimated cost of preparation, adoption, and administration of the Specific Plan, including costs incurred pursuant to the California Environmental Quality Act (Pub. Resources Code, §§ 21000 et seq.). As nearly as can be estimated, the charges shall be a prorated amount in accordance with the applicant's relative benefit derived from the Specific Plan. If such charges are adopted, the CITY shall use such charges to reimburse the OWNER who originally paid the cost of preparing the Specific Plan, including costs incurred pursuant to the California Environmental Quality Act (Pub. Resources Code, §§ 21000 et seq.) to the extent the OWNER paid more than its relative benefit from the Specific Plan. Such charges, if adopted, shall be imposed on persons seeking CITY approvals that are required to be consistent with the Specific Plan, to the extent such person(s) has/have not entered into a reimbursement agreement with, and satisfactory to, the person(s) originally responsible for the cost of preparing the Specific Plan, including costs incurred pursuant to CEQA.

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 Section 4.2.1 shall be paid to CITY prior to the issuance of building permit for each applicable building (subject to the application/use of available fee deferrals or credits), except for the Species, Habitat Conservation, and Open Space Mitigation Development Impact Fee, which shall be paid by OWNER to CITY prior to the issuance of a grading permit.

4.3 Responsibility for Construction of Public Improvements.

4.3.1 Timely Construction of Public Infrastructure. The phasing of the area wide infrastructure construction within the vicinity of the Project shall 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 described and depicted in the Infrastructure Improvements Exhibit and any and all parcel map conditions. Unless otherwise specified in the Parcel Map conditions, and subject to the provisions of Section 3.5 and 3.6, all other required Improvements for the parcel map, shall be substantially completed and operational prior to, and as a condition precedent to, OWNER requesting and CITY's granting of a final occupancy permit for any buildings to be constructed on the Property within the applicable parcel map. All Infrastructure and Improvements shall be completed as required by the Subdivision Agreement/Parcel Map conditions for Parcel Map No. 20161.

4.3.3 Construction of Public Infrastructure by Third Parties. CITY and OWNER acknowledge that a portion of the Improvements described in Exhibit E and depicted in Exhibit F are necessary for the development of surrounding properties within the Ontario Ranch and the other property owners are also obligated to construct the Improvements or portions thereof. As such, CITY agrees that OWNER's obligation to construct the Improvements may be satisfied by third party owners pursuant to separate written agreements between OWNER and said third party undertaking the construction of the Improvements. Nothing in this Agreement shall be construed to prohibit the coordination of the construction of the Improvements between private parties, including the allocation of costs for the construction of the Improvements. Notwithstanding anything to the contrary herein, any applicable DIF Credits may be transferred and assigned from one (1) party to another with respect to the construction of the Improvements and such transfer or assignment shall not require the conveyance of any real property.

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. OWNER and CITY agree that OWNER may, in-lieu of utilizing recycled water during grading and construction, utilize water from existing agricultural wells on the Property subject to the terms of a separate Well Use Agreement between the CITY and OWNER.

4.3.5 Construction of DIF Program Infrastructure. To the extent OWNER is required to construct and completes construction of public improvements that are included in CITY's Development Impact Fee Program CITY agrees that CITY shall issue DIF Credit in accordance with the provisions of a separate Fee Credit Agreement between CITY and OWNER. Limitations 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 be eligible to receive DIF Credit from OWNER's construction of DIF Program Infrastructure. Any such DIF Credit 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.

4.4 Public Services Funding Fee.

4.4.1 Requirement for Payment of Public Services Funding Fee. In order to ensure that the adequate provision of public services, including without limitation, police, fire and other public safety services, are available to each Project in a timely manner, OWNER shall pay to CITY a "Public Services Funding Fee." The Public Services Funding Fee shall apply to residential and non-residential uses as set forth below.

4.4.2 Public Services Funding Fee Amount. OWNER shall pay a Public Services Funding fee in a single installment payment in the amount of Seventy-Five Cents ($.75) per square foot of each non-residential building. The single installment for non-residential uses shall be due and payable on a building-by-building basis prior to the issuance of the building permit for a non-residential building. The amount of the Single Installment for non-residential uses shall automatically increase by percentage increase (but no decrease) in the Consumer Price Index (Riverside – San Bernardino – Ontario, CA), (December 2017=100) over the preceding year on January 1st of each year, beginning on January 1, 2024. OWNER may exercise the option to pay any single installment amounts for the remainder of the non-residential square footage within the Project on or before December 31st, before the Single Installment amount is automatically increased.

4.5 Water Availability.

4.5.1 Water Availability. The Property requires the completion of the Phase 2 Water Improvements (Phase 2A and 2B) for permanent water system capacity and supply. Until the Phase 2 Water Improvements are fully constructed and completed, OWNER acknowledges that the Project shall have sufficient water capacity and supply on an interim basis made available through the construction of the Potable Water

Improvements (as described in Exhibit E), the Phase 2A Water Improvements, and the Interim Chino Avenue Loop depicted in Exhibit F. OWNER acknowledges and agrees that the CITY shall not issue final certificates of occupancy for the Project until the completion of the Potable Water Improvements (as described in Exhibit E), the Phase 2A Water Improvements and the Interim Chino Avenue Loop, as depicted in Exhibit F. OWNER further acknowledges and agrees the Property requires the Phase 2 Water Improvements as depicted in Exhibit F.

4.5.2 Phase 2 Water Construction Fee. Prior to CITY's issuance of a grading permit for any parcel of the Property (each, a "Grading Permit"), OWNER shall pay to CITY the applicable Phase 2 Water Construction Fee. The Phase 2 Water Construction Fee shall be calculated based on the following formula: (a) the regional water development impact fee, based on the square footage of developable property and the approved land use category for each Phase of the Project (the "Base Regional Water DIF"), PLUS (b) OWNER's pro rata share of the difference between the total projected cost of construction of the Phase 2 Water Improvements (the "Pro Rata Share") and the Base Regional Water DIF. To determine the Pro Rata Share, which may fluctuate over time, CITY shall, at the time OWNER applies for a Grading Permit, calculate the total projected cost of construction of the Phase 2 Water Improvements and subtract from that amount (y) all Phase 2 Water Construction Fees previously collected and (z) the aggregate Base Regional Water DIF to be paid by OWNER and all developers then at that time obligated to pay a Base Regional Water DIF specifically for use of the Phase 2 Water Improvements (together, the "Phase 2 Water Developers"). If the difference is zero or a number less than zero, then there is no Pro Rata Share and the Phase 2 Water Construction Fee shall equal the sum of all Base Regional Water DIF to be paid by all Phase 2 Water Developers. If the difference results in a positive number, the funding gap (the "Funding Gap") shall be divided by the total acreage of land to be developed by the Phase 2 Water Developers to obtain a Funding Gap "per acre" amount (the "Funding Gap Per Acre Amount"). Each Phase 2 Water Developer's respective total acreage to be developed shall then be multiplied by the Funding Gap Per Acre Amount to obtain each Phase 2 Water Developer's Pro Rata Share, which will then be added to each Phase 2 Water Developer's Base Regional Water DIF to obtain the Phase 2 Water Construction Fee due and payable at the time of issuance of the applicable Grading Permit.

4.5.3 DIF Credit for Phase 2 Water Construction Fees. Within thirty (30) days of OWNER's payment of each Phase 2 Water Construction Fee, CITY shall issue a certificate of DIF Credit which may be used to offset OWNER's DIF obligations in the Regional Water DIF Category. The form of the Certificate of DIF Credit shall be as described in Exhibit G, attached hereto and incorporated herein. OWNER acknowledges that any Regional Water DIF Credit issued to OWNER shall not be used to satisfy Phase 2 Water Construction Fees and may only be used to offset OWNER's DIF obligations in the Regional Water DIF Category.

4.5.4 Additional Contributions for Phase 2 Water Improvements. OWNER acknowledges and agrees that, as of the Effective Date of this Agreement, the CITY does not have sufficient funding to construct and complete the Phase 2 Water Improvements. OWNER agrees to provide the CITY with additional contributions for the Phase 2 Water

Improvements prior to the issuance of a Grading Permit for any Phase within the Project, pursuant to the Pro Rata Share calculation as set forth in Section 4.5.2 above. OWNER acknowledges and agrees that the CITY has the right to conduct subsequent reviews of the available funding for the construction of, or continuation of the construction of, the Phase 2 Water Improvements. If at any time outside of OWNER's submission of a request for a Grading Permit the CITY determines that there is not sufficient funding for the construction of, or continuation of the construction of, the Phase 2 Water Improvements necessary to support current and anticipated future development within the Ontario Ranch area served by the Phase 2 Water Improvements, OWNER agrees to pay such subsequent additional contribution payment necessary from the OWNER (on a pro rata basis with other Phase 2 Water Developers then existing at the time) to the CITY to initiate construction of, or continue construction of, the Phase 2 Water Improvements. The CITY shall determine OWNER's additional contribution amount (above and beyond OWNER's Pro Rata Share) and such amount shall be due and payable to the CITY within thirty (30) days of written notice from the CITY to OWNER.

4.5.5 Future Reimbursement of Pro Rata Share of Phase 2 Water Construction Fees. OWNER agrees that the CITY will be responsible for the construction and completion of the Phase 2 Water Improvements, as depicted in Exhibit F. Subject to the successful completion of the Phase 2 Water Improvements, CITY and OWNER shall meet periodically and/or as needed from the date of completion of the Phase 2 Water Improvements, to jointly develop a plan and mutually enter into an agreement for the reimbursement of OWNER's Pro Rata Share of Phase 2 Water Construction Fees that may be reimbursed from future development in the 925 Zone as depicted in the City's Domestic Water Master Plan, following any reallocation of each Phase 2 Water Developer's Pro Rata Share, CITY's collection of additional Regional Water DIF in connection with construction of the Phase 2 Water Improvements, and after the completion of the Phase 2 Water Improvements. Such agreement shall be approved at the sole discretion of the Ontario City Council.

4.6 Compliance with Public Benefits Requirements.

4.6.1 Failure to Provide Public Benefits. In the event OWNER fails or refuses to comply with any condition referenced in Section 4.1 through 4.5, or challenges (whether administratively or through legal proceedings) the imposition of such conditions, OWNER shall be deemed in default of this Agreement, thereby entitling CITY to any and all remedies available to it, including, without limitation, the right of CITY to withhold OWNER's Project-related building permits, certificates of occupancy, or discretionary approvals, without liability. Nothing herein shall waive OWNER's right to assert a default (or failure to perform) by CITY has excused OWNER's performance under this Agreement.

5. FINANCING OF PUBLIC IMPROVEMENTS.

5.1 Financing Mechanism(s). OWNER agrees that, prior to the recordation of any Parcel Map, the property subject to such Parcel Map shall be included in a CFD to finance CITY services through annual special taxes that will initially be Twenty-Seven Cents

($.27) 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. Depending on the fiscal year that the CFD is formed and the CFD tax is levied, the annual special taxes may be higher. 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 5.1 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 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.

6. [OMITTED]

7. REVIEW FOR COMPLIANCE.

7.1 Periodic and Special Reviews.

7.1.1 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 7.1.2 through 7.1.6. Issuance of a notice of continuing compliance may be issued by the City Manager or his designee.

7.1.2 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:

(a) Recommendation of the Planning staff;

(b) Affirmative vote of at least four (4) members of the Planning Commission; or

(c) Affirmative vote of at least three (3) members of the City Council.

7.1.3 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.

7.1.4 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.

7.1.5 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.

7.1.6 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.

7.2 Proceedings Upon Modification or Termination. If, upon a finding under Section 7.1.6(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.

7.3 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 this Agreement 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.

7.4 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.

8. [OMITTED]

9. DEFAULT AND REMEDIES.

9.1 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 (i) 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 and (ii) OWNER shall not be liable in damages to CITY, or to any other person, and CITY 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.

9.2 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 and OWNER as provided in Section 9.1 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.

9.3 Release. Except for non-damage remedies, including the remedies of judicial review and of specific performance as provided for in Sections 7.3 and 9.2, respectively,, 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.

9.4 Termination or Modification of Agreement for Default of OWNER. Subject to the provisions contained in Sections 7.2 and 7.3 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.

9.5 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.

10. THIRD PARTY LITIGATION.

10.1 General Plan Litigation. CITY has determined that this Agreement is consistent with the 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 or 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.

10.2 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.

10.3 Indemnity. In addition to the provisions of Section 10.2 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, to the extent 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. OWNER's indemnity obligation shall terminate following CITY's legal acceptance of (i.e. taking of title to) the Improvements.

10.4 Environment Assurances. OWNER shall indemnify and hold CITY, its officers, agents, and employees free and harmless from any liability, to the extent 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 during OWNER'S period of ownership of the Property, including, but not limited to, soil and groundwater conditions caused by OWNER, 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.

10.5 Reservation of Rights. With respect to Sections 10.2, 10.3 and 10.4 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.

10.6 Survival. The provisions of this Sections 10.1 through 10.6, inclusive, shall survive the termination of this Agreement.

11. MORTGAGEE PROTECTION.

11.1 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

(e) In the event of a default by OWNER, any Mortgagee shall have the right to remedy, or cause to be remedied, such default within sixty (60) days following the later to occur of (i) the date of Mortgagee's receipt of the notice referred to in Section 9.4 above, or (ii) the expiration of the period provided herein for OWNER to remedy or cure such default, and CITY shall accept such performance by or at the insistence of the Mortgagee as if the same had been timely made by OWNER; provided, however, that (i) if such default is not capable of being cured within the timeframes set forth in this Section and Mortgagee commences to cure the default within such timeframes, then Mortgagee shall have such additional time as is required to cure the default so long as Mortgagee diligently prosecutes the cure to completion and (ii) if possession of the Property (or portion thereof) is required to effectuate such cure or remedy, the Mortgagee shall be deemed to have timely cured or remedied if it commences the proceedings necessary to obtain possession thereof within sixty (60) days after receipt of the copy of the notice, diligently pursues such proceedings to completion, and, after obtaining possession, diligently completes such cure or remedy.

12. MISCELLANEOUS PROVISIONS.

12.1 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 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.

12.2 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.

12.3 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.

12.4 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.

12.5 Section Headings. All section headings and subheadings are inserted for convenience only and shall not affect any construction or interpretation of this Agreement.

12.6 Singular and Plural. As used herein, the singular of any word includes the plural.

12.7 Joint and Several Obligations. Pursuant to Section 2.4, if at any time during the term of this Agreement the Property is subsequently 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.

12.8 Time of Essence. Time is of the essence in the performance of the provisions of this Agreement as to which time is an element.

12.9 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.

12.10 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.

12.11 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, governmental orders related to statewide or national pandemics, any third party court actions challenging the Project (including but not limited to writs of mandate, 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.

12.12 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.

12.13 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.

12.14 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.

12.15 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.

12.16 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.

12.17 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.

12.18 Eminent Domain. No provision of this Agreement shall be construed to limit or restrict the exercise by CITY of its power of eminent domain.

12.19 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.

12.20 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 requested by OWNER under this Section 12.20 prior to CITY's issuance of such certificates.

12.21 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.

12.22 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.

12.23 CITY makes no representations concerning prevailing wages in compliance with California Labor Code Section 1770 et seq.

12.24 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.

12.25 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.

12.26 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.

12.27 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. PDA21-005

"OWNER"

GROVE LAND VENTURE LLC
a Delaware limited liability company

by: RBV Grove, LLC, a Delaware limited liability company, its managing member

by: REDA Bascom Ventures, LLC, a Delaware limited liability company, its managing member

by: Real Estate Development Associates, LLC, a California limited liability company, its administrative member

by: Waters Edge Property Group, LLC, a California limited liability company, its member

By: _____
Jason Krotts
Authorized Signatory

Date: _____

ATTEST:

_____
City Clerk, Ontario

APPROVED AS TO FORM:

BEST BEST & KRIEGER, LLP

_____
City Attorney

"CITY"
CITY OF ONTARIO

By:_____
Scott Ochoa
City Manager

Date: _____

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 this ___ day of _____, 2023 before me, _____, Notary Public, personally appeared _____, who proved to me on the basis of satisfactory evidence to be the person(s) 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(ies), 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:_____ (Seal)

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 this ___ day of _____, 2023 before me, _____, Notary Public, personally appeared _____, who proved to me on the basis of satisfactory evidence to be the person(s) 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(ies), 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:_____ (Seal)

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:

LOTS 1, 2, 3, 4, 13, 14, 15, 16, 17, 18, 19, 20, 29, 30, 31 AND 32 IN SECTION 20, TOWNSHIP 2 SOUTH, RANGE 7 WEST, SAN BERNARDINO BASE AND MERIDIAN, ACCORDING TO THE MAP OF THE SUBDIVISION OF RANCHO SANTA ANA DEL CHINO, IN THE CITY OF ONTARIO, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, RECORDED IN BOOK 6, PAGE 15 OF MAPS OF RECORDS OF SAID COUNTY.

APNs: 1054-071-01, 1054-071-02, 1054-081-03, 1054-091-01, 1054-091-02, 1054-101-01, 1054-101-02, 1054-231-01, 1054-231-02, 1054-241-01, 1054-241-02, 1054-311-01, 1054-311-02, 1054-321-01, 1054-321-02.

EXHIBIT "B"
TO DEVELOPMENT AGREEMENT

Map showing Property and its location

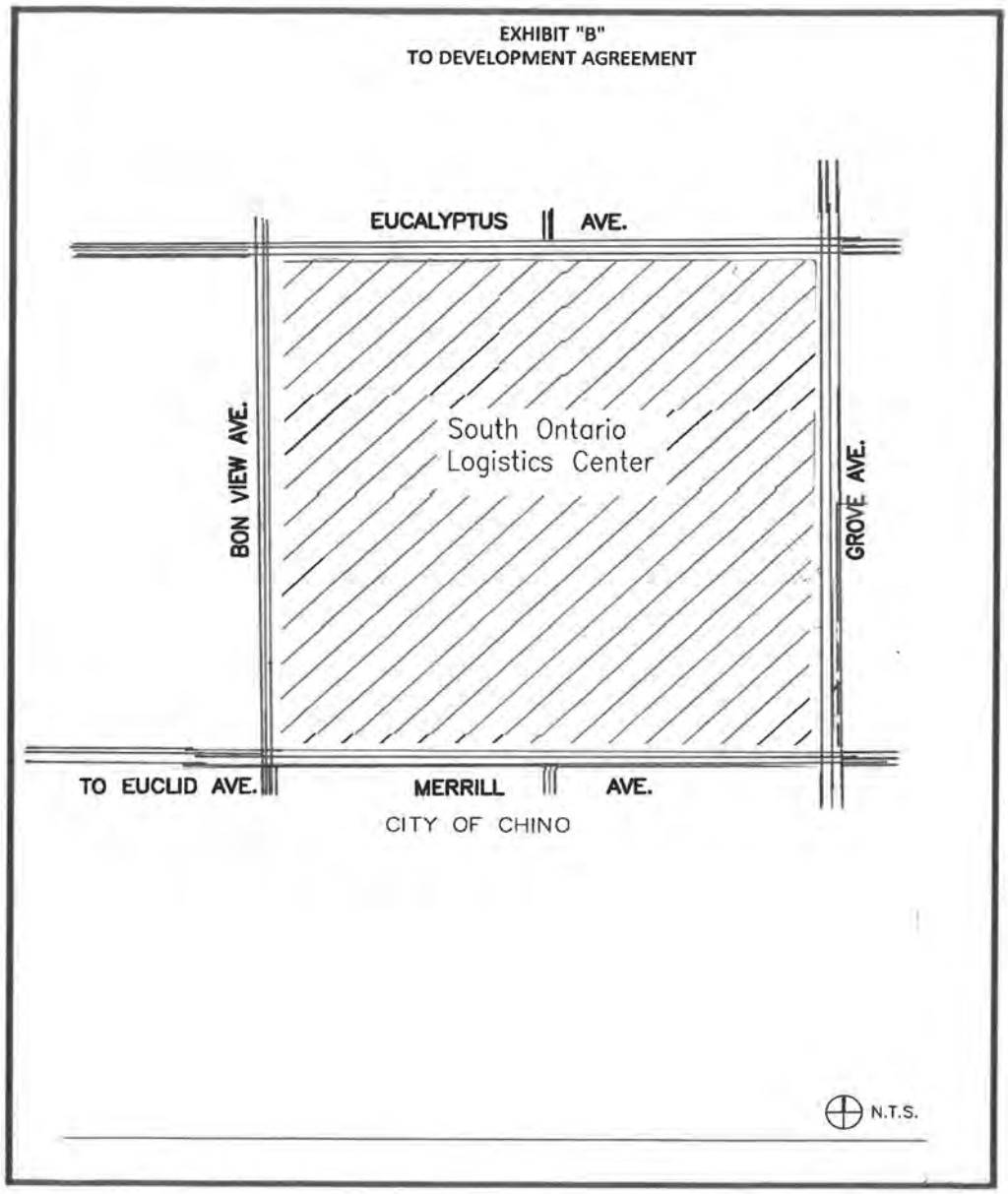


EXHIBIT "C"
TO DEVELOPMENT AGREEMENT

Existing Development Approvals

On January 1, 2022, the Planning Commission:

a) Approved Resolution No. PC22-004, recommending the City Council certify the Environmental Impact Report (SCH#2021010318) for the South Ontario Logistics Center Specific Plan (File No. PSP19-001).

b) Approved Resolution No. PC22-005, recommending the City Council approve the General Plan Amendment (File No. PGPA19-004).

c) Approved Resolution No. PC22-006, recommending the City Council approve the South Ontario Logistics Center Specific Plan (File No. PSP19-001).

On March 1, 2022, the City Council:

a) Adopted Resolution No. 2022-015, certifying the Environmental Impact Report (SCH#2021010318) for the South Ontario Logistics Center Specific Plan.

b) Adopted Resolution No. 2022-016, approving the General Plan Amendment (File No. PGPA19-004).

On March 15, 2022, the City Council:

a) Adopted Ordinance No. 3206, approving the South Ontario Logistics Center Specific Plan (File No. PSP19-001)

EXHIBIT "D"
TO DEVELOPMENT AGREEMENT

Existing Land Use Regulations

These documents are listed for reference only:

1. General Plan Amendment (File No. PGPA19-004)

2. South Ontario Logistics Center Specific Plan (File No. PSP19-001), Ordinance No. 3206

3. South Ontario Logistics Center Environmental Impact Report (SCH#2021010318)

4. 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 THE DEVELOPMENT AGREEMENT

DESCRIPTION OF REQUIRED IMPROVEMENTS

OWNER shall design, construct, and complete the following Street, Sewer, Storm Drain, Potable Water, Recycled Water, and Fiber Optic improvements, prior to OWNER's request for any final certificate of occupancy permit for any building within the Property.

1. OWNER shall design, construct, and complete the following Improvements, Potable Water (WT), Storm Drain (SD), Streets (ST), Sewer (SW), Recycled Water (RW), and Fiber Optics (FO), as described, prior to OWNER's request for final occupancy of the first building:

    a. WT on Grove Avenue between Eucalyptus Avenue and Merrill Avenue (Local Water DIF Project WT-011).

    b. WT on Bon View Avenue between Eucalyptus Avenue and Merrill Avenue.

    c. WT on Eucalyptus Avenue between Bon View Avenue and Grove Avenue (Local Water DIF Project WT-011).

    d. WT on Eucalyptus Avenue between Grove Avenue and Carpenter Avenue (Regional Water DIF Project, portion of Phase 2A Water).

    e. WT on Merrill Avenue between Bon View Avenue and Carpenter Avenue (Local Water DIF Project WT-011).

    f. SD onsite detention shall be designed, constructed, and completed by OWNER prior to issuance of the first building permit. However, OWNER is eligible to request from CITY a grading permit prior to the completion of the SD onsite detention.

    g. SD on Grove Avenue from Eucalyptus Avenue to Merrill Avenue.

    h. SD on Eucalyptus Avenue between Bon View Avenue and Grove Avenue.

    i. SD on Bon View Avenue between Eucalyptus Avenue and Merrill Avenue.

    j. SD on Merrill Avenue between Euclid Avenue and Grove Avenue.

k. SD bleeder line or alternative interim connection at the discretion of the City on Euclid Ave south of Merrill Ave. This shall connect to the SD on Merrill Ave between Euclid Ave and Grove Avenue.

l. Two (2) Debris Separation Baffle Boxes at the intersections of Euclid Avenue and Merrill Avenue, and Merrill Avenue and Grove Avenue.

m. Full half ST improvements on the south half and circulation lane improvements on the north half of Eucalyptus Avenue from Bon View Avenue to Grove Avenue.

n. Full half ST improvements on both sides of Merrill Avenue between Euclid Avenue and Carpenter Avenue.

o. Full half ST improvements on the east side and circulation lane improvements on the west side of Bon View Avenue between Eucalyptus Avenue and Merrill Avenue.

p. Full half ST improvements on the west side and circulation lane improvements on the east side of Grove Avenue between Eucalyptus Avenue and Merrill Avenue.

q. Traffic Signals at Bon View Avenue/Eucalyptus Avenue, at Bon View Avenue/Merrill Avenue, at Eucalyptus Avenue/Grove Avenue, and at Grove Avenue, at the signalized median break that aligns with Merrill Commerce Center Specific Plan.

r. Traffic Signal on Merrill Avenue approximately halfway between Bon View and Grove Avenues.

s. Traffic signal modifications at Euclid Avenue/Merrill Avenue and Euclid Avenue/Eucalyptus Avenue.

t. SW (Western Trunk Sewer) on Euclid Avenue between Kimball Avenue and Merrill Avenue (Regional Sewer DIF Project SW-002).

u. SW (Western Trunk Sewer) on Merrill Avenue between Euclid Avenue and Grove Avenue (Regional Sewer DIF Project SW-002).

v. SW on Bon View Avenue between Merrill Avenue and Eucalyptus Avenue (Local Sewer DIF Project SW-010).

w. SW on Grove Avenue between Merrill Avenue and Eucalyptus Avenue (Local Sewer DIF Project SW-009).

x. RW on Bon View Avenue between Eucalyptus Avenue and Merrill

Avenue (Local Water DIF Project WT-016).

y. RW on Merrill Avenue between Campus Avenue and Grove Avenue (Local Water DIF Project WT-016).

z. RW on Grove Avenue between Merrill Avenue and Eucalyptus Avenue (Local DIF Project WT-016).

aa. RW on Eucalyptus Avenue between Bon View Avenue and Grove Avenue (Local DIF Project WT-016).

bb. FO on Eucalyptus Avenue between Bon View Avenue and Grove Avenue.

cc. FO on Bon View Avenue between Eucalyptus Avenue and Merrill Avenue.

dd. FO on Merrill Avenue between Bon View Avenue and Grove Avenue.

ee. FO on Grove Avenue between Eucalyptus Avenue and Merrill Avenue.

2. CITY shall design, construct, and complete the Phase 2 Water (WT) Improvements and Interim Chino Avenue Loop. The Phase 2 Water Improvements will be constructed by the CITY in phases, with the initial improvements, designated as Phase 2A Water Improvements, Interim Chino Avenue Loop, and Phase 2B Water Improvements as described below.

    a. Phase 2A Water Improvements shall consist of the following:

        i. WT on Grove Avenue between Eucalyptus Avenue and Chino Avenue (Regional Water DIF Project WT-010).

    b. Interim Chino Avenue Loop shall consist of the following:

        i. WT on Chino Avenue between Cucamonga Channel and Grove Avenue, which will provide the second point of connection from the 1010 Pressure Zone (Local Water DIF Project WT-009).

        ii. Pressure Reducing Station at Grove Avenue and Chino Avenue, which will provide the second point of connection from 1010 Pressure Zone (Future Local Water DIF Project WT-009).

OWNER shall pay one hundred percent (100%) of the costs to construct the Phase 2A Improvements and the Interim Chino Avenue Loop, within forty-five (45) days from the Effective Date of this Agreement, and such payment shall be the "Phase 2A Water Payment". The costs in the foregoing sentence shall equal the actual bid amount of the awarded contracts for the work, plus fifteen percent (15%). Upon OWNER's full and complete payment to CITY, the CITY shall issue a Certificate of DIF Credit in the Regional Water category and/or the Local Adjacent Water category, as appropriate. Each DIF Water Certificate shall be issued by CITY within thirty (30) days of the receipt of such required payment. CITY shall not issue any building permits until receipt of the full Phase 2A Water Payment.

c. Phase 2B Water Improvements shall consist of the following:

   i. WT on Francis Street between Grove Avenue and Bon View Avenue (Regional Water DIF Project WT-010).

   ii. WT on Bon View Avenue between Francis Street and the Bon View Reservoir Site (Regional Water DIF Project WT-010).

   iii. WT – Nine (9) Million Gallon reservoir at Bon View Reservoir Site (Regional Water DIF Project WT-014).

   iv. WT – Two (2) Groundwater Production Wells in vicinity of Bon View Reservoir Site (Regional Water DIF Project WT-007).

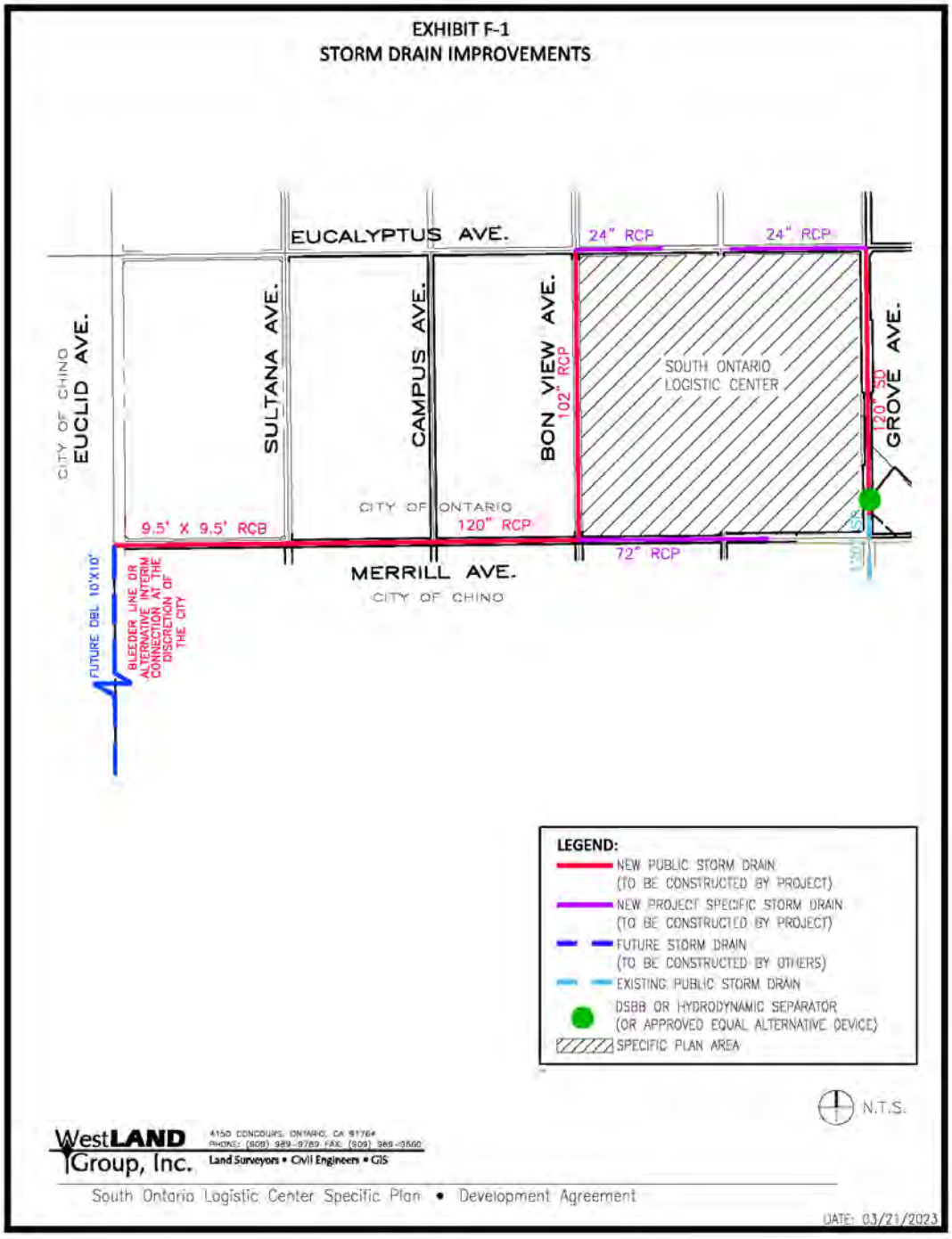
   v. WT on Grove Avenue between Chino Avenue and Francis Street (Regional Water DIF Project WT-010). The final design and alignment north of Riverside Drive is subject to change at the reasonable discretion of the CITY.

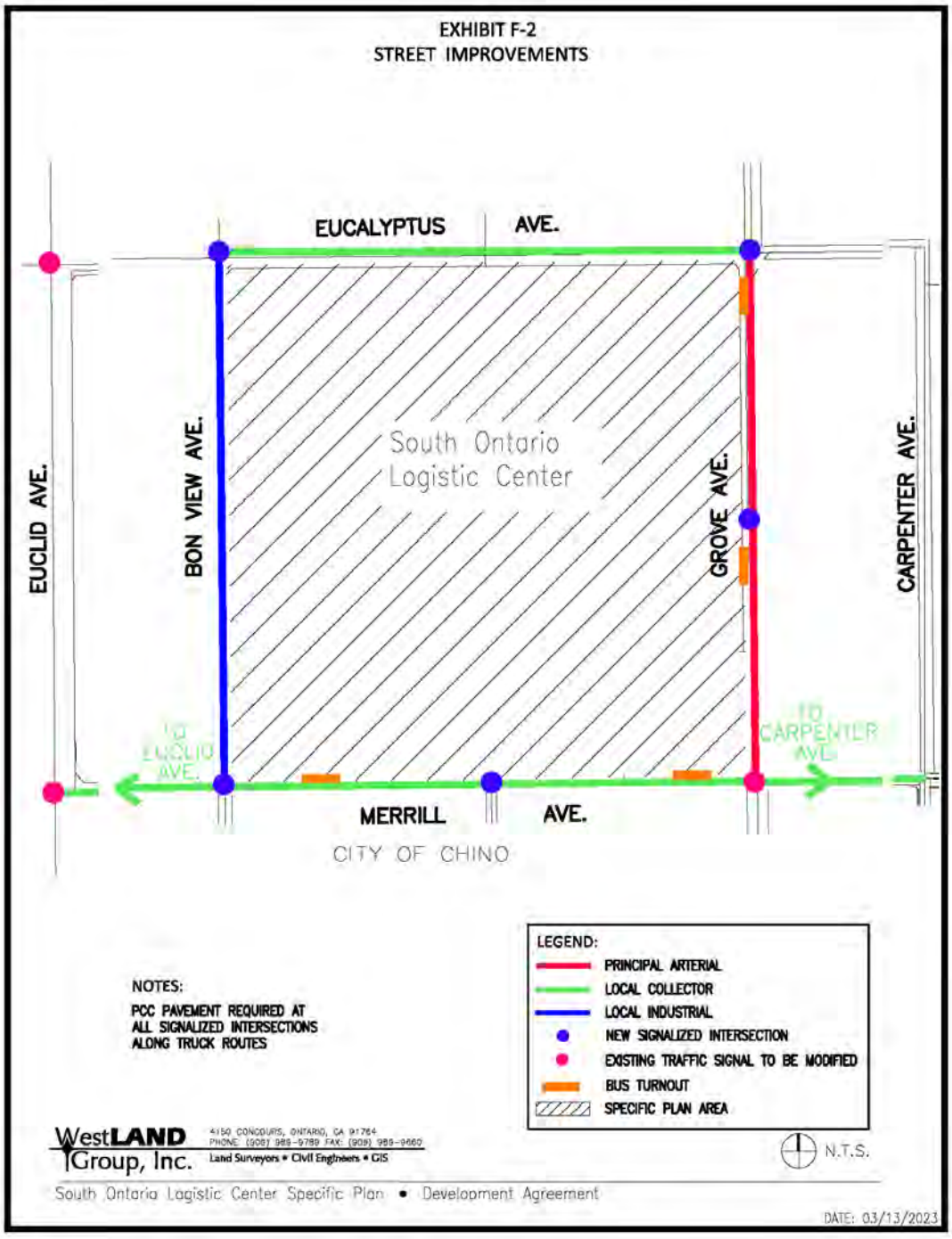
The Phase 2B Water Improvements will be constructed by the CITY and funded by OWNER, pursuant to Section 4.5 of this Agreement. CITY and OWNER mutually agree and understand, that with completion of Phase 2A and the Interim Chino Avenue Loop, the project will be utilizing interim water supply and storage capacity from the 1010' Pressure Zone and OWNER will be required to participate in the funding of future Phase 2 Water Improvements to support the permanent water supply and storage needs of future development within Ontario Ranch.

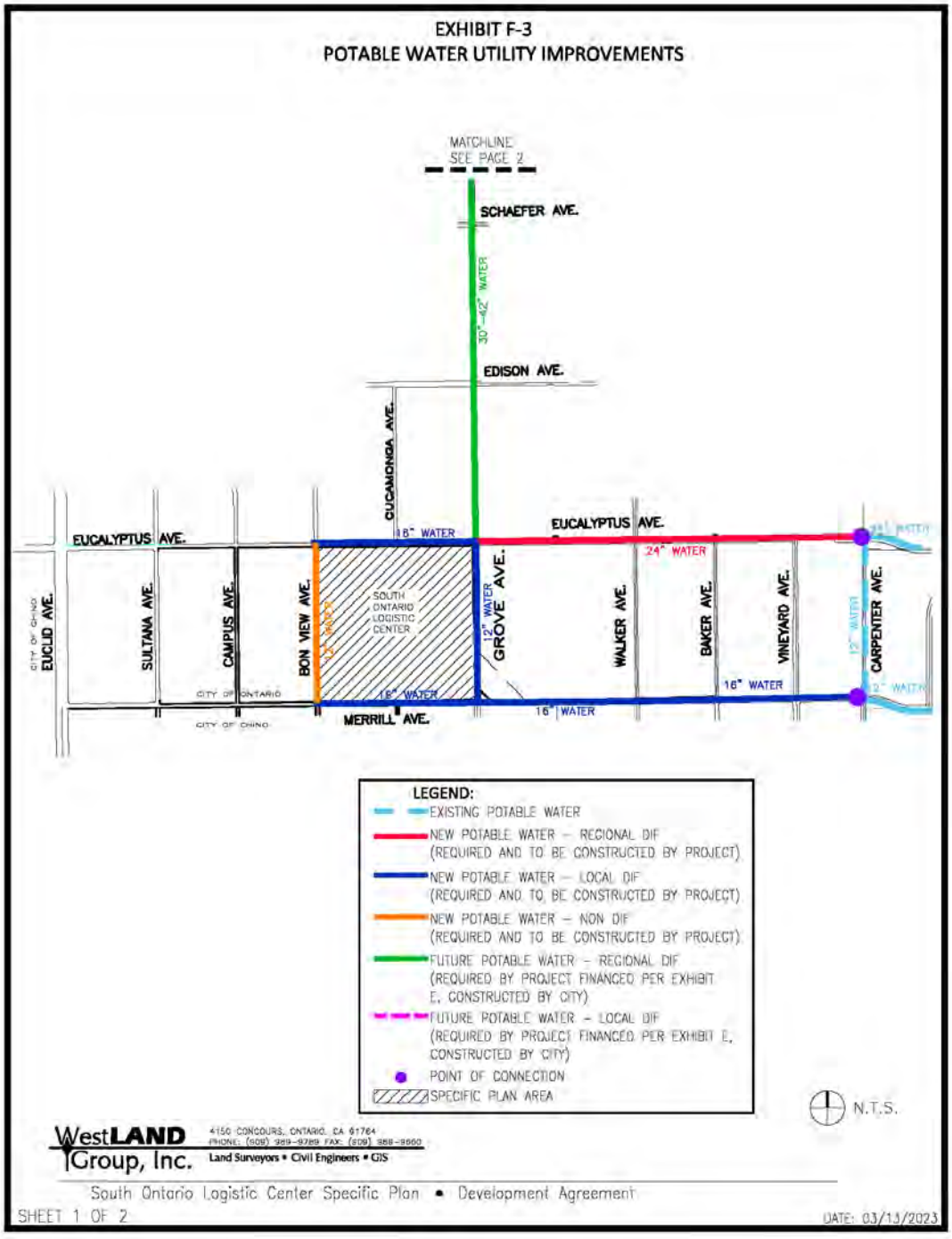
EXHIBIT "F"
TO DEVELOPMENT AGREEMENT

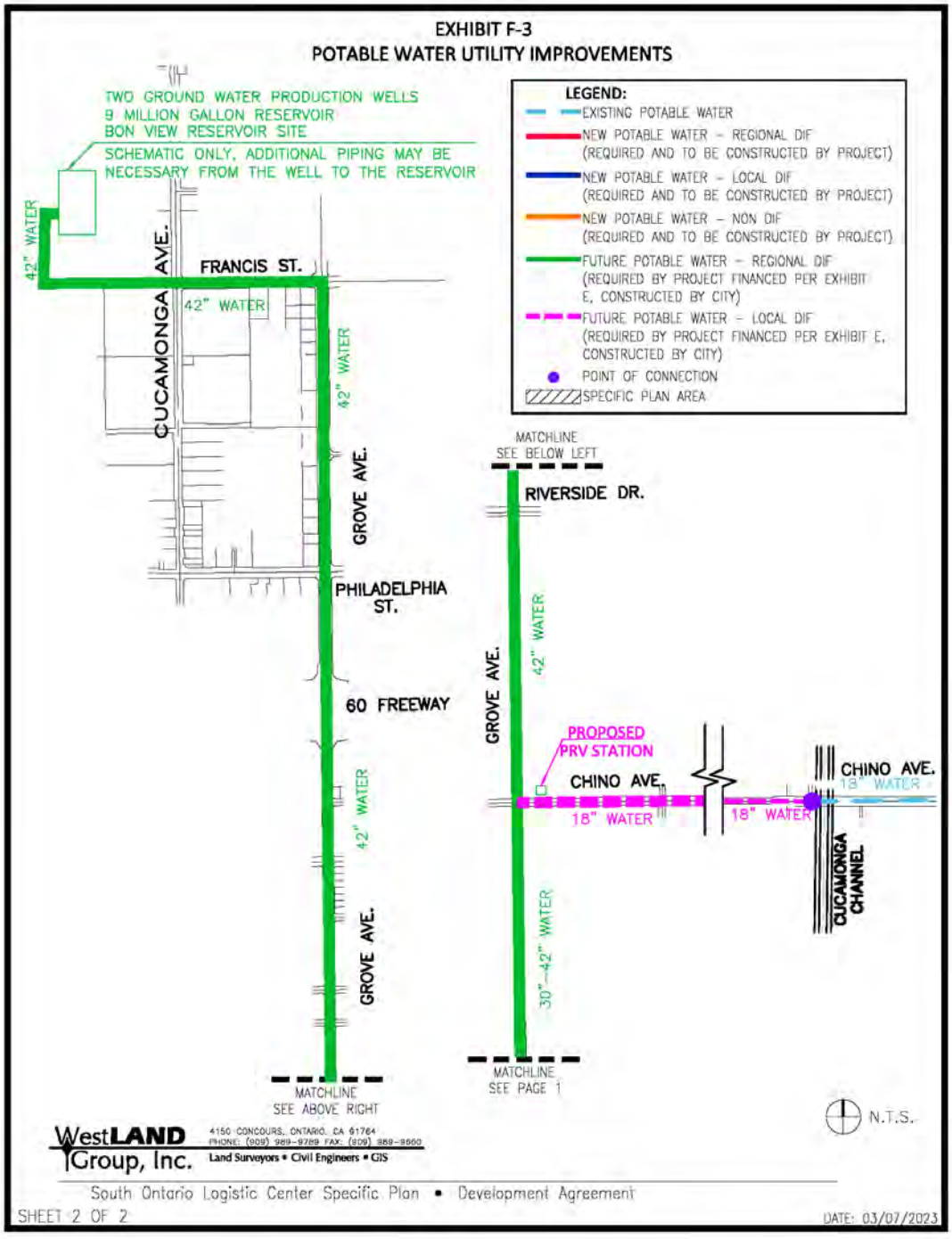
Required Infrastructure Improvements

(SEE ATTACHED EXHIBITS)


EXHIBIT F-1
STORM DRAIN IMPROVEMENTS
EUCALYPTUS AVE.
24" RCP
24" RCP
CITY OF CHINO
EUCLID AVE.
SULTANA AVE.
CAMPUS AVE.
BON VIEW AVE.
102" RCP
SOUTH ONTARIO
LOGISTIC CENTER
120" SD
GROVE AVE.
CITY OF ONTARIO
9.5' X 9.5' RCB
120" RCP
72" RCP
MERRILL AVE.
CITY OF CHINO
FUTURE DBL 10'X10'
BLEEDER LINE OR ALTERNATIVE INTERIM CONNECTION AT THE DISCRETION OF THE CITY
LEGEND:
NEW PUBLIC STORM DRAIN
(TO BE CONSTRUCTED BY PROJECT)
NEW PROJECT SPECIFIC STORM DRAIN
(TO BE CONSTRUCTED BY PROJECT)
FUTURE STORM DRAIN
(TO BE CONSTRUCTED BY OTHERS)
EXISTING PUBLIC STORM DRAIN
DSBB OR HYDRODYNAMIC SEPARATOR
(OR APPROVED EQUAL ALTERNATIVE DEVICE)
SPECIFIC PLAN AREA
N.T.S.
WestLAND Group, Inc.
4150 CONCOURS, ONTARIO, CA 91764
PHONE: (909) 989-9789 FAX: (909) 989-3560
Land Surveyors • Civil Engineers • GIS
South Ontario Logistic Center Specific Plan • Development Agreement
DATE: 03/21/2023


EXHIBIT F-2
STREET IMPROVEMENTS
EUCALYPTUS AVE.
EUCLID AVE.
BON VIEW AVE.
GROVE AVE.
CARPENTER AVE.
South Ontario
Logistic Center
TO EUCLID AVE.
TO CARPENTER AVE.
MERRILL AVE.
CITY OF CHINO
NOTES:
PCC PAVEMENT REQUIRED AT ALL SIGNALIZED INTERSECTIONS ALONG TRUCK ROUTES
LEGEND:
PRINCIPAL ARTERIAL
LOCAL COLLECTOR
LOCAL INDUSTRIAL
NEW SIGNALIZED INTERSECTION
EXISTING TRAFFIC SIGNAL TO BE MODIFIED
BUS TURNOUT
SPECIFIC PLAN AREA
N.T.S.
WestLAND Group, Inc.
4150 CONCOURS, ONTARIO, CA 91764
PHONE: (909) 989-9789 FAX: (909) 989-9660
Land Surveyors • Civil Engineers • GIS
South Ontario Logistic Center Specific Plan • Development Agreement
DATE: 03/13/2023


EXHIBIT F-3
POTABLE WATER UTILITY IMPROVEMENTS
MATCHLINE SEE PAGE 2
SCHAEFER AVE.
30"-42" WATER
EDISON AVE.
CUCAMONGA AVE.
EUCALYPTUS AVE.
18" WATER
EUCALYPTUS AVE.
24" WATER
CITY OF CHINO
EUCLID AVE.
SULTANA AVE.
CAMPUS AVE.
BON VIEW AVE.
SOUTH ONTARIO LOGISTIC CENTER
12" WATER
GROVE AVE.
WALKER AVE.
BAKER AVE.
VINEYARD AVE.
CARPENTER AVE.
CITY OF ONTARIO
CITY OF CHINO
18" WATER
MERRILL AVE.
16" WATER
16" WATER
LEGEND:
EXISTING POTABLE WATER
NEW POTABLE WATER – REGIONAL DIF (REQUIRED AND TO BE CONSTRUCTED BY PROJECT)
NEW POTABLE WATER – LOCAL DIF (REQUIRED AND TO BE CONSTRUCTED BY PROJECT)
NEW POTABLE WATER – NON DIF (REQUIRED AND TO BE CONSTRUCTED BY PROJECT)
FUTURE POTABLE WATER – REGIONAL DIF (REQUIRED BY PROJECT FINANCED PER EXHIBIT E, CONSTRUCTED BY CITY)
FUTURE POTABLE WATER – LOCAL DIF (REQUIRED BY PROJECT FINANCED PER EXHIBIT E, CONSTRUCTED BY CITY)
POINT OF CONNECTION
SPECIFIC PLAN AREA
N.T.S.
WestLAND Group, Inc.
4150 CONCOURS, ONTARIO, CA 91764
PHONE: (909) 989-9789 FAX: (909) 988-9960
Land Surveyors • Civil Engineers • GIS
South Ontario Logistic Center Specific Plan • Development Agreement
SHEET 1 OF 2
DATE: 03/13/2023


EXHIBIT F-3
POTABLE WATER UTILITY IMPROVEMENTS
TWO GROUND WATER PRODUCTION WELLS
9 MILLION GALLON RESERVOIR
BON VIEW RESERVOIR SITE
SCHEMATIC ONLY, ADDITIONAL PIPING MAY BE NECESSARY FROM THE WELL TO THE RESERVOIR
LEGEND:
EXISTING POTABLE WATER
NEW POTABLE WATER – REGIONAL DIF (REQUIRED AND TO BE CONSTRUCTED BY PROJECT)
NEW POTABLE WATER – LOCAL DIF (REQUIRED AND TO BE CONSTRUCTED BY PROJECT)
NEW POTABLE WATER – NON DIF (REQUIRED AND TO BE CONSTRUCTED BY PROJECT)
FUTURE POTABLE WATER – REGIONAL DIF (REQUIRED BY PROJECT FINANCED PER EXHIBIT E, CONSTRUCTED BY CITY)
FUTURE POTABLE WATER – LOCAL DIF (REQUIRED BY PROJECT FINANCED PER EXHIBIT E, CONSTRUCTED BY CITY)
POINT OF CONNECTION
SPECIFIC PLAN AREA
42" WATER
CUCAMONGA AVE.
FRANCIS ST.
42" WATER
42" WATER
GROVE AVE.
PHILADELPHIA ST.
60 FREEWAY
42" WATER
GROVE AVE.
MATCHLINE SEE ABOVE RIGHT
MATCHLINE SEE BELOW LEFT
RIVERSIDE DR.
GROVE AVE.
42" WATER
PROPOSED PRV STATION
CHINO AVE.
18" WATER
18" WATER
CHINO AVE.
18" WATER
CUCAMONGA CHANNEL
30"-42" WATER
MATCHLINE SEE PAGE 1
N.T.S.
WestLAND Group, Inc.
4150 CONCOURS, ONTARIO, CA 91764
PHONE: (909) 989-9789 FAX: (909) 989-9860
Land Surveyors • Civil Engineers • GIS
South Ontario Logistic Center Specific Plan • Development Agreement
SHEET 2 OF 2
DATE: 03/07/2023

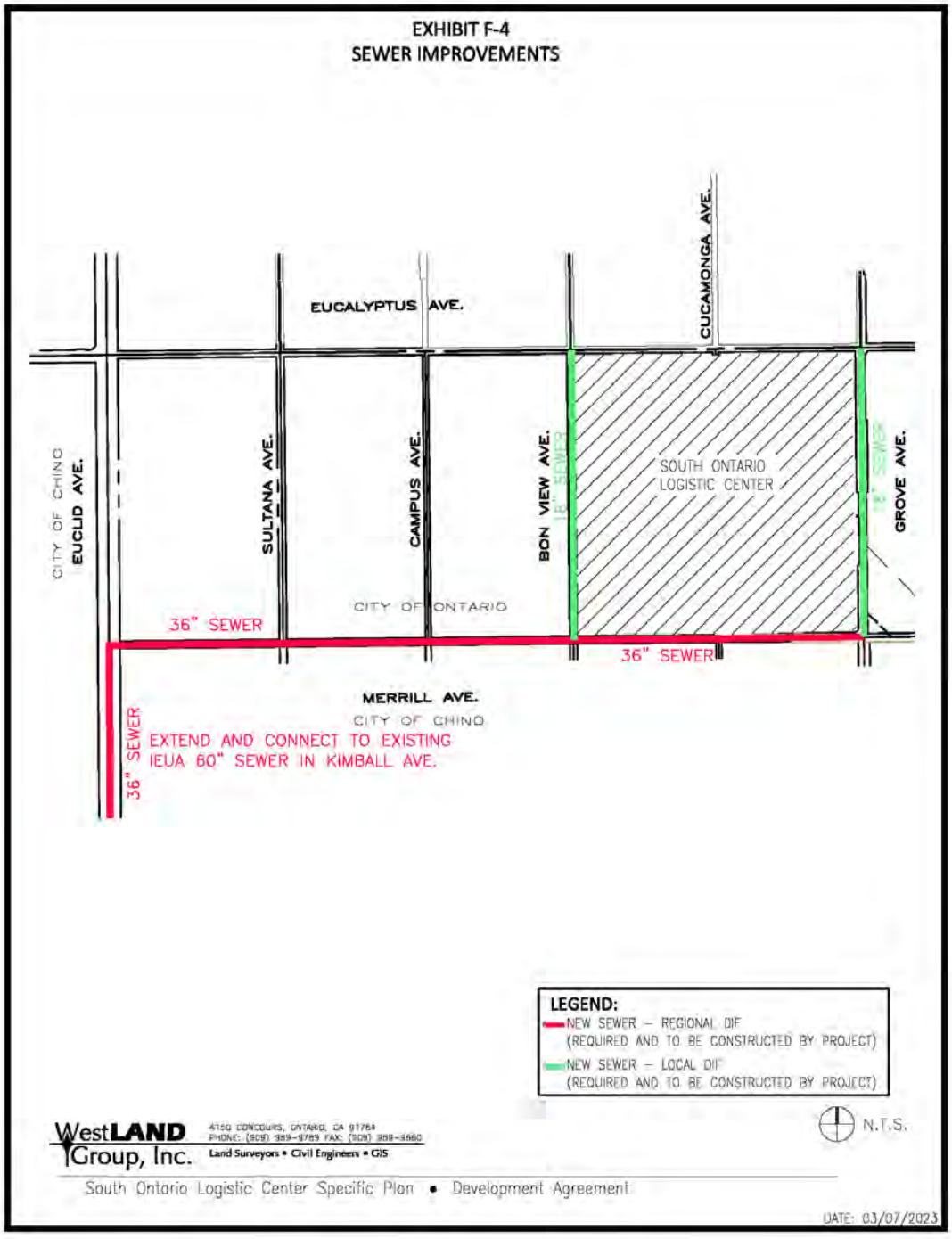
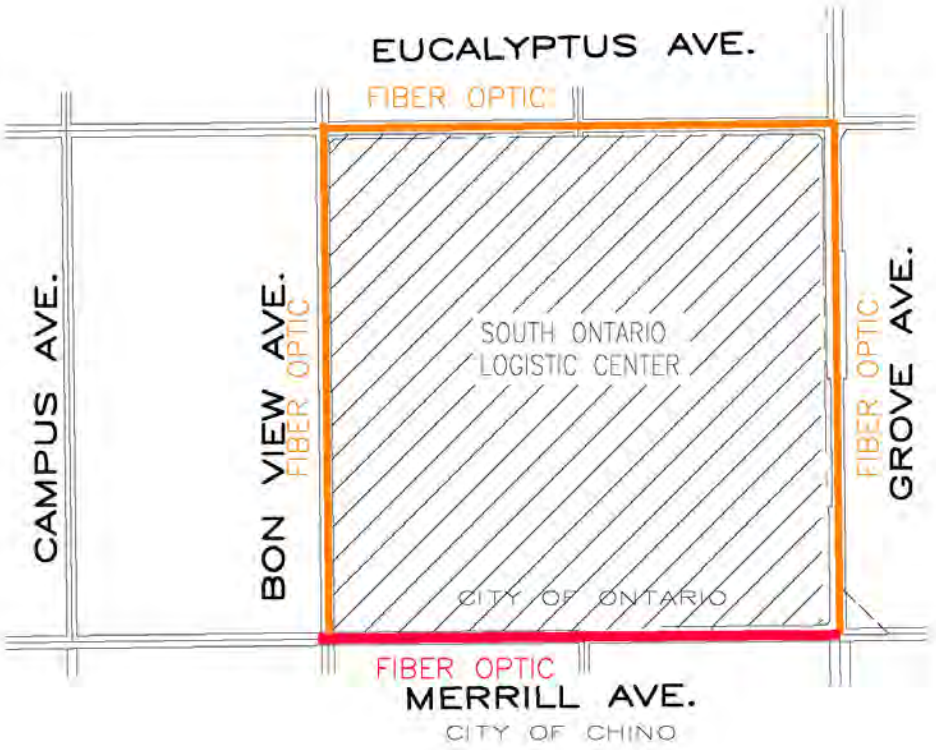

EXHIBIT F-4
SEWER IMPROVEMENTS
EUCALYPTUS AVE.
CUCAMONGA AVE.
CITY OF CHINO
EUCLID AVE.
SULTANA AVE.
CAMPUS AVE.
BON VIEW AVE.
16" SEWER
SOUTH ONTARIO
LOGISTIC CENTER
12" SEWER
GROVE AVE.
CITY OF ONTARIO
36" SEWER
36" SEWER
MERRILL AVE.
CITY OF CHINO
36" SEWER
EXTEND AND CONNECT TO EXISTING
IEUA 60" SEWER IN KIMBALL AVE.
LEGEND:
NEW SEWER – REGIONAL DIF
(REQUIRED AND TO BE CONSTRUCTED BY PROJECT)
NEW SEWER – LOCAL DIF
(REQUIRED AND TO BE CONSTRUCTED BY PROJECT)
N.T.S.
WestLAND Group, Inc.
4150 CONCOURS, ONTARIO, CA 91764
PHONE: (909) 989-9789 FAX: (909) 989-3660
Land Surveyors • Civil Engineers • GIS
South Ontario Logistic Center Specific Plan • Development Agreement
DATE: 03/07/2023


EXHIBIT F-5
RECYCLED WATER UTILITY IMPROVEMENTS
30" RECYCLED WATER
CUCAMONGA AVE.
30" RECYCLED WATER
12" RECYCLED WATER
EUCALYPTUS AVE.
CAMPUS AVE.
BON VIEW AVE.
8" RECYCLED WATER
SOUTH ONTARIO LOGISTIC CENTER
8" RECYCLED WATER
GROVE AVE.
CITY OF ONTARIO
8" RECYCLED WATER
8" RECYCLED WATER
MERRILL AVE.
CITY OF CHINO
LEGEND:
EXISTING IEUA 30" RECYCLED WATER
NEW RECYCLED WATER – LOCAL DIF (REQUIRED AND TO BE CONSTRUCTED BY PROJECT)
POINT OF CONNECTION
SPECIFIC PLAN AREA
N.T.S.
WestLAND Group, Inc.
4150 CONCOURS, ONTARIO, CA 91764
PHONE: (909) 989-8789 FAX: (909) 989-8580
Land Surveyors • Civil Engineers • GIS
South Ontario Logistic Center Specific Plan • Development Agreement
DATE: 03/30/2023

EXHIBIT F-6
FIBER OPTIC IMPROVEMENTS



LEGEND:
- NEW PRIMARY RING FIBER OPTIC (TO BE CONSTRUCTED BY PROJECT)
- NEW LATERAL FIBER OPTIC (TO BE CONSTRUCTED BY PROJECT)
- SPECIFIC PLAN AREA

N.T.S.

WestLAND Group, Inc.
4150 CONCOURS, ONTARIO, CA 91764
PHONE: (909) 989-9789 FAX: (909) 989-9660
Land Surveyors • Civil Engineers • GIS

South Ontario Logistic Center Specific Plan • Development Agreement

DATE: 03/07/2023

Exhibit "G"

FORM OF CERTIFICATE OF REGIONAL DIF CREDIT

Pursuant to Section 4.5.3 of this Agreement by and between the City of Ontario and _____, dated _____, 20__, 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: _____

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, APPROVING FILE NO. PDA21-005, A DEVELOPMENT AGREEMENT BETWEEN THE CITY OF ONTARIO AND GROVE LAND VENTURE LLC, TO ESTABLISH THE TERMS AND CONDITIONS ASSOCIATED WITH TENTATIVE PARCEL MAP 20161 (FILE NO. PMTT20-011), A 159.95 ACRE PROPERTY BORDERED BY EUCALYPTUS AVENUE TO THE NORTH, BON VIEW AVENUE TO THE WEST, MERRILL AVENUE TO THE SOUTH, AND GROVE AVENUE TO THE EAST, WITHIN THE INDUSTRIAL AND BUSINESS PARK LAND USE DISTRICTS OF THE SOUTH ONTARIO LOGISTICS CENTER SPECIFIC PLAN (FILE NO. PSP19-001) AND MAKING FINDINGS IN SUPPORT THEREOF - APNS: 1054-071-01, 1054-071-02, 1054-081-03, 1054-091-01, 1054-091-02, 1054-101-01, 1054-101-02, 1054-231-01, 1054-231-02, 1054-241-01, 1054-241-02, 1054-311-01, 1054-311-02, 1054-321-01 AND 1054-321-02.

WHEREAS, Grove Land Venture LLC ("Applicant") has filed an Application for the approval of a Development Agreement, File No. PDA21-005, as described in the title of this Resolution (hereinafter referred to as "Application" or "Project"); and

WHEREAS, the Application applies to 159.95 acres of land generally bordered by Eucalyptus Avenue to the north, Bon View Avenue to the west, Merrill Avenue to the south, and Grove Avenue to the east, within the Industrial and Business Park land use districts of the South Ontario Logistics Center Specific Plan; and

WHEREAS, the Applicant has submitted a Tentative Parcel Map 20161 (File No. PMTT20-011) to subdivide 159.95 acres of land into 10 parcels, to facilitate the potential development of 5,333,518 square feet of business park and industrial uses; and

WHEREAS, the environmental impacts of this project were previously reviewed in conjunction with the South Ontario Logistic Center Specific Plan (File No. PSP19-001), for which an Environmental Impact Report - State Clearinghouse No. 2021010318 - (hereinafter referred to as "Certified EIR") was adopted by the City Council on March 1, 2022, and this Application introduces no new significant environmental impacts; and

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

WHEREAS, Ontario Development Code Table 2.02-1 (Review Matrix) grants the City Council the responsibility and authority to review and act on the subject Application; and

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

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

WHEREAS, 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, on April 25, 2023, the Planning Commission of the City of Ontario conducted a hearing to consider the Project, and concluded said hearing on that date, voting to issue Resolution No. PC23-032 recommending the City Council approve the Application; and

WHEREAS, on May 16, 2023, the City Council 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 ORDAINED by the City Council of the City of Ontario, as follows:

SECTION 1. ***Environmental Determination and Findings.*** As the decision-making body for the Project, the City Council 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 City Council, the City Council finds as follows:

(1) The environmental impacts of this project were previously reviewed in conjunction with the South Ontario Logistics Center Specific Plan (File No. PSP19-001), for which a Certified EIR was adopted by the City Council on March 1, 2022; and

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

(3) The previous Certified EIR was completed in compliance with CEQA and the Guidelines promulgated thereunder; and

(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 City Council and the specific findings set forth in Section 1, above, the City Council 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 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, 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 body for the Project, the City Council 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 DAB, therefore, finds and determines that the Project, when implemented in conjunction with the conditions of approval, will be consistent with the policies and criteria set forth within the 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 decision-making body for the Project, the City Council 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 DAB, therefore, finds and determines that the Project, when implemented in conjunction with the conditions of approval, will be consistent with the policies and criteria set forth within the California Airport Land Use Planning Handbook and the Chino ALUCP.

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

(1) The Development Agreement applies to approximately 159.95 acres of land bordered by Eucalyptus Avenue to the north, Bon View Avenue to the west, Merrill Avenue to the south, and Grove Avenue to the east, within the Industrial and Business Park land use districts of the South Ontario Logistics Center Specific Plan (File No. PSP19-001); and

(2) The Development Agreement establishes parameters for the development of land within the South Ontario Logistics Center 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 South Ontario Logistics Center Specific Plan; and

(3) The Development Agreement grants the Owner a vested right to develop Tentative Parcel Map 20161 (File No. PMTT20-011) as long as the Owner complies with the terms and conditions of the Specific Plan and EIR. Tentative Parcel Map 20161 is bordered by Eucalyptus Avenue to the north, Bon View Avenue to the west, Merrill Avenue to the south, and Grove Avenue to the east, and proposes to subdivide 159.95 acres of land into 10 parcels, to facilitate the potential development of 5,333,518 square feet of business park and industrial uses; 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. The environmental impacts of this project were previously reviewed in conjunction with the South Ontario Logistics Center Specific Plan (File No. PSP19-001), for which an Environmental Impact Report (State Clearinghouse No. 2021010318) was certified by City Council on March 1, 2022; 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. ***City Council Action.*** Based upon the findings and conclusions set forth in Sections 1 through 5, above, the City Council hereby APPROVES the herein described Development Agreement (File No. PDA21-005), 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. ***Severability.*** If any section, sentence, clause or phrase of this Ordinance or the application thereof to any entity, person or circumstance is held for any reason to be invalid or unconstitutional, such invalidity or unconstitutionality shall not affect other provisions or applications of this Ordinance which can be given effect without the invalid provision or application, and to this end the provisions of this Ordinance are severable. The People of the City of Ontario hereby declare that they would have adopted this Ordinance and each section, sentence, clause or phrase thereof, irrespective of the fact that any one or more section, subsections, sentences, clauses or phrases be declared invalid or unconstitutional.

SECTION 10. ***Effective Date.*** This Ordinance shall become effective 30 days following its adoption.

SECTION 11. ***Publication and Posting.*** The Mayor shall sign this Ordinance and the City Clerk shall certify as to the adoption and shall cause a summary thereof to be published at least once, in a newspaper of general circulation in the City of Ontario, California within 15 days following the adoption. The City Clerk shall post a certified copy of this ordinance, including the vote for and against the same, in the Office of the City Clerk, in accordance with Government Code Section 36933.

PASSED, APPROVED, AND ADOPTED this ____ day of _____ 2023.

_____
PAUL S. LEON, MAYOR

ATTEST:

_____
SHEILA MAUTZ, CITY CLERK

APPROVED AS TO FORM:

_____
BEST BEST & KRIEGER LLP
CITY ATTORNEY

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

I, SHEILA MAUTZ, City Clerk of the City of Ontario, DO HEREBY CERTIFY that foregoing Ordinance No. _____ was duly introduced at a regular meeting of the City Council of the City of Ontario held _____ and adopted at the regular meeting held _____, 20___ by the following roll call vote, to wit:

AYES: COUNCIL MEMBERS:

NOES: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

_____
SHEILA MAUTZ, CITY CLERK

(SEAL)

I hereby certify that the foregoing is the original of Ordinance No. _____ duly passed and adopted by the Ontario City Council at their regular meeting held _____ and that Summaries of the Ordinance were published on _____ and _____, in the Inland Valley Daily Bulletin newspaper.

_____
SHEILA MAUTZ, CITY CLERK

(SEAL)

ATTACHMENT A:

File No. PDA21-005

DEVELOPMENT AGREEMENT

By and Between

CITY OF ONTARIO
a California municipal corporation

and

GROVE LAND VENTURE LLC
a Delaware limited liability company

(Development Agreement to follow this page)

RECORDING REQUESTED BY AND
WHEN RECORDED RETURN TO:

CITY OF ONTARIO
CITY CLERK / RECORDS MANAGEMENT
303 EAST "B" STREET
ONTARIO, CA 91764-4196

Space above this line for Recorder's Use Only Exempt from Fees Per Gov. Code § 6103

File No. PDA21-005

DEVELOPMENT AGREEMENT

By and Between

CITY OF ONTARIO
a California municipal corporation

and

GROVE LAND VENTURE, LLC.
a Delaware limited liability company

_____, 2023

San Bernardino County, California

DEVELOPMENT AGREEMENT NO. PDA21-005

This Development Agreement (hereinafter "Agreement") is dated for reference purposes only as of the ____ day of _____, 2023 by and among the City of Ontario, a California municipal corporation (hereinafter "CITY"), and Grove Land Venture, LLC.,, a Delaware limited liability company (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 Section 4.01.015 of the Ontario Development 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, Pub. Res. Code § 21000, et seq. (“CEQA”) have been met with respect to the Project and the Agreement in that certain South Ontario Logistics Center Specific Plan Environmental Impact Report (State Clearinghouse No. 2021010318) (the "FEIR"); and

WHEREAS, on March 1, 2022, the City Council found and determined that the FEIR was prepared in accordance with the requirements of CEQA 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 South Ontario Logistics Center 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 Project Site, as more particularly described and depicted in **Exhibits A** and **B**, respectively (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 Section 65864 et seq. of the Government Code are intended; and

WHEREAS, OWNER has incurred and will in the future incur substantial costs in order to assure development of the Property in accordance with this Agreement; 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.

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 "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.

1.1.4 "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) general plans and general plan amendments; and specific plans and specific plan amendments;

(b) tentative and final subdivision and parcel maps;

(c) development plan review.

1.1.5 "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.

1.1.6 "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 superseded, including by amendment or replacement.

1.1.7 "Development Plan" means the Existing Development Approvals and the Existing Land Use Regulations applicable to development of the Property.

1.1.8 "Effective Date" means the date that the ordinance approving this Agreement goes into effect.

1.1.9 "Existing Development Approvals" means all Development Approvals approved or issued on or 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.

1.1.10 "Existing Land Use Regulations" means all Land Use Regulations in effect on the date of the first reading of the ordinance adopting and approving this Agreement.

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 such date.

1.1.11 "General Plan" means The Ontario Plan adopted August 16, 2022, as amended up to the date of the first reading of the ordinance adopting and approving this Agreement.

1.1.12 "Improvement" or "Improvements" means those public improvements required to support the development of the Project as described in the Parcel Map conditions for Parcel Map No. 20161 ("Parcel Map") as further described in Exhibit "E" and depicted in Exhibit “F”(together, the "Infrastructure Improvements Exhibit").

1.1.13 "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.

1.1.14 "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.

1.1.15 "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.

1.1.16 "Owner Affiliate" shall mean, (i) any entity that directly or indirectly controls, is controlled by, or is under common control with OWNER, or (ii) an entity at least a majority of whose economic interest is owned by OWNER. For purposes of this definition, the term “control” means the power to direct the management of such entity through voting rights, ownership or contractual obligations.

1.1.17 “Phase” means the development area described in the Infrastructure Improvements Exhibit to this Agreement.

1.1.18 “Phase 2 Water Participation Fee” means the fee paid to the CITY for the Project, to fund the Property’s respective share of the project costs of the design and construction of the Phase 2 Water Improvements by the 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 square feet, acreage, and land use category for non-residential square footage of the Project.

1.1.19 "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.

1.1.20 "Property" means the real property described on Exhibit "A" and shown on Exhibit "B" to this Agreement.

1.1.21 "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 3.4 of this Agreement.

1.1.22 "Specific Plan" means that certain specific plan adopted by the City Council, and entitled, "South Ontario Logistics Center Specific Plan”.

1.1.23 "Subsequent Development Approvals" means all discretionary Development Approvals required subsequent to the Effective Date in connection with development of the Property. Subsequent Development Approvals shall be deemed to be subject to the provisions of this Agreement, without any further action needed on the part of either the CITY or OWNER.

1.1.24 "Subsequent Land Use Regulations" means any discretionary Land Use Regulations adopted and effective after the Effective Date of this 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 Infrastructure Improvements Exhibits

Exhibit "G" – Form of Certificate of DIF Credit to be issued by CITY

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 fee simple title or the lessee or an optionee of the Property or a portion(s) thereof. . To the extent applicable, OWNER has obtained 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. Upon approval by the City Manager, without the need for City Council approval, 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) 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 with respect to the portion of the Property sold and be made in strict compliance with the following:

(a) Except as expressly provided for herein, 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.

(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.

(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.

(d) Notwithstanding the foregoing, OWNER shall have the right to assign this Agreement to an Owner Affiliate subject to the notice requirements to CITY as described in Paragraph (b) of this Section 2.4.1, above.

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 an agreement as 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 (if any) to secure performance of its obligations hereunder which are to be performed upon portion of the Property sold, transferred or assigned.

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 2.4.1 and notwithstanding the release 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 (1) year) of any parcel 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 of the parcel. 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 (1) 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 parcel, 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. Within thirty (30) days following such complete submittal, CITY shall review, and if the above conditions are satisfied, may approve the partial assignment and release and notify the purchasor, 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.

2.6 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.

2.7 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 service mitigation fees paid pursuant to Section 4.2 of this Agreement by OWNER to CITY on which construction has not yet begun shall be refunded to OWNER by CITY within ten (10) business days.

2.8 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:
Jeff Johnston
Grove Land Venture, LLC.
c/o Real Estate Development Associates
4450 MacArthur Blvd., Suite 100
Newport Beach, CA 92660
jjohnston@redallc.com

with a copy to:
Ruben Duran, City Attorney
Best Best & Krieger, LLP
2855 E Guasti Road
Ontario, CA 91761

With a copy to:
Matt Fogt, Esq.
Allen Matkins Leck Gamble Mallory& Natsis, LLP
2010 Main Street, 8th Floor
Irvine, CA 92614

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 in Section 3.4, 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 in Section 3.4, 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 Cal. 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.

3.3.1 Infrastructure Improvement Exhibit. Attached hereto as Exhibits “E” and "F" are a description and depiction, respectively, of the Improvements needed for the development of the Property. In the event of any discrepancy between Exhibit E and Exhibit F, Exhibit F shall control.

3.4 Reservations of Authority.

3.4.1 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 and the building codes in effect as of the Effective Date;

(d) Regulations that may conflict with this Agreement and the Development Plan but that are reasonably necessary to protect the occupants 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 and which do not impose additional obligations, costs, and expenses on OWNER or the Project;

(f) Regulations that may conflict with this Agreement but to which the OWNER consents.

3.4.2 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 and/or the Existing Development Approvals, 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 and/or the Existing Development Approvals.

3.4.3 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 3.4.3 shall impose on CITY any monetary liability for contesting such declaratory relief (or other similar non-monetary relief).

3.4.4 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.

3.5 Public Works; Utilities. If OWNER is required by this Agreement or a condition of Project approval 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 standards 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 services necessary for the Project, as further described and depicted in the Infrastructure Improvements Exhibit. As a further condition of development approval, OWNER shall to the extent possible 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. As a further condition of development approval, to the extent OWNER does not own the Property in fee simple, OWNER will provide to CITY the written consent from the current fee owner of the Property agreeing to the terms of this Agreement and the recordation thereof, pursuant to Section 2.2.

3.5.1 OWNER agrees that development of the Project shall require the construction of storm drain Improvements from the Property described in Exhibit E and depicted in Exhibit F. OWNER shall be responsible for payment of a fee in-lieu (the "Euclid Avenue Storm Drain In-Lieu Fee) of actual construction of the ultimate Euclid Avenue storm drain Improvements, south of Merrill Avenue, depicted in Exhibit F. OWNER shall pay the CITY, prior to the request for occupancy of any building on the Property, Four Million Twelve Thousand One Hundred Ninety Dollars ($4,012,190). Upon OWNER'S complete payment of the Euclid Avenue Storm Drain In-Lieu Fee, the CITY shall issue a Certificate of DIF Credit in the Regional Storm Drain category equal to the amount paid to the CITY. Such Regional Storm Drain DIF Certificate shall be issued by CITY within thirty (30) business days of the receipt of such required payment. OWNER and CITY agree that CITY may issue grading, building and other required permits for OWNER to initiate construction of structures for the Property according to plans approved by CITY, and OWNER agrees that OWNER shall not request and CITY shall not issue a final occupancy permit for any buildings prior to payment of the Euclid Avenue Storm Drain In-Lieu Fee and construction of the storm drain Improvements described in Exhibit E and depicted in Exhibit F. CITY and OWNER mutually acknowledge and agree, that upon OWNER's complete payment of the Euclid Avenue Storm Drain In-Lieu Fee, such obligation shall be deemed satisfied and CITY shall not hold up a request for final occupancy permit for any buildings on the Property, based on the actual construction and completion of the ultimate Euclid Avenue storm drain Improvements. CITY agrees that OWNER may request that CITY issue temporary certificates of occupancy on a building-by-building basis prior to completion of the storm drain improvements.

3.5.2 OWNER agrees that development of the Project shall require the construction of street Improvements as described in Exhibit E and depicted in Exhibit F. OWNER and CITY agree that CITY may issue grading, building and other required permits for OWNER to initiate construction of structures for the Property according to plans approved by CITY, and OWNER agrees that OWNER shall not request, and CITY shall not issue a final occupancy permit for any buildings on the Property prior to Substantial Completion of the street Improvements as described in Exhibit E and depicted in Exhibit F. For purposes of the foregoing, street Improvements shall be deemed "Substantially Complete" even if the final lift of pavement has not been completed (i.e., OWNER may install the final lift after completion of all other construction). CITY agrees that OWNER may request that CITY issue temporary certificates of occupancy on a building-by-building basis prior to completion and subject to final acceptance by CITY of

the street Improvements. OWNER agrees that the street improvements shall be completed and subject to final acceptance by CITY prior to the release of any security for the construction of the street improvements. OWNER and CITY agree that a portion of the street Improvements described in Exhibit E and depicted in Exhibit F may be constructed by others, or pursuant to a cooperative agreement with others. If such street Improvements are constructed by others, or in cooperation with others, and are completed and accepted by CITY prior to OWNER's request to CITY of the required grading, building or other required permits for OWNER to initiate construction of structures for the Property, then OWNER shall not be required to construct those street Improvements constructed and completed by others and accepted by CITY.

3.5.3 OWNER agrees that development of the Property shall require the construction of water utility Improvements as described in Exhibit E and depicted in Exhibit F consisting generally of the construction of the potable water Improvements to serve the Property as described in Exhibit E and depicted in Exhibit F. OWNER and CITY agree that CITY may issue grading, building and other required permits for OWNER to initiate construction of structures for the Property according to plans approved by CITY upon completion of sufficient water improvements to serve the Property from at least one point of connection. OWNER and CITY agree that OWNER may, in-lieu of utilizing recycled water during grading and construction, utilize water from existing agricultural wells on the Property subject to the terms of a separate Well Use Agreement between the CITY and OWNER. OWNER agrees that OWNER shall not request and CITY shall not issue a final occupancy permit for any buildings on the Property until the completion of the potable water improvements described in Exhibit E and depicted in Exhibit F. City agrees that OWNER may request that CITY issue temporary certificates of occupancy on a building-by-building basis prior to completion of the water improvements if there is available permanent water service from a minimum of two (2) points of connection and sufficient water is available for fire protection purposes for any buildings while under construction. OWNER and CITY agree that a portion of the water Improvements described in Exhibit E and depicted in Exhibit F may be constructed by others, or pursuant to a cooperative agreement with others. If such water Improvements are constructed by others, or in cooperation with others, and are completed and accepted by CITY prior to OWNER's request to CITY of the required grading, building or other required permits for OWNER to initiate construction of structures for the Property, then OWNER shall not be required to construct those water Improvements constructed and completed by others and accepted by CITY.

3.5.4 OWNER agrees that development of the Property shall require the construction of sewer Improvements as described in Exhibit E and depicted in Exhibit F. OWNER and CITY agree that CITY may issue grading, building and other required permits for OWNER to initiate construction of structures for the Property according to plans approved by CITY, and OWNER agrees that OWNER shall not request and CITY shall not issue a final occupancy permit for any buildings prior to completion of the sewer improvements described in Exhibit E and depicted in Exhibit F. CITY agrees that OWNER may request that CITY issue temporary certificates of occupancy on a building-by-building basis prior to the completion of the sewer improvements described in Exhibit E and depicted in Exhibit F. OWNER and CITY agree that a portion of the sewer

Improvements described in Exhibit E and depicted in Exhibit F may be constructed by others, or pursuant to a cooperative agreement with others. If such sewer Improvements are constructed by others, or in cooperation with others, and are completed and accepted by CITY prior to OWNER's request to CITY of the required grading, building or other required permits for OWNER to initiate construction of structures for the Property, then OWNER shall not be required to construct those sewer Improvements constructed and completed by others and accepted by CITY.

3.5.5 OWNER agrees that development of the Property shall require the construction of recycled water utility improvements to serve the Property, consisting generally of the construction of recycled water utility Improvements as described in Exhibit E and depicted in Exhibit F. OWNER and CITY agree that the CITY may issue grading, building and other required permits for OWNER to initiate construction of structures for the Property according to plans approved by CITY upon completion of sufficient water and recycled water improvements to serve the Property from at least one (1) point of connection and OWNER agrees that OWNER shall not request and CITY shall not issue any occupancy permit for any buildings on the Property until the completion of the water improvements described in Exhibit E and depicted in Exhibit F. CITY agrees that OWNER may request a temporary occupancy permit for a building and, if OWNER requests that a temporary certificate of occupancy be issued for a building prior to the completion of the extension of permanent master planned recycled water utility Improvements to serve the Property that CITY may consider such request and may issue temporary certificates of occupancy on a building-by-building basis prior to completion of recycled water improvements if there is available permanent recycled water service connection and sufficient recycled water is available. OWNER and CITY agree that all, or a portion of, the permanent master planned recycled water utility Improvements described in Exhibit E and depicted in Exhibit F may be constructed by others. If such recycled water utility Improvements are constructed by others and completed and accepted by CITY prior to OWNER'S request to CITY of the required grading, building, or other required permits for OWNER to initiate construction of structures for the Property, then OWNER shall not be required to construct those permanent master planned recycled water utility Improvements.

3.5.6 OWNER agrees that development of the Property shall require the construction of fiber optic communications infrastructure, 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 fiber optic communications infrastructure to serve the Property. OWNER and CITY agree that CITY may issue grading, building and other required permits for OWNER to initiate construction of structures for the Property according to plans approved by CITY and OWNER agrees that OWNER shall not request and CITY shall not issue a final occupancy permit for any buildings prior to completion of the fiber optic communications infrastructure, as described in Exhibit E and depicted in Exhibit F. CITY agrees that OWNER may request that CITY issue temporary certificates of occupancy on a building-by-building basis prior to the completion of the fiber optic communications infrastructure, as described in Exhibit E and depicted in Exhibit F.

3.6 Acquisition of Offsite Provision of Real Property Interests. In any instance where OWNER is required by any Development Approval or Land Use Regulation 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") as described below in Section 3.7. This Section 3.6 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.

3.7 Real Property Interests.

3.7.1 CITY Acquisition of Offsite Property. In the event OWNER is required to construct any public improvements on land not owned by OWNER, Sections 3.7.1 and 3.7.2 shall control the acquisition of the Offsite Property. If the OWNER is unable to acquire such 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 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 Offsite Property by negotiation within thirty (30) days after OWNER'S written request, CITY may, initiate proceedings utilizing its power of eminent domain to acquire the Offsite 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 Offsite Property, subject to the conditions set forth in this Section 3.7.1 The CITY and OWNER acknowledge that the timelines set forth in this Section 3.7.1 represent the maximum time periods which CITY and OWNER reasonably believe will be necessary to complete the acquisition of any 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.

3.7.2 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 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 Offsite Property, whereupon CITY shall cease such proceedings. CITY may 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 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 Offsite Property resolution of necessity. If CITY adopts such resolution of necessity, then CITY may institute condemnation proceedings and file a complaint in condemnation and seek an order of immediate possession with respect to the Offsite Property.

3.8 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.

3.9 Tentative Parcel Maps. With respect to applications by OWNER for tentative parcel 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 expiration, cancellation, or termination of this Agreement.

3.10 Specific Plan Charge. Pursuant to Government Code section 65456, the City Council may consider adopting a specific plan charge upon persons seeking CITY approvals that are required to be consistent with the Specific Plan. Any such charges shall, in the aggregate, defray, but not exceed, the estimated cost of preparation, adoption, and administration of the Specific Plan, including costs incurred pursuant to the California Environmental Quality Act (Pub. Resources Code, §§ 21000 et seq.). As nearly as can be estimated, the charges shall be a prorated amount in accordance with the applicant's relative benefit derived from the Specific Plan. If such charges are adopted, the CITY shall use such charges to reimburse the OWNER who originally paid the cost of preparing the Specific Plan, including costs incurred pursuant to the California Environmental Quality Act (Pub. Resources Code, §§ 21000 et seq.) to the extent the OWNER paid more than its relative benefit from the Specific Plan. Such charges, if adopted, shall be imposed on persons seeking CITY approvals that are required to be consistent with the Specific Plan, to the extent such person(s) has/have not entered into a reimbursement agreement with, and satisfactory to, the person(s) originally responsible for the cost of preparing the Specific Plan, including costs incurred pursuant to CEQA.

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 Section 4.2.1 shall be paid to CITY prior to the issuance of building permit for each applicable building (subject to the application/use of available fee deferrals or credits), except for the Species, Habitat Conservation, and Open Space Mitigation Development Impact Fee, which shall be paid by OWNER to CITY prior to the issuance of a grading permit.

4.3 Responsibility for Construction of Public Improvements.

4.3.1 Timely Construction of Public Infrastructure. The phasing of the area wide infrastructure construction within the vicinity of the Project shall 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 described and depicted in the Infrastructure Improvements Exhibit and any and all parcel map conditions. Unless otherwise specified in the Parcel Map conditions, and subject to the provisions of Section 3.5 and 3.6, all other required Improvements for the parcel map, shall be substantially completed and operational prior to, and as a condition precedent to, OWNER requesting and CITY's granting of a final occupancy permit for any buildings to be constructed on the Property within the applicable parcel map. All Infrastructure and Improvements shall be completed as required by the Subdivision Agreement/Parcel Map conditions for Parcel Map No. 20161.

4.3.3 Construction of Public Infrastructure by Third Parties. CITY and OWNER acknowledge that a portion of the Improvements described in Exhibit E and depicted in Exhibit F are necessary for the development of surrounding properties within the Ontario Ranch and the other property owners are also obligated to construct the Improvements or portions thereof. As such, CITY agrees that OWNER's obligation to construct the Improvements may be satisfied by third party owners pursuant to separate written agreements between OWNER and said third party undertaking the construction of the Improvements. Nothing in this Agreement shall be construed to prohibit the coordination of the construction of the Improvements between private parties, including the allocation of costs for the construction of the Improvements. Notwithstanding anything to the contrary herein, any applicable DIF Credits may be transferred and assigned from one (1) party to another with respect to the construction of the Improvements and such transfer or assignment shall not require the conveyance of any real property.

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. OWNER and CITY agree that OWNER may, in-lieu of utilizing recycled water during grading and construction, utilize water from existing agricultural wells on the Property subject to the terms of a separate Well Use Agreement between the CITY and OWNER.

4.3.5 Construction of DIF Program Infrastructure. To the extent OWNER is required to construct and completes construction of public improvements that are included in CITY's Development Impact Fee Program CITY agrees that CITY shall issue DIF Credit in accordance with the provisions of a separate Fee Credit Agreement between CITY and OWNER. Limitations 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 be eligible to receive DIF Credit from OWNER's construction of DIF Program Infrastructure. Any such DIF Credit 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.

4.4 Public Services Funding Fee.

4.4.1 Requirement for Payment of Public Services Funding Fee. In order to ensure that the adequate provision of public services, including without limitation, police, fire and other public safety services, are available to each Project in a timely manner, OWNER shall pay to CITY a "Public Services Funding Fee." The Public Services Funding Fee shall apply to residential and non-residential uses as set forth below.

4.4.2 Public Services Funding Fee Amount. OWNER shall pay a Public Services Funding fee in a single installment payment in the amount of Seventy-Five Cents ($.75) per square foot of each non-residential building. The single installment for non-residential uses shall be due and payable on a building-by-building basis prior to the issuance of the building permit for a non-residential building. The amount of the Single Installment for non-residential uses shall automatically increase by percentage increase (but no decrease) in the Consumer Price Index (Riverside – San Bernardino – Ontario, CA), (December 2017=100) over the preceding year on January 1st of each year, beginning on January 1, 2024. OWNER may exercise the option to pay any single installment amounts for the remainder of the non-residential square footage within the Project on or before December 31st, before the Single Installment amount is automatically increased.

4.5 Water Availability.

4.5.1 Water Availability. The Property requires the completion of the Phase 2 Water Improvements (Phase 2A and 2B) for permanent water system capacity and supply. Until the Phase 2 Water Improvements are fully constructed and completed, OWNER acknowledges that the Project shall have sufficient water capacity and supply on an interim basis made available through the construction of the Potable Water

Improvements (as described in Exhibit E), the Phase 2A Water Improvements, and the Interim Chino Avenue Loop depicted in Exhibit F. OWNER acknowledges and agrees that the CITY shall not issue final certificates of occupancy for the Project until the completion of the Potable Water Improvements (as described in Exhibit E), the Phase 2A Water Improvements and the Interim Chino Avenue Loop, as depicted in Exhibit F. OWNER further acknowledges and agrees the Property requires the Phase 2 Water Improvements as depicted in Exhibit F.

4.5.2 Phase 2 Water Construction Fee. Prior to CITY's issuance of a grading permit for any parcel of the Property (each, a "Grading Permit"), OWNER shall pay to CITY the applicable Phase 2 Water Construction Fee. The Phase 2 Water Construction Fee shall be calculated based on the following formula: (a) the regional water development impact fee, based on the square footage of developable property and the approved land use category for each Phase of the Project (the "Base Regional Water DIF"), PLUS (b) OWNER's pro rata share of the difference between the total projected cost of construction of the Phase 2 Water Improvements (the "Pro Rata Share") and the Base Regional Water DIF. To determine the Pro Rata Share, which may fluctuate over time, CITY shall, at the time OWNER applies for a Grading Permit, calculate the total projected cost of construction of the Phase 2 Water Improvements and subtract from that amount (y) all Phase 2 Water Construction Fees previously collected and (z) the aggregate Base Regional Water DIF to be paid by OWNER and all developers then at that time obligated to pay a Base Regional Water DIF specifically for use of the Phase 2 Water Improvements (together, the "Phase 2 Water Developers"). If the difference is zero or a number less than zero, then there is no Pro Rata Share and the Phase 2 Water Construction Fee shall equal the sum of all Base Regional Water DIF to be paid by all Phase 2 Water Developers. If the difference results in a positive number, the funding gap (the "Funding Gap") shall be divided by the total acreage of land to be developed by the Phase 2 Water Developers to obtain a Funding Gap "per acre" amount (the "Funding Gap Per Acre Amount"). Each Phase 2 Water Developer's respective total acreage to be developed shall then be multiplied by the Funding Gap Per Acre Amount to obtain each Phase 2 Water Developer's Pro Rata Share, which will then be added to each Phase 2 Water Developer's Base Regional Water DIF to obtain the Phase 2 Water Construction Fee due and payable at the time of issuance of the applicable Grading Permit.

4.5.3 DIF Credit for Phase 2 Water Construction Fees. Within thirty (30) days of OWNER's payment of each Phase 2 Water Construction Fee, CITY shall issue a certificate of DIF Credit which may be used to offset OWNER's DIF obligations in the Regional Water DIF Category. The form of the Certificate of DIF Credit shall be as described in Exhibit G, attached hereto and incorporated herein. OWNER acknowledges that any Regional Water DIF Credit issued to OWNER shall not be used to satisfy Phase 2 Water Construction Fees and may only be used to offset OWNER's DIF obligations in the Regional Water DIF Category.

4.5.4 Additional Contributions for Phase 2 Water Improvements. OWNER acknowledges and agrees that, as of the Effective Date of this Agreement, the CITY does not have sufficient funding to construct and complete the Phase 2 Water Improvements. OWNER agrees to provide the CITY with additional contributions for the Phase 2 Water

Improvements prior to the issuance of a Grading Permit for any Phase within the Project, pursuant to the Pro Rata Share calculation as set forth in Section 4.5.2 above. OWNER acknowledges and agrees that the CITY has the right to conduct subsequent reviews of the available funding for the construction of, or continuation of the construction of, the Phase 2 Water Improvements. If at any time outside of OWNER's submission of a request for a Grading Permit the CITY determines that there is not sufficient funding for the construction of, or continuation of the construction of, the Phase 2 Water Improvements necessary to support current and anticipated future development within the Ontario Ranch area served by the Phase 2 Water Improvements, OWNER agrees to pay such subsequent additional contribution payment necessary from the OWNER (on a pro rata basis with other Phase 2 Water Developers then existing at the time) to the CITY to initiate construction of, or continue construction of, the Phase 2 Water Improvements. The CITY shall determine OWNER's additional contribution amount (above and beyond OWNER's Pro Rata Share) and such amount shall be due and payable to the CITY within thirty (30) days of written notice from the CITY to OWNER.

4.5.5 Future Reimbursement of Pro Rata Share of Phase 2 Water Construction Fees. OWNER agrees that the CITY will be responsible for the construction and completion of the Phase 2 Water Improvements, as depicted in Exhibit F. Subject to the successful completion of the Phase 2 Water Improvements, CITY and OWNER shall meet periodically and/or as needed from the date of completion of the Phase 2 Water Improvements, to jointly develop a plan and mutually enter into an agreement for the reimbursement of OWNER's Pro Rata Share of Phase 2 Water Construction Fees that may be reimbursed from future development in the 925 Zone as depicted in the City's Domestic Water Master Plan, following any reallocation of each Phase 2 Water Developer's Pro Rata Share, CITY's collection of additional Regional Water DIF in connection with construction of the Phase 2 Water Improvements, and after the completion of the Phase 2 Water Improvements. Such agreement shall be approved at the sole discretion of the Ontario City Council.

4.6 Compliance with Public Benefits Requirements.

4.6.1 Failure to Provide Public Benefits. In the event OWNER fails or refuses to comply with any condition referenced in Section 4.1 through 4.5, or challenges (whether administratively or through legal proceedings) the imposition of such conditions, OWNER shall be deemed in default of this Agreement, thereby entitling CITY to any and all remedies available to it, including, without limitation, the right of CITY to withhold OWNER's Project-related building permits, certificates of occupancy, or discretionary approvals, without liability. Nothing herein shall waive OWNER's right to assert a default (or failure to perform) by CITY has excused OWNER's performance under this Agreement.

5. FINANCING OF PUBLIC IMPROVEMENTS.

5.1 Financing Mechanism(s). OWNER agrees that, prior to the recordation of any Parcel Map, the property subject to such Parcel Map shall be included in a CFD to finance CITY services through annual special taxes that will initially be Twenty-Seven Cents

($.27) 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. Depending on the fiscal year that the CFD is formed and the CFD tax is levied, the annual special taxes may be higher. 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 5.1 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 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.

6. [OMITTED]

7. REVIEW FOR COMPLIANCE.

7.1 Periodic and Special Reviews.

7.1.1 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 7.1.2 through 7.1.6. Issuance of a notice of continuing compliance may be issued by the City Manager or his designee.

7.1.2 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:

(a) Recommendation of the Planning staff;

(b) Affirmative vote of at least four (4) members of the Planning Commission; or

(c) Affirmative vote of at least three (3) members of the City Council.

7.1.3 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.

7.1.4 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.

7.1.5 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.

7.1.6 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.

7.2 Proceedings Upon Modification or Termination. If, upon a finding under Section 7.1.6(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.

7.3 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 this Agreement 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.

7.4 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.

8. [OMITTED]

9. DEFAULT AND REMEDIES.

9.1 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 (i) 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 and (ii) OWNER shall not be liable in damages to CITY, or to any other person, and CITY 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.

9.2 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 and OWNER as provided in Section 9.1 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.

9.3 Release. Except for non-damage remedies, including the remedies of judicial review and of specific performance as provided for in Sections 7.3 and 9.2, respectively,, 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.

9.4 Termination or Modification of Agreement for Default of OWNER. Subject to the provisions contained in Sections 7.2 and 7.3 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.

9.5 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.

10. THIRD PARTY LITIGATION.

10.1 General Plan Litigation. CITY has determined that this Agreement is consistent with the 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 or 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.

10.2 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.

10.3 Indemnity. In addition to the provisions of Section 10.2 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, to the extent 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. OWNER's indemnity obligation shall terminate following CITY's legal acceptance of (i.e. taking of title to) the Improvements.

10.4 Environment Assurances. OWNER shall indemnify and hold CITY, its officers, agents, and employees free and harmless from any liability, to the extent 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 during OWNER'S period of ownership of the Property, including, but not limited to, soil and groundwater conditions caused by OWNER, 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.

10.5 Reservation of Rights. With respect to Sections 10.2, 10.3 and 10.4 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.

10.6 Survival. The provisions of this Sections 10.1 through 10.6, inclusive, shall survive the termination of this Agreement.

11. MORTGAGEE PROTECTION.

11.1 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

(e) In the event of a default by OWNER, any Mortgagee shall have the right to remedy, or cause to be remedied, such default within sixty (60) days following the later to occur of (i) the date of Mortgagee's receipt of the notice referred to in Section 9.4 above, or (ii) the expiration of the period provided herein for OWNER to remedy or cure such default, and CITY shall accept such performance by or at the insistence of the Mortgagee as if the same had been timely made by OWNER; provided, however, that (i) if such default is not capable of being cured within the timeframes set forth in this Section and Mortgagee commences to cure the default within such timeframes, then Mortgagee shall have such additional time as is required to cure the default so long as Mortgagee diligently prosecutes the cure to completion and (ii) if possession of the Property (or portion thereof) is required to effectuate such cure or remedy, the Mortgagee shall be deemed to have timely cured or remedied if it commences the proceedings necessary to obtain possession thereof within sixty (60) days after receipt of the copy of the notice, diligently pursues such proceedings to completion, and, after obtaining possession, diligently completes such cure or remedy.

12. MISCELLANEOUS PROVISIONS.

12.1 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 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.

12.2 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.

12.3 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.

12.4 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.

12.5 Section Headings. All section headings and subheadings are inserted for convenience only and shall not affect any construction or interpretation of this Agreement.

12.6 Singular and Plural. As used herein, the singular of any word includes the plural.

12.7 Joint and Several Obligations. Pursuant to Section 2.4, if at any time during the term of this Agreement the Property is subsequently 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.

12.8 Time of Essence. Time is of the essence in the performance of the provisions of this Agreement as to which time is an element.

12.9 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.

12.10 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.

12.11 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, governmental orders related to statewide or national pandemics, any third party court actions challenging the Project (including but not limited to writs of mandate, 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.

12.12 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.

12.13 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.

12.14 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.

12.15 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.

12.16 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.

12.17 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.

12.18 Eminent Domain. No provision of this Agreement shall be construed to limit or restrict the exercise by CITY of its power of eminent domain.

12.19 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.

12.20 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 requested by OWNER under this Section 12.20 prior to CITY's issuance of such certificates.

12.21 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.

12.22 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.

12.22.1 CITY makes no representations concerning prevailing wages in compliance with California Labor Code Section 1770 et seq.

12.22.2 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.

12.22.3 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.

12.22.4 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 12.22, 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. PDA21-005

"OWNER"

GROVE LAND VENTURE LLC
a Delaware limited liability company

by: RBV Grove, LLC, a Delaware limited liability company, its managing member

by: REDA Bascom Ventures, LLC, a Delaware limited liability company, its managing member

by: Real Estate Development Associates, LLC, a California limited liability company, its administrative member

by: Waters Edge Property Group, LLC, a California limited liability company, its member

By: _____
Jason Krotts
Authorized Signatory

Date: _____

ATTEST:

_____
City Clerk, Ontario

APPROVED AS TO FORM:

BEST BEST & KRIEGER, LLP

_____
City Attorney

"CITY"
CITY OF ONTARIO

By:_____
Scott Ochoa
City Manager

Date: _____

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 this ___ day of _____, 2023 before me, _____, Notary Public, personally appeared _____, who proved to me on the basis of satisfactory evidence to be the person(s) 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(ies), 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:_____ (Seal)

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 this ___ day of _____, 2023 before me, _____, Notary Public, personally appeared _____, who proved to me on the basis of satisfactory evidence to be the person(s) 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(ies), 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:_____ (Seal)

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:

LOTS 1, 2, 3, 4, 13, 14, 15, 16, 17, 18, 19, 20, 29, 30, 31 AND 32 IN SECTION 20, TOWNSHIP 2 SOUTH, RANGE 7 WEST, SAN BERNARDINO BASE AND MERIDIAN, ACCORDING TO THE MAP OF THE SUBDIVISION OF RANCHO SANTA ANA DEL CHINO, IN THE CITY OF ONTARIO, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, RECORDED IN BOOK 6, PAGE 15 OF MAPS OF RECORDS OF SAID COUNTY.

APNs: 1054-071-01, 1054-071-02, 1054-081-03, 1054-091-01, 1054-091-02, 1054-101-01, 1054-101-02, 1054-231-01, 1054-231-02, 1054-241-01, 1054-241-02, 1054-311-01, 1054-311-02, 1054-321-01, 1054-321-02.

EXHIBIT "B"
TO DEVELOPMENT AGREEMENT

Map showing Property and its location

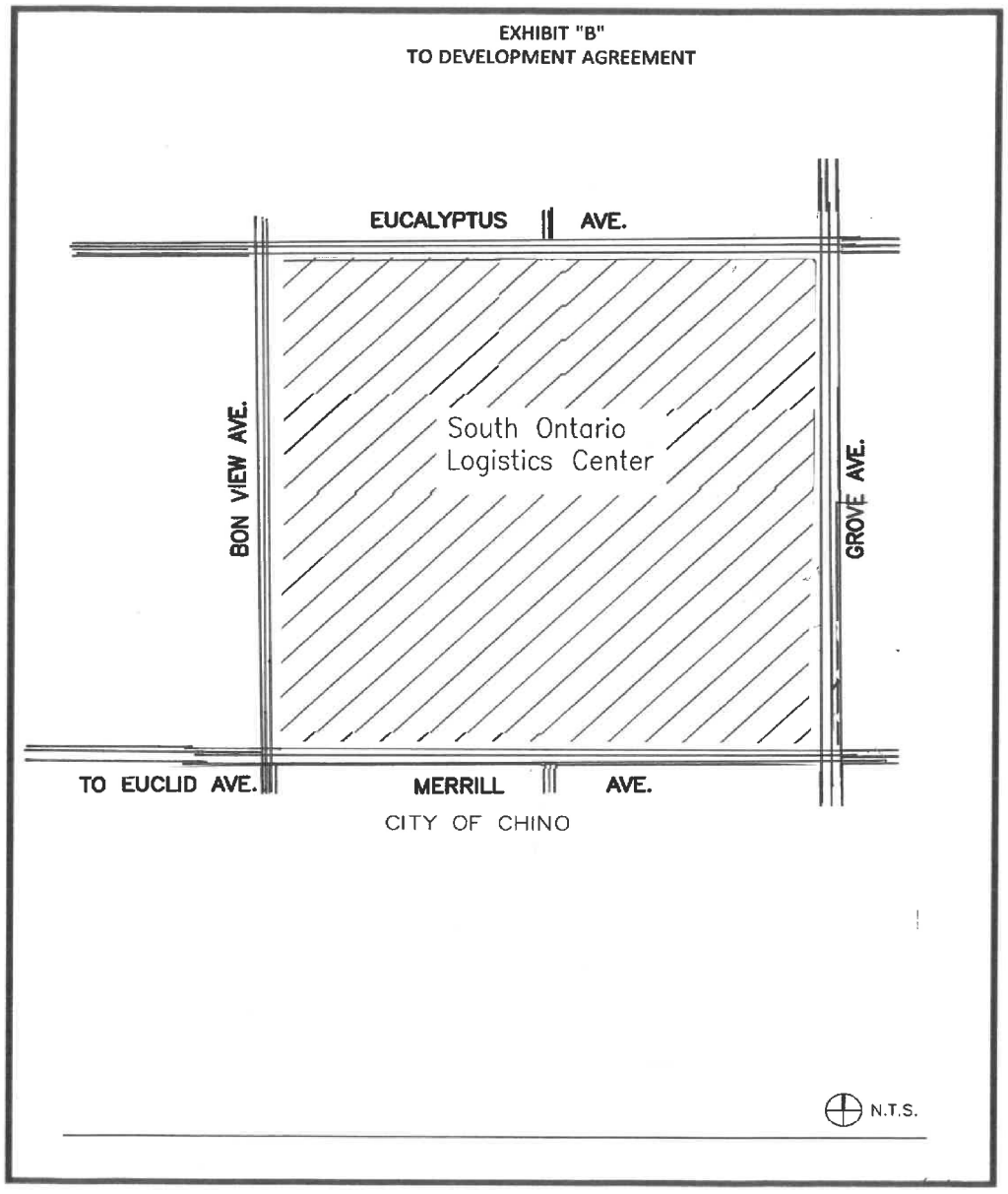


EXHIBIT "C"
TO DEVELOPMENT AGREEMENT

Existing Development Approvals

On January 1, 2022, the Planning Commission:

a) Approved Resolution No. PC22-004, recommending the City Council certify the Environmental Impact Report (SCH#2021010318) for the South Ontario Logistics Center Specific Plan (File No. PSP19-001).

b) Approved Resolution No. PC22-005, recommending the City Council approve the General Plan Amendment (File No. PGPA19-004).

c) Approved Resolution No. PC22-006, recommending the City Council approve the South Ontario Logistics Center Specific Plan (File No. PSP19-001).

On March 1, 2022, the City Council:

a) Adopted Resolution No. 2022-015, certifying the Environmental Impact Report (SCH#2021010318) for the South Ontario Logistics Center Specific Plan.

b) Adopted Resolution No. 2022-016, approving the General Plan Amendment (File No. PGPA19-004).

On March 15, 2022, the City Council:

a) Adopted Ordinance No. 3206, approving the South Ontario Logistics Center Specific Plan (File No. PSP19-001)

EXHIBIT "D"
TO DEVELOPMENT AGREEMENT

Existing Land Use Regulations

These documents are listed for reference only:

1. General Plan Amendment (File No. PGPA19-004)

2. South Ontario Logistics Center Specific Plan (File No. PSP19-001), Ordinance No. 3206

3. South Ontario Logistics Center Environmental Impact Report (SCH#2021010318)

4. 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 THE DEVELOPMENT AGREEMENT

DESCRIPTION OF REQUIRED IMPROVEMENTS

OWNER shall design, construct, and complete the following Street, Sewer, Storm Drain, Potable Water, Recycled Water, and Fiber Optic improvements, prior to OWNER's request for any final certificate of occupancy permit for any building within the Property.

1. OWNER shall design, construct, and complete the following Improvements, Potable Water (WT), Storm Drain (SD), Streets (ST), Sewer (SW), Recycled Water (RW), and Fiber Optics (FO), as described, prior to OWNER's request for final occupancy of the first building:

    a. WT on Grove Avenue between Eucalyptus Avenue and Merrill Avenue (Local Water DIF Project WT-011).

    b. WT on Bon View Avenue between Eucalyptus Avenue and Merrill Avenue.

    c. WT on Eucalyptus Avenue between Bon View Avenue and Grove Avenue (Local Water DIF Project WT-011).

    d. WT on Eucalyptus Avenue between Grove Avenue and Carpenter Avenue (Regional Water DIF Project, portion of Phase 2A Water).

    e. WT on Merrill Avenue between Bon View Avenue and Carpenter Avenue (Local Water DIF Project WT-011).

    f. SD onsite detention shall be designed, constructed, and completed by OWNER prior to issuance of the first building permit. However, OWNER is eligible to request from CITY a grading permit prior to the completion of the SD onsite detention.

    g. SD on Grove Avenue from Eucalyptus Avenue to Merrill Avenue.

    h. SD on Eucalyptus Avenue between Bon View Avenue and Grove Avenue.

    i. SD on Bon View Avenue between Eucalyptus Avenue and Merrill Avenue.

    j. SD on Merrill Avenue between Euclid Avenue and Grove Avenue.

k. SD bleeder line or alternative interim connection at the discretion of the City on Euclid Ave south of Merrill Ave. This shall connect to the SD on Merrill Ave between Euclid Ave and Grove Avenue.

l. Two (2) Debris Separation Baffle Boxes at the intersections of Euclid Avenue and Merrill Avenue, and Merrill Avenue and Grove Avenue.

m. Full half ST improvements on the south half and circulation lane improvements on the north half of Eucalyptus Avenue from Bon View Avenue to Grove Avenue.

n. Full half ST improvements on both sides of Merrill Avenue between Euclid Avenue and Carpenter Avenue.

o. Full half ST improvements on the east side and circulation lane improvements on the west side of Bon View Avenue between Eucalyptus Avenue and Merrill Avenue.

p. Full half ST improvements on the west side and circulation lane improvements on the east side of Grove Avenue between Eucalyptus Avenue and Merrill Avenue.

q. Traffic Signals at Bon View Avenue/Eucalyptus Avenue, at Bon View Avenue/Merrill Avenue, at Eucalyptus Avenue/Grove Avenue, and at Grove Avenue, at the signalized median break that aligns with Merrill Commerce Center Specific Plan.

r. Traffic Signal on Merrill Avenue approximately halfway between Bon View and Grove Avenues.

s. Traffic signal modifications at Euclid Avenue/Merrill Avenue and Euclid Avenue/Eucalyptus Avenue.

t. SW (Western Trunk Sewer) on Euclid Avenue between Kimball Avenue and Merrill Avenue (Regional Sewer DIF Project SW-002).

u. SW (Western Trunk Sewer) on Merrill Avenue between Euclid Avenue and Grove Avenue (Regional Sewer DIF Project SW-002).

v. SW on Bon View Avenue between Merrill Avenue and Eucalyptus Avenue (Local Sewer DIF Project SW-010).

w. SW on Grove Avenue between Merrill Avenue and Eucalyptus Avenue (Local Sewer DIF Project SW-009).

x. RW on Bon View Avenue between Eucalyptus Avenue and Merrill

Avenue (Local Water DIF Project WT-016).

y. RW on Merrill Avenue between Campus Avenue and Grove Avenue (Local Water DIF Project WT-016).

z. RW on Grove Avenue between Merrill Avenue and Eucalyptus Avenue (Local DIF Project WT-016).

aa. RW on Eucalyptus Avenue between Bon View Avenue and Grove Avenue (Local DIF Project WT-016).

bb. FO on Eucalyptus Avenue between Bon View Avenue and Grove Avenue.

cc. FO on Bon View Avenue between Eucalyptus Avenue and Merrill Avenue.

dd. FO on Merrill Avenue between Bon View Avenue and Grove Avenue.

ee. FO on Grove Avenue between Eucalyptus Avenue and Merrill Avenue.

2. CITY shall design, construct, and complete the Phase 2 Water (WT) Improvements and Interim Chino Avenue Loop. The Phase 2 Water Improvements will be constructed by the CITY in phases, with the initial improvements, designated as Phase 2A Water Improvements, Interim Chino Avenue Loop, and Phase 2B Water Improvements as described below.

   a. Phase 2A Water Improvements shall consist of the following:

      i. WT on Grove Avenue between Eucalyptus Avenue and Chino Avenue (Regional Water DIF Project WT-010).

   b. Interim Chino Avenue Loop shall consist of the following:

      i. WT on Chino Avenue between Cucamonga Channel and Grove Avenue, which will provide the second point of connection from the 1010 Pressure Zone (Local Water DIF Project WT-009).

      ii. Pressure Reducing Station at Grove Avenue and Chino Avenue, which will provide the second point of connection from 1010 Pressure Zone (Future Local Water DIF Project WT-009).

OWNER shall pay one hundred percent (100%) of the costs to construct the Phase 2A Improvements and the Interim Chino Avenue Loop, within forty-five (45) days from the Effective Date of this Agreement, and such payment shall be the "Phase 2A Water Payment". The costs in the foregoing sentence shall equal the actual bid amount of the awarded contracts for the work, plus fifteen percent (15%). Upon OWNER's full and complete payment to CITY, the CITY shall issue a Certificate of DIF Credit in the Regional Water category and/or the Local Adjacent Water category, as appropriate. Each DIF Water Certificate shall be issued by CITY within thirty (30) days of the receipt of such required payment. CITY shall not issue any building permits until receipt of the full Phase 2A Water Payment.

c. Phase 2B Water Improvements shall consist of the following:

   i. WT on Francis Street between Grove Avenue and Bon View Avenue (Regional Water DIF Project WT-010).

   ii. WT on Bon View Avenue between Francis Street and the Bon View Reservoir Site (Regional Water DIF Project WT-010).

   iii. WT – Nine (9) Million Gallon reservoir at Bon View Reservoir Site (Regional Water DIF Project WT-014).

   iv. WT – Two (2) Groundwater Production Wells in vicinity of Bon View Reservoir Site (Regional Water DIF Project WT-007).

   v. WT on Grove Avenue between Chino Avenue and Francis Street (Regional Water DIF Project WT-010). The final design and alignment north of Riverside Drive is subject to change at the reasonable discretion of the CITY.

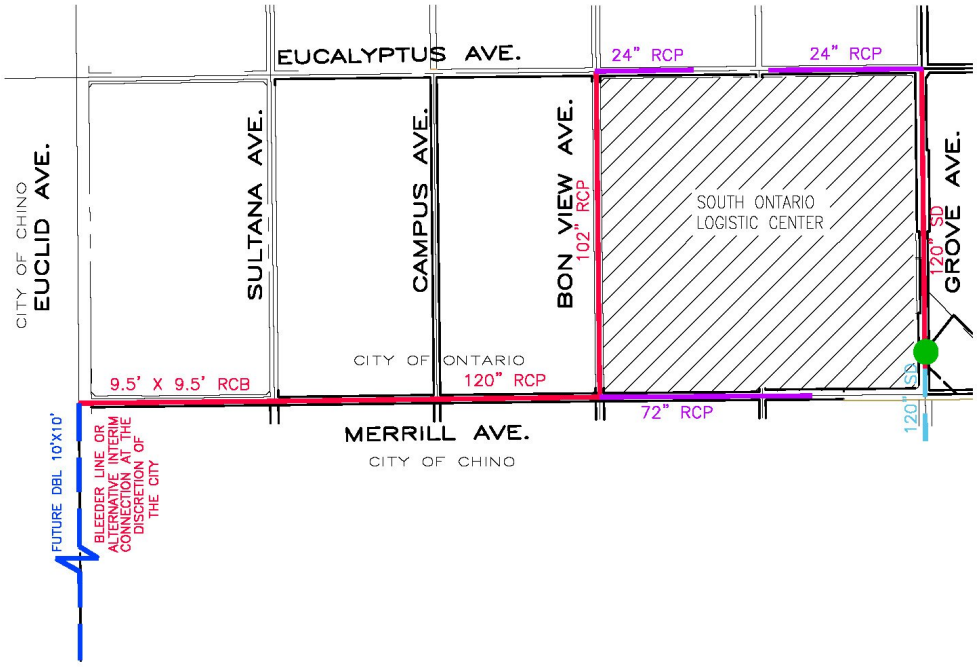
The Phase 2B Water Improvements will be constructed by the CITY and funded by OWNER, pursuant to Section 4.5 of this Agreement. CITY and OWNER mutually agree and understand, that with completion of Phase 2A and the Interim Chino Avenue Loop, the project will be utilizing interim water supply and storage capacity from the 1010' Pressure Zone and OWNER will be required to participate in the funding of future Phase 2 Water Improvements to support the permanent water supply and storage needs of future development within Ontario Ranch.

EXHIBIT "F"
TO DEVELOPMENT AGREEMENT

Required Infrastructure Improvements

(SEE ATTACHED EXHIBITS)

EXHIBIT F-1
STORM DRAIN IMPROVEMENTS



LEGEND:

- NEW PUBLIC STORM DRAIN (TO BE CONSTRUCTED BY PROJECT)
- NEW PROJECT SPECIFIC STORM DRAIN (TO BE CONSTRUCTED BY PROJECT)
- FUTURE STORM DRAIN (TO BE CONSTRUCTED BY OTHERS)
- EXISTING PUBLIC STORM DRAIN
- DSBB OR HYDRODYNAMIC SEPARATOR (OR APPROVED EQUAL ALTERNATIVE DEVICE)
- SPECIFIC PLAN AREA

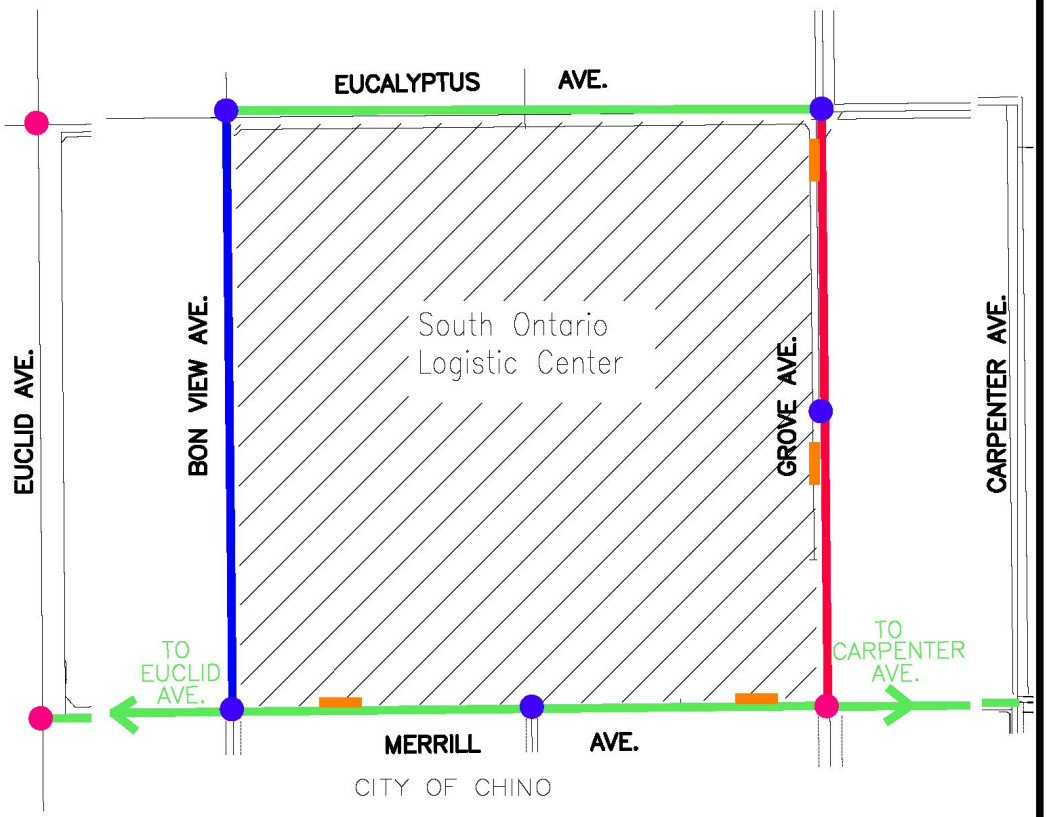
N.T.S.

WestLAND Group, Inc.
4150 CONCOURS, ONTARIO, CA 91764
PHONE: (909) 989-9789 FAX: (909) 989-9660
Land Surveyors • Civil Engineers • GIS

South Ontario Logistic Center Specific Plan • Development Agreement

DATE: 03/21/2023

EXHIBIT F-2
STREET IMPROVEMENTS



NOTES:

PCC PAVEMENT REQUIRED AT ALL SIGNALIZED INTERSECTIONS ALONG TRUCK ROUTES

LEGEND:
- PRINCIPAL ARTERIAL
- LOCAL COLLECTOR
- LOCAL INDUSTRIAL
- NEW SIGNALIZED INTERSECTION
- EXISTING TRAFFIC SIGNAL TO BE MODIFIED
- BUS TURNOUT
- SPECIFIC PLAN AREA

WestLAND Group, Inc.
4150 CONCOURS, ONTARIO, CA 91764
PHONE: (909) 989-9788 FAX: (909) 989-9660
Land Surveyors • Civil Engineers • GIS

N.T.S.

South Ontario Logistic Center Specific Plan • Development Agreement

DATE: 03/13/2023

EXHIBIT F-3
POTABLE WATER UTILITY IMPROVEMENTS



LEGEND:

- EXISTING POTABLE WATER
- NEW POTABLE WATER – REGIONAL DIF (REQUIRED AND TO BE CONSTRUCTED BY PROJECT)
- NEW POTABLE WATER – LOCAL DIF (REQUIRED AND TO BE CONSTRUCTED BY PROJECT)
- NEW POTABLE WATER – NON DIF (REQUIRED AND TO BE CONSTRUCTED BY PROJECT)
- FUTURE POTABLE WATER – REGIONAL DIF (REQUIRED BY PROJECT FINANCED PER EXHIBIT E, CONSTRUCTED BY CITY)
- FUTURE POTABLE WATER – LOCAL DIF (REQUIRED BY PROJECT FINANCED PER EXHIBIT E, CONSTRUCTED BY CITY)
- POINT OF CONNECTION
- SPECIFIC PLAN AREA

N.T.S.

WestLAND Group, Inc.
4150 CONCOURS, ONTARIO, CA 91764
PHONE: (909) 989-9789 FAX: (909) 989-9550
Land Surveyors • Civil Engineers • GIS

South Ontario Logistic Center Specific Plan • Development Agreement

SHEET 1 OF 2

DATE: 03/13/2023

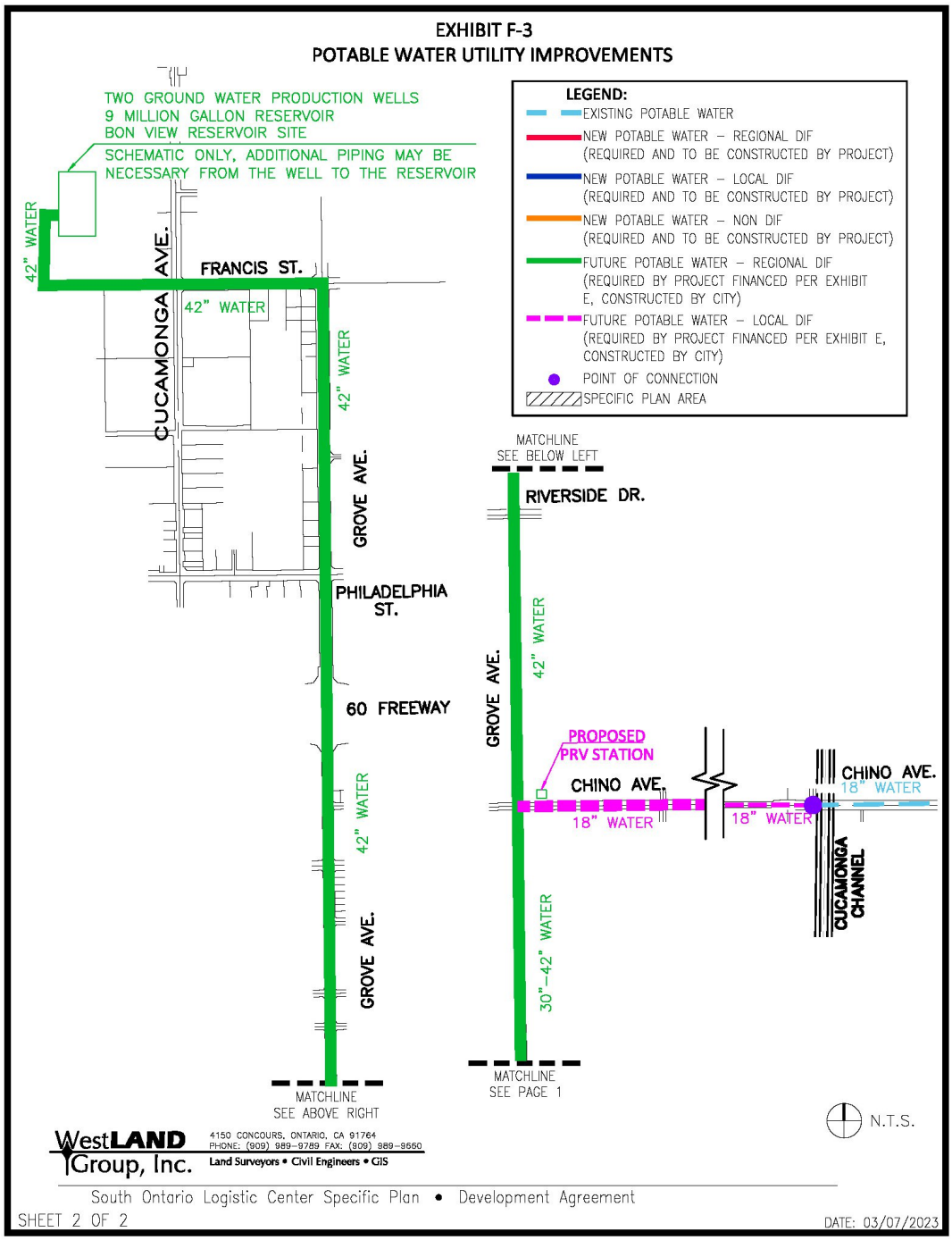
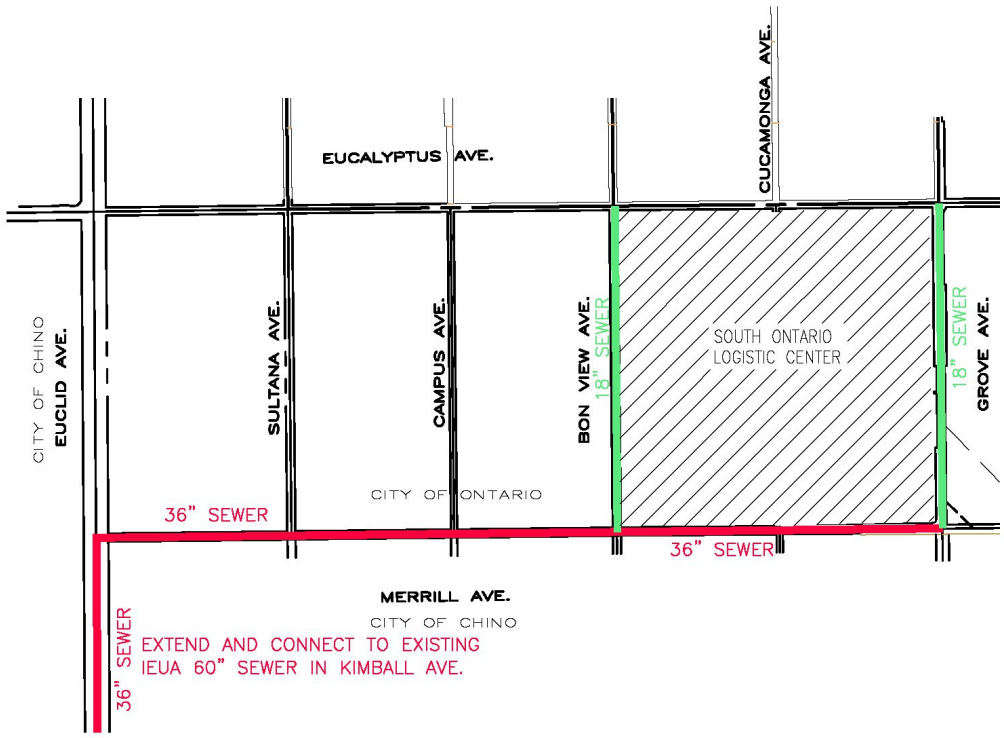

EXHIBIT F-3
POTABLE WATER UTILITY IMPROVEMENTS
TWO GROUND WATER PRODUCTION WELLS
9 MILLION GALLON RESERVOIR
BON VIEW RESERVOIR SITE
SCHEMATIC ONLY, ADDITIONAL PIPING MAY BE NECESSARY FROM THE WELL TO THE RESERVOIR
42" WATER
CUCAMONGA AVE.
FRANCIS ST.
42" WATER
42" WATER
GROVE AVE.
PHILADELPHIA ST.
60 FREEWAY
42" WATER
GROVE AVE.
MATCHLINE SEE ABOVE RIGHT
LEGEND:
EXISTING POTABLE WATER
NEW POTABLE WATER – REGIONAL DIF (REQUIRED AND TO BE CONSTRUCTED BY PROJECT)
NEW POTABLE WATER – LOCAL DIF (REQUIRED AND TO BE CONSTRUCTED BY PROJECT)
NEW POTABLE WATER – NON DIF (REQUIRED AND TO BE CONSTRUCTED BY PROJECT)
FUTURE POTABLE WATER – REGIONAL DIF (REQUIRED BY PROJECT FINANCED PER EXHIBIT E, CONSTRUCTED BY CITY)
FUTURE POTABLE WATER – LOCAL DIF (REQUIRED BY PROJECT FINANCED PER EXHIBIT E, CONSTRUCTED BY CITY)
POINT OF CONNECTION
SPECIFIC PLAN AREA
MATCHLINE SEE BELOW LEFT
RIVERSIDE DR.
GROVE AVE.
42" WATER
PROPOSED PRV STATION
CHINO AVE.
18" WATER
18" WATER
CHINO AVE.
18" WATER
CUCAMONGA CHANNEL
30"-42" WATER
MATCHLINE SEE PAGE 1
N.T.S.
WestLAND Group, Inc.
4150 CONCOURS, ONTARIO, CA 91764
PHONE: (909) 989-9789 FAX: (909) 989-9550
Land Surveyors • Civil Engineers • GIS
South Ontario Logistic Center Specific Plan • Development Agreement
SHEET 2 OF 2
DATE: 03/07/2023

EXHIBIT F-4
SEWER IMPROVEMENTS



LEGEND:
- NEW SEWER – REGIONAL DIF (REQUIRED AND TO BE CONSTRUCTED BY PROJECT)
- NEW SEWER – LOCAL DIF (REQUIRED AND TO BE CONSTRUCTED BY PROJECT)

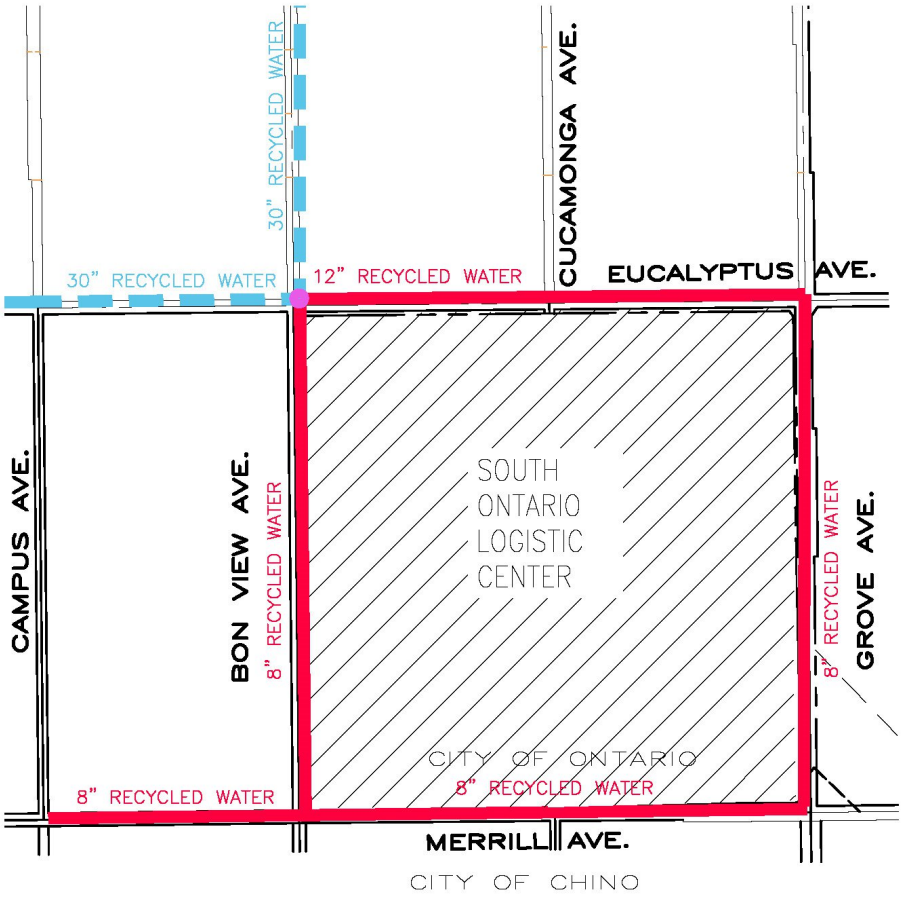
N.T.S.

WestLAND Group, Inc.
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PHONE: (909) 989-9789 FAX: (909) 989-9660
Land Surveyors • Civil Engineers • GIS

South Ontario Logistic Center Specific Plan • Development Agreement

DATE: 03/07/2023

EXHIBIT F-5
RECYCLED WATER UTILITY IMPROVEMENTS



LEGEND:

- EXISTING IEUA 30" RECYCLED WATER
- NEW RECYCLED WATER – LOCAL DIF (REQUIRED AND TO BE CONSTRUCTED BY PROJECT)
- POINT OF CONNECTION
- SPECIFIC PLAN AREA

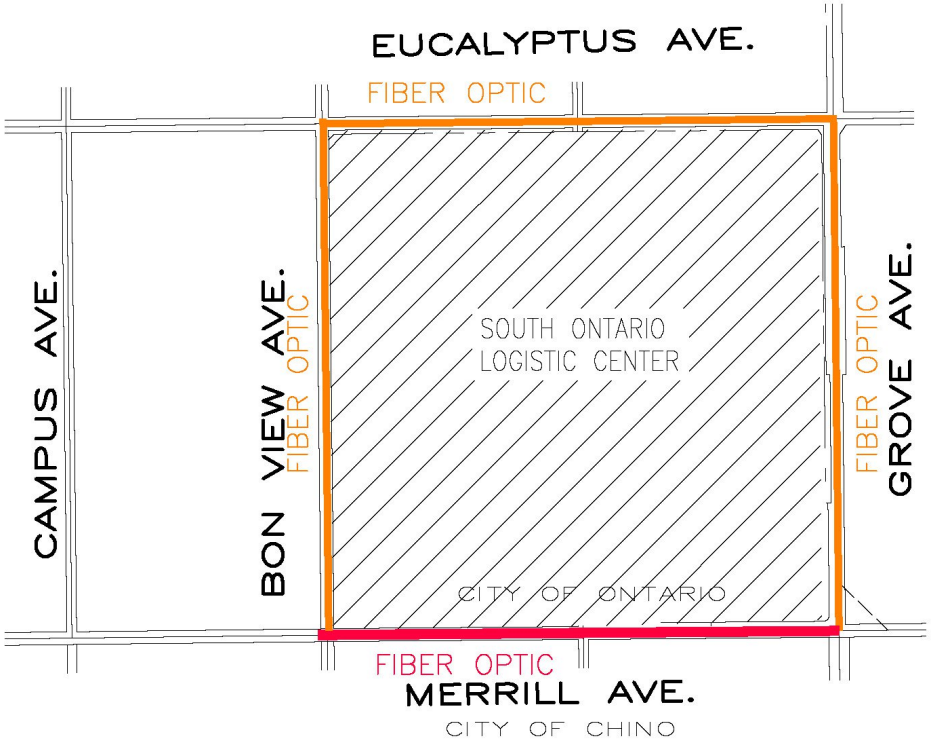
N.T.S.

WestLAND Group, Inc.
4150 CONCOURS, ONTARIO, CA 91764
PHONE: (909) 989-9789 FAX: (909) 989-9660
Land Surveyors • Civil Engineers • GIS

South Ontario Logistic Center Specific Plan • Development Agreement

DATE: 03/30/2023

EXHIBIT F-6
FIBER OPTIC IMPROVEMENTS



LEGEND:
- NEW PRIMARY RING FIBER OPTIC (TO BE CONSTRUCTED BY PROJECT)
- NEW LATERAL FIBER OPTIC (TO BE CONSTRUCTED BY PROJECT)
- SPECIFIC PLAN AREA

N.T.S.

WestLAND Group, Inc.
4150 CONCOURS, ONTARIO, CA 91764
PHONE: (909) 989-9789 FAX: (909) 989-9550
Land Surveyors • Civil Engineers • GIS

South Ontario Logistic Center Specific Plan • Development Agreement

DATE: 03/07/2023

Exhibit "G"

FORM OF CERTIFICATE OF REGIONAL DIF CREDIT

Pursuant to Section 4.5.3 of this Agreement by and between the City of Ontario and _____, dated _____, 20__, 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: _____

CITY OF ONTARIO *Agenda Report* **May 16, 2023**	**SECTION:** **PUBLIC HEARINGS**
Department: Planning Prepared By: Alexis Vaughn Department: Planning Prepared By: Edmelynne V Hutter Staff Member Presenting: Scott Murphy, Executive Director Community Development Approved By:	Submitted To: Council/OHA Approved: _____ Continued To: _____ Denied: _____ Item No: 14

SUBJECT: **A PUBLIC HEARING TO CONSIDER AN AMENDMENT TO THE SOUTH ONTARIO LOGISTICS CENTER SPECIFIC PLAN (FILE NO. PSPA22-008), TO REMOVE A 71.6-ACRE PORTION OF THE SPECIFIC PLAN, IN CONJUNCTION WITH A ZONE CHANGE (FILE NO. PZC23-001) LOCATED SOUTH OF EUCALYPTUS AVENUE, NORTH OF MERRILL AVENUE, WEST OF BON VIEW AVENUE, AND EAST OF CAMPUS AVENUE**

RECOMMENDATION: That the City Council consider the following:

A. Adopt a Resolution approving File No. PSPA22-008, an Amendment to the South Ontario Logistics Center Specific Plan, including map and textual changes, to remove 71.6 acres from the Specific Plan; and
B. Introduce and waive further reading of an Ordinance adopting File No. PZC23-001, a Zone Change to establish the SP/AG (Specific Plan/Agriculture Overlay) zoning district on the Project site.

THE FOLLOWING COUNCIL GOALS ARE BEING ACHIEVED:
Ensure the Development of a Well Planned, Balanced, and Self-Sustaining Community in Ontario Ranch
Operate in a Businesslike Manner

FISCAL IMPACT: There is no direct fiscal impact to the City associated with this Specific Plan Amendment and Zone Change.

BACKGROUND & ANALYSIS: The Ontario Plan 2050 Policy Plan (General Plan) provides the basic framework for development within the 8,200-acre area commonly referred to as Ontario Ranch. The Policy Plan requires City Council approval of a Specific Plan for new developments of 10 acres or more within Ontario Ranch. A Specific Plan is required to ensure that sufficient land area is included to achieve cohesive, unified districts and neighborhoods, as well as to incorporate development framework for detailed land use, circulation, infrastructure improvements, public

service provisions, and urban design and landscape standards.

On March 1, 2022, the City Council approved the South Ontario Logistics Center Specific Plan (File No. PSP19-001) and associated Environmental Impact Report (State Clearinghouse No. 2021010318), inclusive of the Project site. However, a writ of mandate challenging the project (File No. PSP19-001) was filed on March 30, 2022, and a settlement agreement was entered into by the applicant and the petitioner on October 14, 2022. One term of the settlement agreement was to remove the San Bernardino County-owned parcels (Project site) from the Specific Plan. Thus, the applicant filed for a Specific Plan Amendment on December 6, 2022, to remove the 71.6-acres of San Bernardino County owned land from the Specific Plan. Subsequently, the City initiated a Zone Change Amendment to re-establish zoning on the 71.6-acre Project Site to replace the Specific Plan designation.

Specific Plan Amendment — The Specific Plan Amendment consists of map and text changes to accommodate removal of 71.6-acres of land from the South Ontario Logistics Center Specific Plan. The overall Specific Plan acreage will be reduced from 219.39 acres to 147.85 acres (see Figure 2: Specific Plan Table 1.0 Land Use Summary). The Specific Plan Amendment includes adjustments to the Specific Plan boundaries, total acreage and buildout, development phasing, street and landscape sections, circulation, and utilities (see Planning Commission Backup: Attachment "A" to the Specific Plan Resolution – Specific Plan Amendment Redlined Document and Exhibit "B": Specific Plan Land Use Plan Revision). The Specific Plan was also updated to reflect more current and accurate development information within the remainder of the Specific Plan area. No changes are proposed to the general development and design standards aside from removal of Campus Avenue standards that no longer apply.

Zone Change — All properties within the City must have a specific plan land use or zoning district assigned to it, and all specific plans and zoning districts within the City must be consistent with The Ontario Plan 2050 Policy Plan - Land Use Plan. As a result of the Specific Plan Amendment, which will remove a portion of land from the Specific Plan, a Zone Change must also be processed to re-establish zoning for the Project site. Prior to establishment of the South Ontario Logistics Center Specific Plan, the Project site was zoned Specific Plan (Agriculture Overlay). As such, staff is proposing that the Project site zoning revert back to the previous Specific Plan (Agriculture Overlay) zoning designation to allow for interim agricultural activities until a specific plan is established for the 71.6-acre Project Site (see Planning Commission Backup Exhibit C: Zoning Map Change). The proposed Specific Plan (Agriculture Overlay) zoning designation is consistent with The Ontario Plan 2050 Policy Plan - Land Use Plan, as it allows for interim agricultural activities general development and design standards aside from removal of Campus Avenue standards that no longer apply.

On April 25, 2023, the Planning Commission conducted a public hearing to consider the Amendment to the South Ontario Logistics Center Specific Plan (File No. PSPA22-008) and Zone Change (File No. PZC23-001) and concluded the hearing on that date. After considering all public testimony on the applications, the Planning Commission unanimously approved (6-0) Resolution No. PC23-29, recommending that the City Council approve the Amendment to the South Ontario Logistics Center Specific Plan and Resolution No. PC23-30 recommending that the City Council approve the Zone Change.

CORRESPONDENCE: As of the preparation of this agenda report, Planning Department staff received a phone call from Keith Berk with San Bernardino County Real Estate Services looking for assurance that the Specific Plan Amendment would not affect the current agricultural use on the Project site. Staff clarified that the proposed Amendment would not impact the current use on the Project site and the agricultural use can continue.

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 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 City Council has reviewed and considered the facts and information contained in the Application and supporting documentation against the Ontario International Airport Land Use Compatibility Plan compatibility factors, including [1] Safety Criteria (Ontario International Airport Land Use Compatibility Plan Table 2-2) and Safety Zones (Ontario International Airport Land Use Compatibility Plan Map 2-2), [2] Noise Criteria (Ontario International Airport Land Use Compatibility Plan Table 2-3) and Noise Impact Zones (Ontario International Airport Land Use Compatibility Plan Map 2-3), [3] Airspace protection Zones (Ontario International Airport Land Use Compatibility Plan Map 2-4), and [4] Overflight Notification Zones (Ontario International Airport Land Use Compatibility Plan Map 2-5). As a result, the City Council, 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 Ontario International Airport Land Use Compatibility Plan.

On August 2, 2022, the City Council of the City of Ontario approved and adopted a Development Code Amendment to establish the Chino Airport Overlay Zoning District and Reference I, Chino Airport Land Use Compatibility Plan. The Chino Airport Overlay Zoning District 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 Chino Airport Land Use Compatibility Plan 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 Chino Airport Land Use Compatibility Plan. As the decision-making body for the Project, the City Council has reviewed and considered the facts and information contained in the Application and supporting documentation against the Chino Airport Land Use Compatibility Plan compatibility factors, including Safety, Airspace Protection, Overflight. As a result, the City Council, therefore, finds and determines that the Project, when implemented in conjunction with the conditions of approval, will be consistent with the policies and criteria set forth within the California Airport Land Use Planning Handbook and the Chino Airport Land Use

Compatibility Plan.

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 South Ontario Logistics Center Specific Plan (File No. PSP19-001), for which an Environmental Impact Report ("EIR", State Clearinghouse No. 2021010318) was certified by the City Council on March 1, 2022. This Application introduces no new significant environmental impacts. Substantial changes are not proposed with the Project which would require major or any revisions to the previous EIR due to the involvement of no new significant environmental effects or no new substantial increase in the severity of previously identified significant effects. All previously adopted mitigation measures have not changed and are a condition of Project approval and are incorporated herein by this reference. As the Project site is to revert the zoning designation back to Specific Plan (Agriculture Overlay), associated impacts were analyzed as an alternative within the South Ontario Logistics Center Specific Plan EIR.

CITY OF ONTARIO PLANNING DEPARTMENT

PLANNING COMMISSION AGENDA REPORT

April 25, 2023

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

FILE NOS: PSPA22-008 and PZC23-001

SUBJECT: A public hearing to consider a request to amend the South Ontario Logistics Center Specific Plan, including map and textual changes to remove a 71.6-acre portion of the Specific Plan, in conjunction with a Zone Change to establish the SP(AG) zoning district on the Project site. The Project site is generally located south of Eucalyptus Avenue, north of Merrill Avenue, west of Bon View Avenue, and east of Campus Avenue. **Submitted by Grove Land Venture, LLC. City Council action is required.**

PROPERTY OWNER: County of San Bernardino

RECOMMENDED ACTION: That the Planning Commission recommends that City Council consider and approve File Nos. PSPA22-008 and PZC23-001, 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 Specific Plan Amendment and Zone Change resolutions as "Attachment B."

PROJECT SETTING: The Project site is owned by the County of San Bernardino and is comprised of 71.6 acres of land located south of Eucalyptus Avenue, north of Merrill Avenue, west of Bon View Avenue, and east of Campus Avenue, currently within the Business Park and Industrial General land use districts of the South Ontario Logistics Center Specific Plan (see Figure 1: Project Location). The property to the east of the project site is located within the South Ontario Logistics Center Specific Plan and is currently vacant, as the site is under entitlement

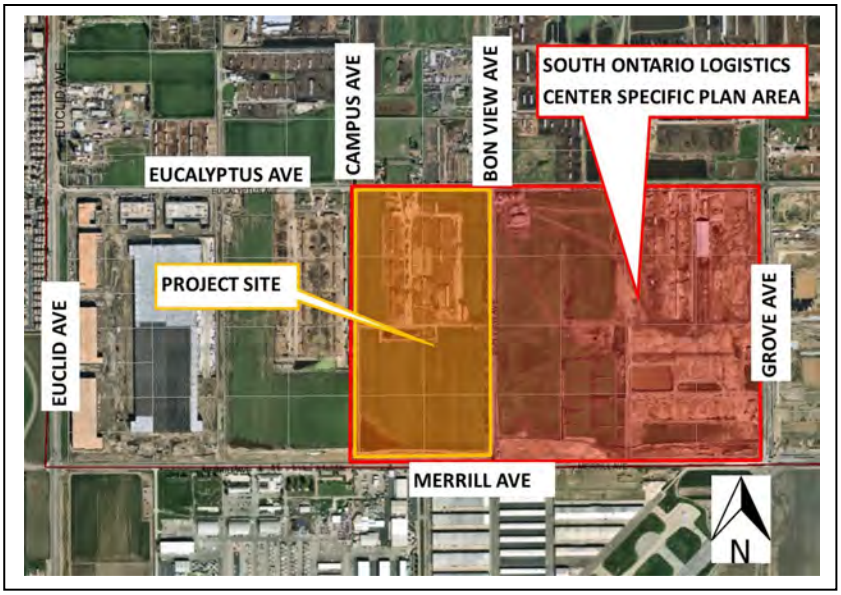


Figure 1: Project Location

Case Planner:	Alexis Vaughn
Planning Director Approval:	
Submittal Date:	December 6, 2023

Hearing Body	*Date*	*Decision*	*Action*
DAB	N/A	N/A	
PC	04/25/2023	Approval	Recommend
CC	05/16/2023		Final

review for industrial development. The property to the west of the Project site is located within the Ontario Ranch Business Park Specific Plan and is currently vacant, as the site is under entitlement review for industrial development. The property to the south of the Project site is located within the City of Chino and is developed with the Chino Airport. The property to the north of the Project site is located within the Medium Density Residential (5.1-11 dwelling units per acre) zoning district and is partially developed with agricultural and dairy land uses. The existing surrounding land uses, zoning, and Policy Plan (general plan) and specific plan land use designations are summarized in the "Surrounding Zoning & Land Uses" table located in the Technical Appendix of this report.

PROJECT ANALYSIS:

(1) 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 Policy Plan requires City Council approval of a Specific Plan for new developments of 10 acres or more within Ontario Ranch. A Specific Plan is required to ensure that sufficient land area is included to achieve cohesive, unified districts and neighborhoods, as well as to incorporate development framework for detailed land use, circulation, infrastructure improvements, public service provisions, and urban design and landscape standards.

On March 1, 2022, the City Council approved the South Ontario Logistics Center Specific Plan (File No. PSP19-001) and associated Environmental Impact Report (State Clearinghouse No. 2021010318), inclusive of the Project site. However, a writ of mandate challenging the project (File No. PSP19-001) was filed on March 30, 2022, and a settlement agreement was entered into by the applicant and the challenger on October 14, 2022. A major term of the settlement agreement was to remove the San Bernardino County owned parcels (Project site) from the Specific Plan. Thus, the applicant filed for a Specific Plan Amendment on December 6, 2022, to remove the 71.6-acres of San Bernardino County owned land from the Specific Plan. Subsequently, the City initiated a Zone Change Amendment to re-establish zoning on the 71.6-acre Project Site to replace the Specific Plan zoning.

(2) Specific Plan Amendment — The Specific Plan Amendment consists of map and text changes to accommodate removal of 71.6-acres of land from South Ontario Logistics Center Specific Plan. The overall Specific Plan acreage will get reduced from 219.39 acres to 147.85 acres (see Figure 2: Specific Plan Table 1.0 Land Use Summary). The Specific Plan Amendment includes adjustments to the Specific Plan boundaries, total acreage and buildout, development phasing, street and landscape sections, circulation, and utilities (see Attachment A to the Specific Plan Resolution – Specific Plan Amendment Redlined Document, as well as Exhibit B: Specific Plan Land Use Plan Revision). The Specific Plan has also been updated to reflect more current and accurate development information within the remainder of the specific plan area. No changes are proposed to the general development and design standards aside from removal of Campus Avenue standards that no longer apply.

Table 1.0 Land Use Summary

Land Use Designation	Acreage	Maximum Building Square Footage
Business Park Planning Areas	~~35.17~~ 23.65 AC	~~919,048~~ 618,116.4 SF
Industrial – General Planning Areas	~~184.22~~ 124.20 AC	~~1,923,102~~ 2,975,583.6 SF
Total	~~**219.39**~~ **147.85 AC**	~~**2,541,178**~~ **3,593,700 SF**

Figure 2: Specific Plan Table1.0 Land Use

(3) Zone Change — All properties within the City must have a specific plan land use or zoning district assigned to it, and all specific plans and zoning districts within the City must be consistent with TOP's Land Use Plan. As a result of the Specific Plan Amendment, which will remove a portion of land from the Specific Plan, a Zone Change must also be processed to re-establish zoning for the Project site. Prior to establishment of the South Ontario Logistics Center Specific Plan, the Project site was zoned SP(AG) (Specific Plan – Agricultural Overlay). As such, staff is proposing that the Project site zoning revert back to the previous SP(AG) zoning designation to allow for interim agricultural activities until a specific plan is established for the 71.6-acre Project Site (see Exhibit C: Zoning Map Change). The proposed SP(AG) zoning designation is consistent with the current TOP Land Use Plan, as it allows for interim agricultural activities.

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, the Project site was posted with one or more large public notification signs and 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 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 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 Specific Plan Amendment and Zone Change resolution as "Attachment B."

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, 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, therefore, finds and determines that the Project, when implemented in conjunction with the conditions of approval, will be consistent with the policies and criteria set forth within the California Airport Land Use Planning Handbook and the 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.

- Operate in a Businesslike Manner
- Ensure the Development of a Well Planned, Balanced, and Self-Sustaining Community in the New Model Colony

(2) 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.

(3) 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.

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 South Ontario Logistics Center Specific Plan (File No. PSP19-001), for which an Environmental Impact Report ("EIR", State Clearinghouse No. 2021010318) was adopted by the City Council on March 1, 2022. This Application introduces no new significant environmental impacts. Substantial changes are not proposed with the Project which would require major or any revisions to the previous EIR due to the involvement of no new significant environmental effects or no new substantial increase in the severity of previously identified significant effects. All previously adopted mitigation measures have not changed and are a condition of Project approval and are incorporated herein by this reference. As the Project is reverting the zoning designation back to the status quo (SP (AG) Overlay), impacts of which were analyzed in the EIR as an alternative to establishment of the South Ontario Logistics Center Specific Plan.

TECHNICAL APPENDIX:

Surrounding Zoning and Land Use:

	Existing Land Use	***Policy Plan Designation***	***Zoning Designation***	***Specific Plan Land Use***
Site	Agricultural, Dairy, and Vacant	Business Park (0.6 FAR) and Industrial (0.55 FAR)	South Ontario Logistics Center Specific Plan (existing) SP (AG Overlay) (proposed)	Business Park and Industrial General
North	Agricultural, Dairy, and Vacant	Medium Density Residential (11.1-25 du/ac)	SP (AG Overlay)	N/A
South	Chino Airport	N/A	N/A	N/A
East	Agricultural, Dairy, and Vacant	Business Park (0.6 FAR) and Industrial (0.55 FAR)	South Ontario Logistics Center Specific Plan	Business Park and Industrial General
West	Agricultural, Dairy, and Vacant	Business Park (0.6 FAR) and Industrial (0.55 FAR)	Ontario Ranch Business Park Specific Plan	Business Park and Industrial General

Exhibit A: PROJECT LOCATION MAP

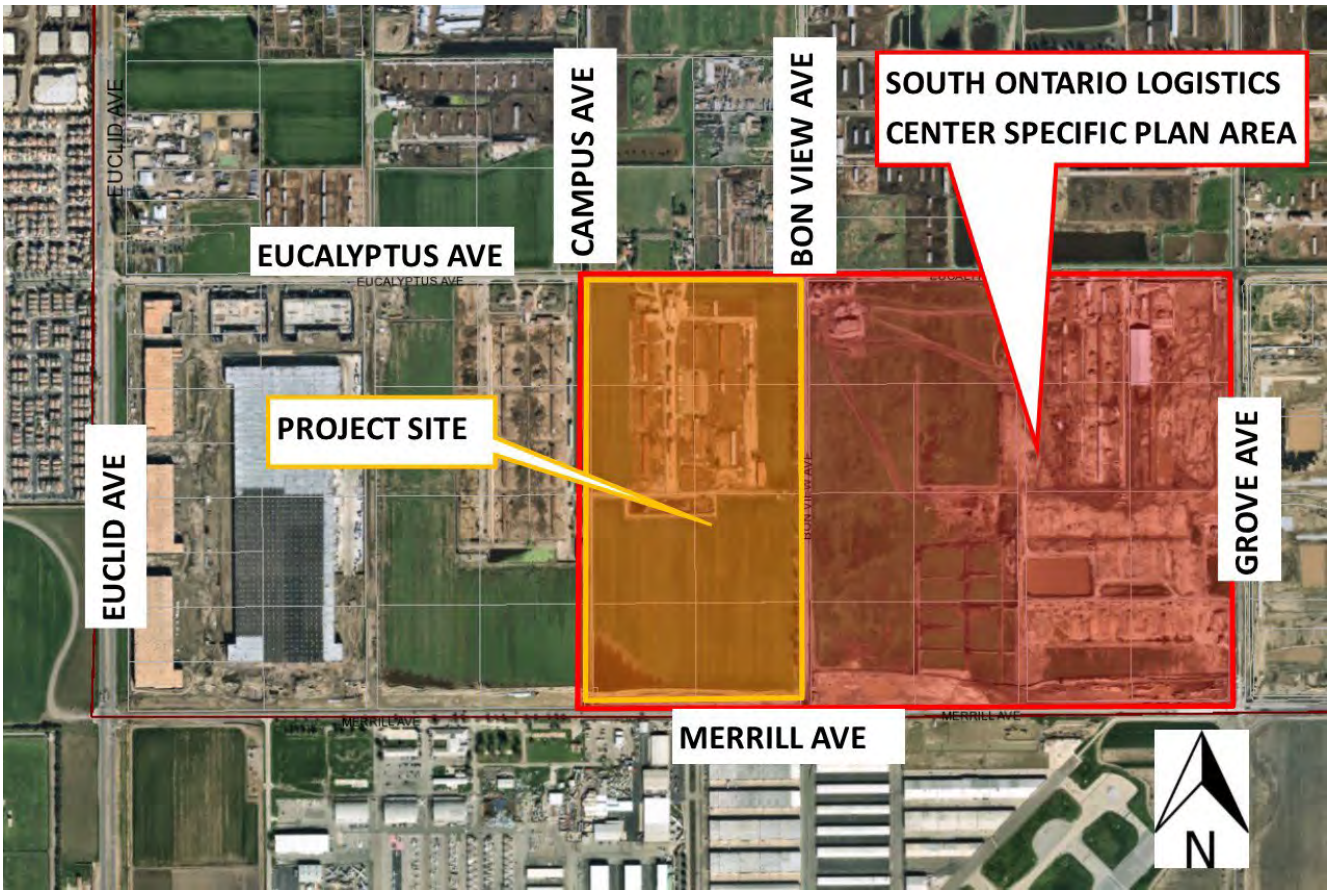


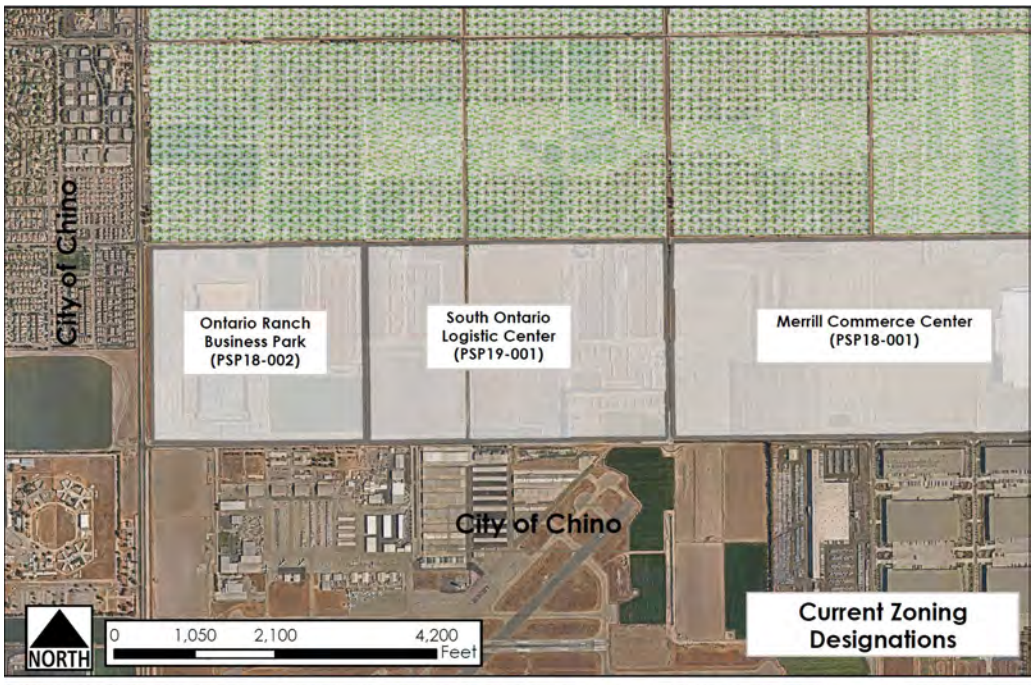
Exhibit B: SPECIFIC PLAN LAND USE PLAN REVISION

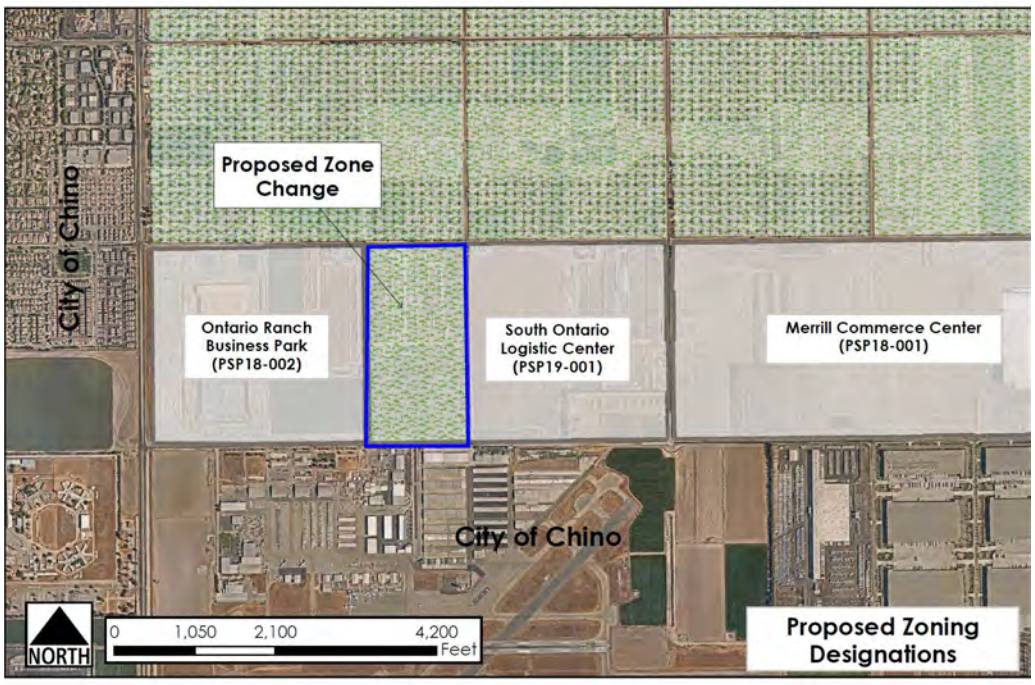


Existing Specific Plan Land Use Plan

Proposed Specific Plan Land Use Plan

Exhibit C: ZONING MAP CHANGE





Legend

Specific Plan Boundary

Zoning Overlays

AH Overlay

Zoning Districts

AG, Agricultural

Other

SP, Specific Plan

RESOLUTION NO. PC23-029

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ONTARIO, CALIFORNIA, RECOMMENDING THAT THE CITY COUNCIL APPROVE FILE NO. PSPA22-008, A REQUEST TO AMEND THE SOUTH ONTARIO LOGISTICS CENTER SPECIFIC PLAN, INCLUDING MAP AND TEXTUAL CHANGES TO REMOVE A 71.6-ACRE PORTION OF LAND GENERALLY LOCATED SOUTH OF EUCALYPTUS AVENUE, NORTH OF MERRILL AVENUE, WEST OF BON VIEW AVENUE, AND EAST OF CAMPUS AVENUE FROM THE SPECIFIC PLAN, IN CONJUNCTION WITH A ZONE CHANGE (FILE NO. PZC23-001) TO ESTABLISH THE SP(AG) ZONING DISTRICT ON THE PROJECT SITE, AND MAKING FINDINGS IN SUPPORT THEREOF—APNS: 1054-051-01, 1054-051-02, 1054-061-01, 1054-061-02, 1054-251-01, 1054-251-02, 1054-301-01, AND 1054-301-02.

WHEREAS, GROVE LAND VENTURE, LLC. ("Applicant") has filed an Application for the approval of a Specific Plan Amendment, File No. PSPA22-008, as described in the title of this Resolution (hereinafter referred to as "Application" or "Project"); and

WHEREAS, the Application applies to 71.6 acres of land owned by the County of San Bernardino and is generally located south of Eucalyptus Avenue, north of Merrill Avenue, west of Bon View Avenue, and east of Campus Avenue, currently within the South Ontario Logistics Center Specific Plan, and is presently partially improved with agricultural uses and partially vacant; and

WHEREAS, the property to the east of the Project site is located within the South Ontario Logistics Center Specific Plan and is currently vacant, as the site is under entitlement review for industrial development. The property to the west of the Project site is located within the Ontario Ranch Business Park Specific Plan and is currently vacant, as the site is under entitlement review for industrial development. The property to the south of the Project site is located within the City of Chino and is developed with the Chino Airport. The property to the north of the Project site is located within the Medium Density Residential (5.1-11 dwelling units per acre) zoning district and is partially developed with agricultural and dairy land uses and is partially vacant; and

WHEREAS, the Specific Plan Amendment has been filed in conjunction with a Zone Change application, File No. PZC23-001, and approval of the Specific Plan Amendment is contingent on City Council approval of the related Zone Change application; and

WHEREAS, on March 1, 2022, the City Council approved the South Ontario Logistics Center Specific Plan (File No. PSP19-001) and associated Environmental Impact Report (State Clearinghouse No. 2021010318), inclusive of the Project site; and

WHEREAS, a writ of mandate challenging the Specific Plan project was filed on March 30, 2022, and a settlement agreement was entered into by the Applicant and the challenger on October 14, 2022; and

WHEREAS, a major term of the settlement agreement was to remove the San Bernardino County-owned parcels (Project site) from the Specific Plan. Thus, the Applicant filed for a Specific Plan Amendment on December 6, 2022, to remove the 71.6 acres of San Bernardino County-owned land from the Specific Plan. Subsequently, the City initiated a Zone Change Amendment to re-establish zoning on the 71.5-acre Project site to replace the Specific Plan zoning; and

WHEREAS, the Specific Plan Amendment consists of map and text changes to accommodate removal of the Project site from the overall Specific Plan area, including adjustments to the Specific Plan boundaries, total acreage and buildout, development phasing, street and landscape sections, circulation, and utilities (see Attachment A – Specific Plan Amendment Redlined Document). The Specific Plan has also been updated to reflect more current and accurate development information within the remainder of the specific plan area. No changes are proposed to the general development and design standards, aside from removal of those which no longer apply; and

WHEREAS, the environmental impacts of this Project were previously reviewed in conjunction with File No. PSP19-001, the South Ontario Logistics Center Specific Plan for which an Environmental Impact Report — State Clearinghouse No. 2021010318 — (hereinafter referred to as "Certified EIR") was adopted by the City Council on March 1, 2022, and this Application introduces no new significant environmental impacts. The Certified EIR analyzed the impacts of the status quo (SP (AG) (Specific Plan – Agricultural Overlay)) as an alternative to establishment of the South Ontario Logistics Center Specific Plan; 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, 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 25, 2023, 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 previous Certified EIR and supporting documentation. Substantial changes are not proposed with the Project which would require major or any revisions to the previous EIR due to the involvement of no new significant environmental effects or no new substantial increase in the severity of previously identified significant effects. 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 File No. PSP19-001, the South Ontario Logistics Center Specific Plan for which a Certified EIR was adopted by the City Council on March 1, 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 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, 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, therefore, finds and determines that the Project, when implemented in conjunction with the conditions of approval, will be consistent with the policies and criteria set forth within the ONT ALUCP; and

(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, therefore, finds and determines that the Project, when implemented in conjunction with the conditions of approval, will be consistent with the policies and criteria set forth within the California Airport Land Use Planning Handbook and the 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 Section 1 through 4, 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.*** The Specific Plan Amendment is in response to a settlement agreement and is to remove a portion of land from the South Ontario Logistics Center Specific Plan ("Specific Plan") area. While the original Specific Plan area is consistent with the goals, policies, plans and exhibits of the Vision, Policy Plan (General Plan) and City Council Priorities components of The Ontario Plan, the proposed reversion to the original Zoning District satisfies these items as well. The Specific Plan Amendment was filed in conjunction with a Zone Change to re-establish the original zoning of SP(AG) (Specific Plan – Agricultural Overlay), which is also consistent with the goals, policies, plans, and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan, as it allows for interim agricultural land uses to occur on the Project site until such time that a Specific Plan or Specific Plan Amendment is adopted for the land.

(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 Specific Plan Amendment will not be detrimental to the public interest, health, safety, convenience, or general welfare of the City. The Specific Plan Amendment proposes to remove a portion of land from the Specific Plan area, in conjunction with a Zone Change to re-establish the original zoning of SP(AG) (Specific Plan – Agricultural Overlay). The proposed agricultural SP(AG) Zoning District was previously reviewed in the Environmental Impact Report for the South Ontario Logistics Center Specific Plan, as it was the "status quo" at the time and represented a "no project" alternative. The proposed re-zoning to SP(AG) will not impose any additional impacts to the public interest, health, safety, convenience, or general welfare of the City above and

beyond what currently exists at large in the region. The southern region of the City, south of Riverside Drive and known as Ontario Ranch, is predominantly characterized as agricultural with clusters of residential, commercial, and industrial development.

(3) ***In the case of an application affecting specific properties, the proposed Specific Plan, or amendment thereto, will not adversely affect the harmonious relationship with adjacent properties and land uses.*** While the proposed Specific Plan Amendment will result in a piece of land inconsistent with the larger industrial corridor, which generally spans from Euclid Avenue to the Cucamonga Creek Channel and from Eucalyptus Avenue to Merrill Avenue, reverting the land to the SP(AG) Zoning District will not adversely affect the harmonious relationship with adjacent properties and land uses, as the area surrounding the Project site is largely characterized by properties also located within the SP(AG) area. Additionally, properties located in neighboring industrial specific plans to the east and west are still phasing out the existing agricultural land uses while the properties are under development.

(4) ***In the case of an application affecting specific properties, 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.*** No physical changes or development projects are proposed for the Project site as a result of the Specific Plan Amendment, and the site will be reverted to the Zoning District in effect prior to adoption of the South Ontario Logistics Center Specific Plan. Any future development on the Project site must be in conjunction with an approved Specific Plan or Specific Plan Amendment. Further, the Project site is large enough to support a new Specific Plan, should integration into an adjacent Specific Plan fail to occur in the future. Lastly, should the Project site be developed in the future, it is physically suitable (including, but not limited to, parcel size and shape, access, and availability of utilities) for industrial development in keeping with the remainder of the industrial corridor in which it is located.

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 APPROVES the herein described Application, "Attachment A: Specific Plan Amendment Redlined Document," and subject to each and every condition set forth in the Department report attached hereto as “Attachment B: Conditions of Approval” 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 25th day of April 2023, 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:

Rudy Zeledon
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. PC23-029, was duly passed and adopted by the Planning Commission of the City of Ontario at their regular meeting held on April 25, 2023, by the following roll call vote, to wit:

AYES: Anderson, Dean, DeDiemar, Gage, Lampkin, Ricci

NOES: None

ABSENT: None

ABSTAIN: None

Gwen Berendsen
Secretary Pro Tempore

ATTACHMENT A:

File No. PSPA22-008
Specific Plan Amendment Redlined Document

(Specific Plan Amendment Redlined Document to follow this page)

SOUTH ONTARIO LOGISTICS CENTER

SPECIFIC PLAN

City of Ontario

Specific Plan

Developer

~~Real Estate Development Associates, LLC~~Grove Land Venture, LLC

4450 MacArthur Blvd., Suite 100

Newport Beach, CA 92660

(949) 216-7300

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South Ontario Logistics Center Specific Plan

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1.0 INTRODUCTION

The South Ontario Logistics Center Specific Plan (this "Specific Plan") is one of the initial industrial specific plans implementing the vision outlined by the City of Ontario for the Ontario Ranch area (formerly New Model Colony). The Ontario Ranch area covers 8,200 acres of the former 14,000-acre San Bernardino Agricultural Preserve, which was historically used for dairy or cattle farming by descendants of Dutch, French Basque, Portuguese, and Mexican families.

The Agricultural Preserve was divided in 1999, with portions incorporated into the three adjacent cities of Chino, Chino Hills, and Ontario. The City of Ontario named its portion the *New Model Colony* after the original *Model Colony of Ontario* established by the Chaffey Brothers, William and George Jr., in 1882. The original Model Colony was founded on innovative land development principles that included the distribution of water rights with land purchases (Mutual Water Company), a grand boulevard (Euclid Avenue), and an agricultural college (Chaffey College, established 1885).

Within Ontario Ranch, the City of Ontario promotes innovative land development principles to continue the legacy of the Model Colony. The land use plan for Ontario Ranch provides for housing, commercial and industrial areas, parks, a lake, a golf course, and trail and bike links. Specific plans are required to guide development in Ontario Ranch to ensure the City objectives are achieved.

On January 26, 2010, the City of Ontario adopted The Ontario Plan, which serves as its new business plan and includes a long-term vision and principle-based policy plan, essentially functioning as the General Plan for the city, including Ontario Ranch.

1.1 Purpose and Intent of the Specific Plan

The South Ontario Logistics Center Specific Plan provides zoning regulations for development of the project site by establishing permitted land use, development standards, infrastructure requirements, and implementation requirements for development. A comprehensive set of design guidelines and development regulations are included to guide and regulate site planning, architectural character, and landscape within the community, ensuring that excellence in community design is achieved during project development. The Specific Plan establishes the procedures and requirements to approve new development within the project site.

The purpose of the Specific Plan is to:

1. Provide a planning framework that responds to the physical and market driven aspects of future development opportunities;
2. Specify adequate and coordinated infrastructure, utilities, and public services for this area of the Ontario Ranch;
3. Promote compatible uses and interfaces with adjacent properties;

4. Ensure the appropriate location and intensity of uses through new development parameters; and
5. Conform with State laws and local ordinances and policies for the preparation of the Specific Plan.

The objectives of the Specific Plan are to:

1. Create a professional, well-maintained, and attractive environment for the development of a multi-purpose business park, light industrial and warehousing/logistics complex.
2. Provide the entitlements and framework for the development of at least 3.5~~5.3~~ million square feet of business park and light industrial uses.
3. Provide employment opportunities for community residents.
4. Facilitate the construction of utilities, roads, and other major infrastructure that are sufficiently sized to adequately serve the Specific Plan area.
5. Expand Ontario's industrial uses in proximity to local airports and regional transportation networks.
6. Create an economic engine to drive future growth in Ontario Ranch, spur infrastructure improvements in the area and implement the Specific Plan vision.

1.2 Project Description

This Specific Plan is the regulatory document for the South Ontario Logistics Center, accommodating up to **3,593,700**~~5,333,518~~ square feet of business park and general industrial uses on approximately 147.85~~219~~ gross acres of land. The Specific Plan addresses consistency with The Ontario Plan; provides a development plan identifying land uses, circulation, infrastructure, streetscape, and landscape plans; establishes allowable uses and development standards for reviewing individual projects; presents design guidelines to create a visually attractive environment; summarizes the development review process; and specifies provisions for administration and implementation of the Specific Plan.

The South Ontario Logistics Center is envisioned to contain business park and industrial buildings supported by public roads and utility infrastructure systems, private driveways, parking lots, truck courts, lighting, landscaping, signage, and other functional and decorative features. The business park uses in smaller buildings are positioned along Eucalyptus Avenue while industrial uses in larger warehouse-style buildings comprise the balance of the site. As designed, building users are expected to be a mixture of local, national, and international businesses that bring job opportunities and economic growth to Ontario. A summary of the land uses is as follows:

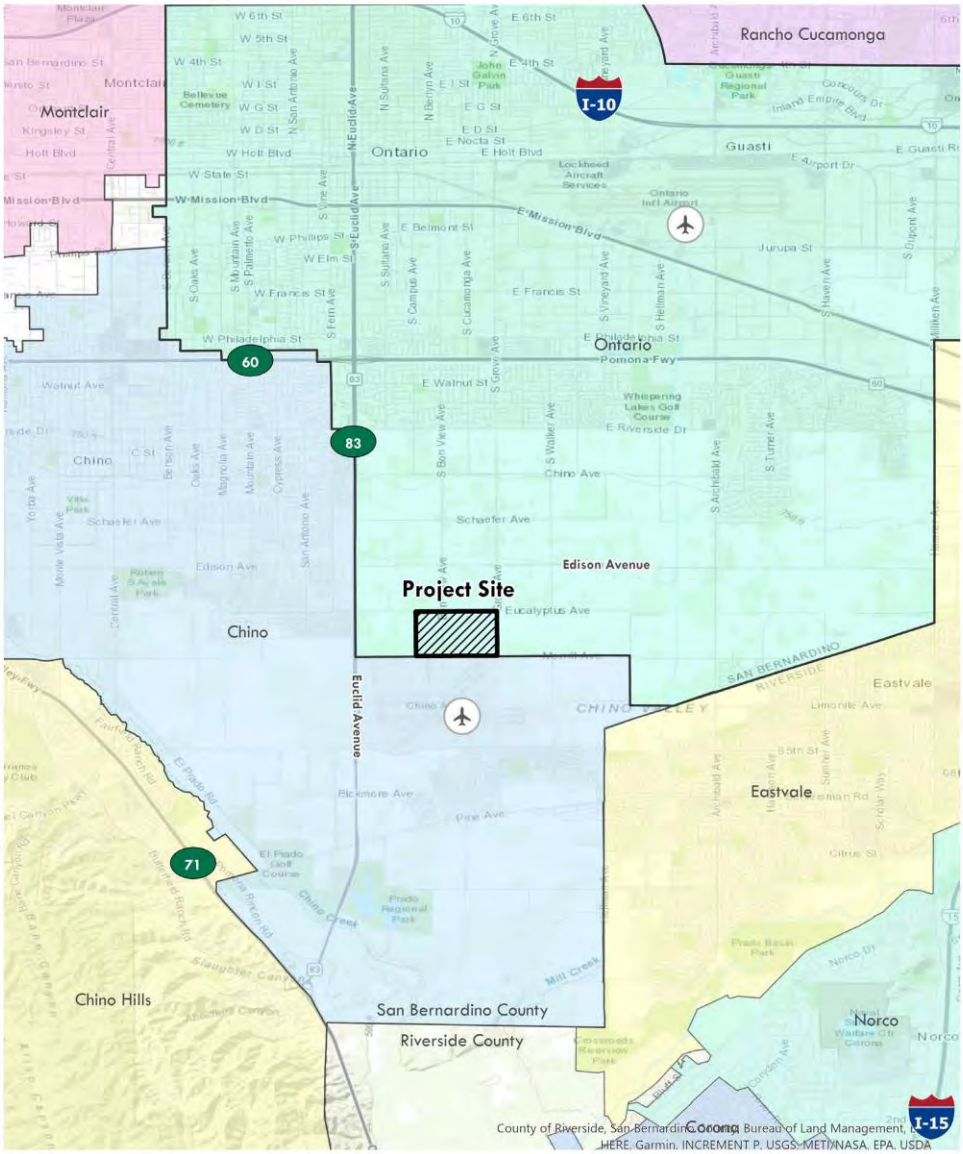
Table 1.0 Land Use Summary

Land Use Designation	Acreage	Maximum Building Square Footage
Business Park Planning Areas	~~35.17~~23.65 AC	618,116.4~~919,048~~ SF
Industrial – General Planning Areas	~~184.22~~124.20 AC	~~1,923,102~~2,975,583.6 SF
Total	~~219.39~~147.85 AC	**3,593,700~~2,541,178~~ SF**

Location and Specific Plan Boundary

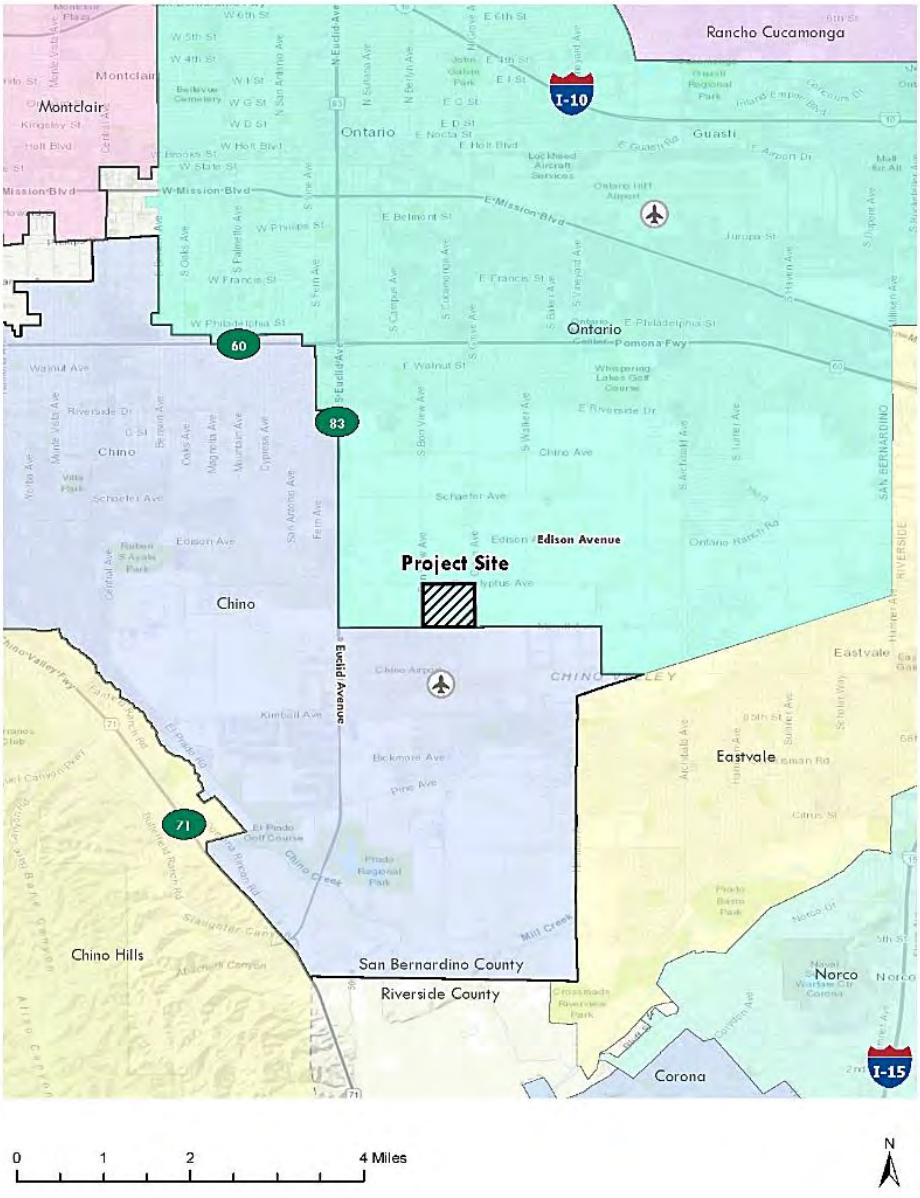
The Specific Plan area is located in the southwestern portion of the city of Ontario within the community called Ontario Ranch (Figure 1.1, Regional Map). The site is approximately 0.80 miles east of State Route 83 (CA-83); 2.97 miles south of State Route 60 (CA-60); 4.5 miles west of Interstate 15 (I-15); and 7.5 miles north of State Route 91 (CA-91) (Figure 1.2, Vicinity Map). The Specific Plan area encompasses 15~~23~~ parcels bounded by Eucalyptus Avenue on the north, Grove Avenue on the east, Merrill Avenue on the south, ~~Campus~~ Bon View Avenue on the west, and consists of the following Assessor Parcel Numbers (APNs): 1054-071-01, -02; 1054-081-03; 1054-091-01, -02; 1054-101-01, -02; 1054-231-01, -02; 1054-241-01, -02; 1054-321-01, -02; 1054-311-01, -02; ~~1054-051-01, -02~~; ~~1054-061-01, -02~~; ~~1054-251-01, -02~~, ~~1054-301-01, -02.~~ (Figure 1.3, Specific Plan Boundary).

Regional Map



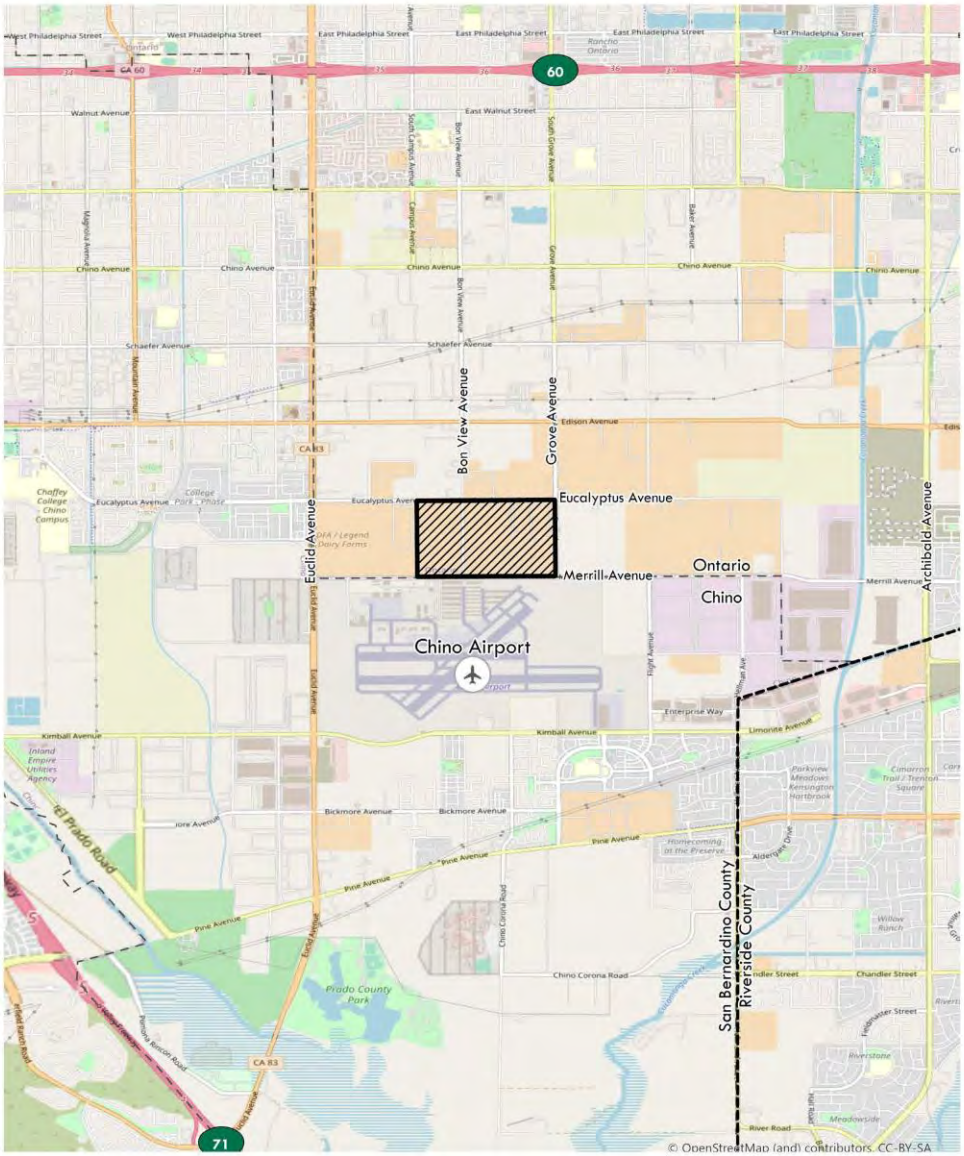
South Ontario Logistics Center Specific Plan **Figure 1.1**

Regional Map



South Ontario Logistics Center Specific Plan **Figure 1.1**

Vicinity Map

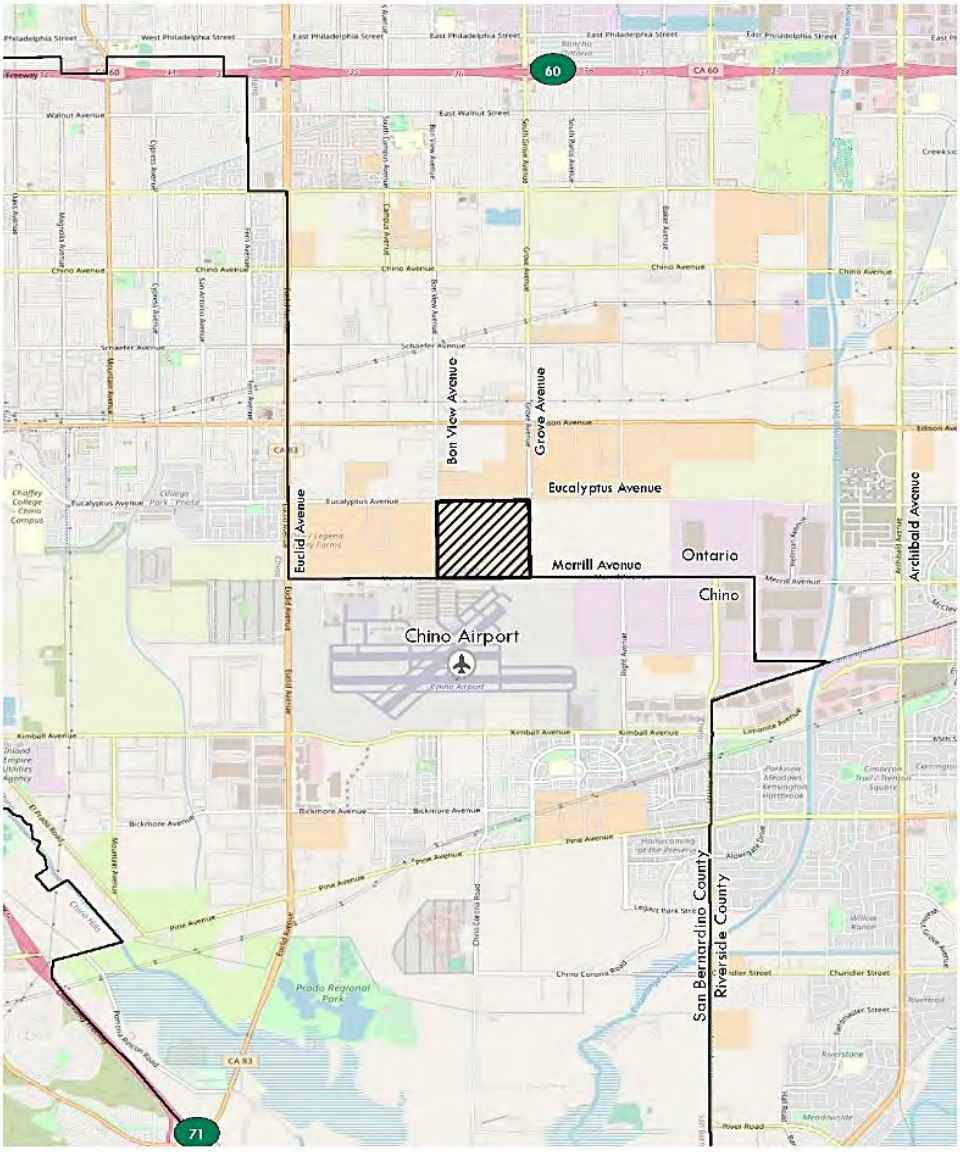


Specific Plan Boundary

N

South Ontario Logistics Center Specific Plan **Figure 1.2**

Vicinity Map



South Ontario Logistics Center Specific Plan **Figure 1.2**

Specific Plan Boundary



South Ontario Logistics Center Specific Plan **Figure 1.3**

Specific Plan Boundary



South Ontario Logistics Center Specific Plan **Figure 1.3**

Employment Generation

At build-out, the South Ontario Logistics Center is anticipated to create hundreds of jobs in warehousing, logistics, light manufacturing, and administration. Actual job creation depends on the type of land uses ultimately developed, as a wide range of office, business park, and industrial uses are permitted. For example, e-commerce uses such as internet merchant fulfillment would yield more jobs than a distribution warehouse since many e-commerce companies employ labor-intensive picking and packing operations. Employment opportunities will range from entry level to highly skilled labor, adding to Ontario's competitive advantage in the region. South Ontario Logistics Center will also provide expanded opportunities for start-up businesses.

Infrastructure Framework

In cooperation with adjacent property owners and developers, the Specific Plan will help establish the necessary framework to enable the continued growth and development of Ontario Ranch. The Specific Plan identifies master planned domestic water, recycled water, sewer, storm drain and fiber optic infrastructure.

Community Compatibility

The Specific Plan land use plan designates the northern frontage along Eucalyptus Avenue as Business Park, which provides for smaller scale buildings with less intense uses. The Industrial designation is applied to the remainder of the Specific Plan area, which is adjacent to the Chino Airport across Merrill Avenue.

1.3 Specific Plan Requirements

The range of topics addressed in a specific plan is left to the discretion of the decision-making body. However, all specific plans must, at a minimum, address the following:

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 the above identified items.

1.4 Authority and Scope of the Specific Plan

The Ontario Plan requires approval of a ~~s~~Specific ~~p~~Plan for development within Ontario Ranch to guide development of the project site, ensure unified districts and neighborhoods, and implement the City's goals and policies. The City of Ontario has zoned the project site SP (Specific Plan) Zoning District with an AG (Agriculture) Overlay District. This Specific Plan provides zoning regulations to govern development of

the site and shall take precedence over the City of Ontario Development Code. However, in instances where the Specific Plan is silent, the Development Code shall prevail.

The California Government Code (Title 7, Division 1, Chapter 3, Article 8, Sections 65450 through 65457) grants the City the authority to adopt a specific plan by ordinance (a regulatory plan) or resolution (a policy driven plan). This Specific Plan is a regulatory document, providing land use and design guidance adopted by ordinance.

As a regulatory plan, this document serves as zoning law for the land within the Specific Plan area. Development plans, site plans, and tentative tract and parcel maps must be consistent with this Specific Plan and The Ontario Plan. The topics covered in this Specific Plan include land use, infrastructure, development standards, design guidelines, and implementation measures. The minimum requirements of a specific plan are established by California Government Code Sections 65450 through 65457 and City of Ontario Code Sections 9-1.2100 to 9-1.2125.

No local public works project may be approved, no tentative map or parcel map for which a tentative map was not required may be approved, and no zoning ordinance may be adopted or amended within an area covered by a specific plan unless it is consistent with the adopted specific plan (California Government Code Section 65455). The California Government Code also requires compatibility with local, regional and other planning measures. For example, the Specific Plan must be consistent with any applicable comprehensive airport land use plan (ALUP) (California Government Code Section 65302.3). After adoption, any identification of inconsistency must be followed by amendment of either the existing plans and regulations or the Ss~~s~~pecific Pp~~p~~lan itself. Failure to correct inconsistencies can result in the inability to enforce specific plan regulations and policies.

1.5 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 South Ontario Logistics Center, 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 & recreation, community economics, community design, and social resources.
- The City of Ontario Development Code, which governs over topics on which this Specific Plan's development regulations are silent. (Where the requirements of this Specific Plan differ from the requirements of the Ontario Development Code, this Specific Plan takes precedence.)
- The South Ontario Logistics Center Development Agreement, which specifies methods for the financing, acquisition, and construction of infrastructure systems and provides assurance that development of the property may proceed subject to Ontario's rules and regulations in effect at the time of this Specific Plan's approval.
- The Airport Land Use Compatibility Plans for Ontario International Airport (ONT) and Chino Airport. ~~The City of Ontario is currently preparing an Airport Land Use Compatibility Plan for Chino Airport which relies on the California Airport Land Use Planning Handbook published by Caltrans Division of Aeronautics, that~~

~~is expected to be adopted in 2021. The Chino Airport Land Use Compatibility Plan will establish policies and criteria for the four types of compatibility impacts which include safety, noise, airspace protection, and overflight.~~ Projects within the Specific Plan boundary shall be required to be consistent with the policies and criteria of the Airport Land Use Compatibility Plans for Ontario International Airport and Chino Airport.

- The Mitigation Monitoring and Reporting Program (MMRP) that is part of the South Ontario Logistics Center's Environmental Impact Report (EIR) prepared in compliance with the California Environmental Quality Act. The MMRP stipulates measures that are required to be implemented to mitigate the environmental effects of the commerce center's construction and operation.

1.6 California Environmental Quality Act Compliance

The Specific Plan is a discretionary project and is subject to the requirements of the California Environmental Quality Act (CEQA). Pursuant to State and local CEQA guidelines, an Environmental Impact Report (EIR) addressing the impacts associated with the development of a project must be considered and certified by the City prior to approval of a s~~S~~pecific p~~P~~lan.

To address potential environmental impacts, it is anticipated that an EIR will be prepared. The EIR will analyze the potential environmental impacts of the adoption and implementation of the Specific Plan and any concurrently processed permits. The EIR for the Specific Plan will be helpful in dealing with concurrently processed implementing projects (such as development within the Specific Plan and/or related infrastructure provision) and subsequent activities within the Specific Plan area. With a detailed analysis of the Specific Plan and associated development, many subsequent activities, such as grading permits or other development permits, could be found to be within the scope of the project described in the EIR, and no further environmental documents would be required.

1.7 Organization of this Specific Plan

The Specific Plan is organized by chapter as follows:

1. **Introduction.** This chapter states the purpose and intent of the Specific Plan, introduces the proposed project, summarizes specific plan requirements, and explains the scope and authority of the Specific Plan and its compliance with CEQA.

2. **Existing Conditions.** This chapter explains the baseline conditions for the project site including current and surrounding land uses, airport influence, circulation, utilities, and environmental conditions.

3. **Development Plan.** This chapter establishes the overall development concept for the Specific Plan including the land use plan, infrastructure plans for water, sewer, drainage, and circulation, and the provision of public services such as fire, police, and solid waste disposal.

4. **Land Use and Development Regulations.** This chapter establishes the land use designations and regulations for the Specific Plan. Upon adoption of this Specific Plan, the land use and development standards within this chapter serve as the legal zoning for the Specific Plan area.

5. **Design Guidelines.** This chapter provides direction for site planning, architecture, and landscape design in the Specific Plan area.

6. **Administration and Implementation.** This chapter provides requirements for development review and administration of the Specific Plan including amendment procedures and implementation priorities.

7. **The Ontario Plan Consistency.** This chapter describes the Specific Plan's conformance with The Ontario Plan.

2.0 EXISTING CONDITIONS

The following sections document the conditions prior to the adoption of this Specific Plan, including land uses, airport influence areas, Williamson Act contracts, land use designations, circulation, and environmental conditions.

2.1 Existing and Surrounding Land Uses

The Specific Plan area is occupied by agricultural uses, including a dairy farm, row crops, and vacant land. Approximately six residences that house the dairy owner and workers are also located within the Specific Plan area. Dairy farming and agriculture have been the primary uses of the property since the 1930s or earlier.

Figure 2.1 shows the existing uses in the vicinity, which include:

- North across Eucalyptus Avenue: dairy farm and agricultural row crops
- South across Merrill Avenue: Chino Airport (City of Chino)
- East across Grove Avenue: dairy farm and agricultural row crops
- West across Bon View ~~Campus~~ Avenue: dairy farm and agricultural row crops

The Ontario Plan designates the surrounding areas in Ontario Ranch for business park, commercial, and residential uses.

2.2 Airport Influence Areas

Ontario International Airport Influence Area

The Ontario International Airport Land Use Compatibility Plan (ONT ALUCP) was adopted by the Ontario City Council on April 19, 2011. The intent of a compatibility plan is to avoid conflicts between airport operations and surrounding land uses. The Specific Plan area is not within the safety, noise impact, or airspace protection zones of the ONT ALUCP; however, it is within the Airport Influence Area, as is the entire City of Ontario. While a Real Estate Transaction Disclosure policy is not required for non-residential land, developers or tenants may purchase a Natural Hazard Disclosure report that would indicate that the property is in an Airport Influence Area.

Chino Airport Overlay Zoninge District

The Specific Plan area is within Safety Zone 1, 3 and 6 of the Chino Airport Overlay ~~(Generic Safety Zones for General Aviation Airports from the Caltrans Division of Aeronautics – California Airport Land Use Planning Handbook)~~ Zoning District and Reference I, Chino Airport Land Use Compatibility Plan as shown in Figure 2.2 Airport Influence Areas.

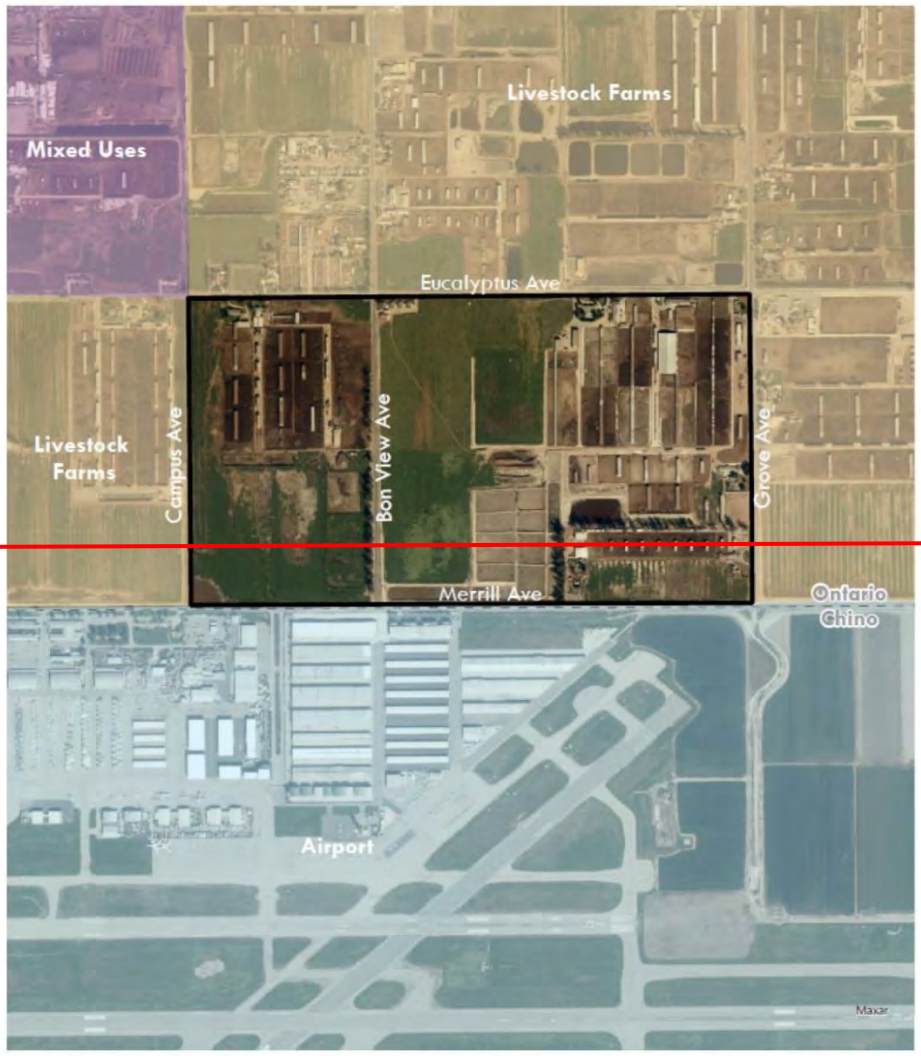
The following open land and occupancy limit requirements shall apply in Chino Airport Safety Zones, as established by the Chino Airport Land Use Compatibility Plan.

Zone 1: No buildings shall be located in Safety Zone 1.
Zone 3: ~~At least~~ 15% of the zone shall remain as open land* and occupancy shall be limited to 100 people per acre on average and a maximum of 300 people in any one acre.

Zone 6: ~~At least~~ 10% of the zone shall remain as open land* or an open area every ¼ mile to ½ mile is required; occupancy shall be limited to 300 people per acre on average and a maximum of 1,200 people in any one acre.

* Open land is defined as areas at least 300 feet long by 75 feet wide (about 0.5 acre) that are relatively level and free of tall vertical objects such as structures, overhead lines/wires, and large trees and poles greater than 4 inches in diameter and taller than 4 feet above the ground. Parking lots can be considered as acceptable open lands. In the Specific Plan area, surrounding roads (Eucalyptus, ~~Campus~~ Bon View, Grove Avenue, and Merrill Avenues), drive aisles, and truck parking lots can be considered as acceptable open lands in urbanized settings.

Existing Surrounding Land Uses



South Ontario Logistics Center Specific Plan **Figure 2.**

Existing Surrounding Land Uses



Surrounding Land Uses

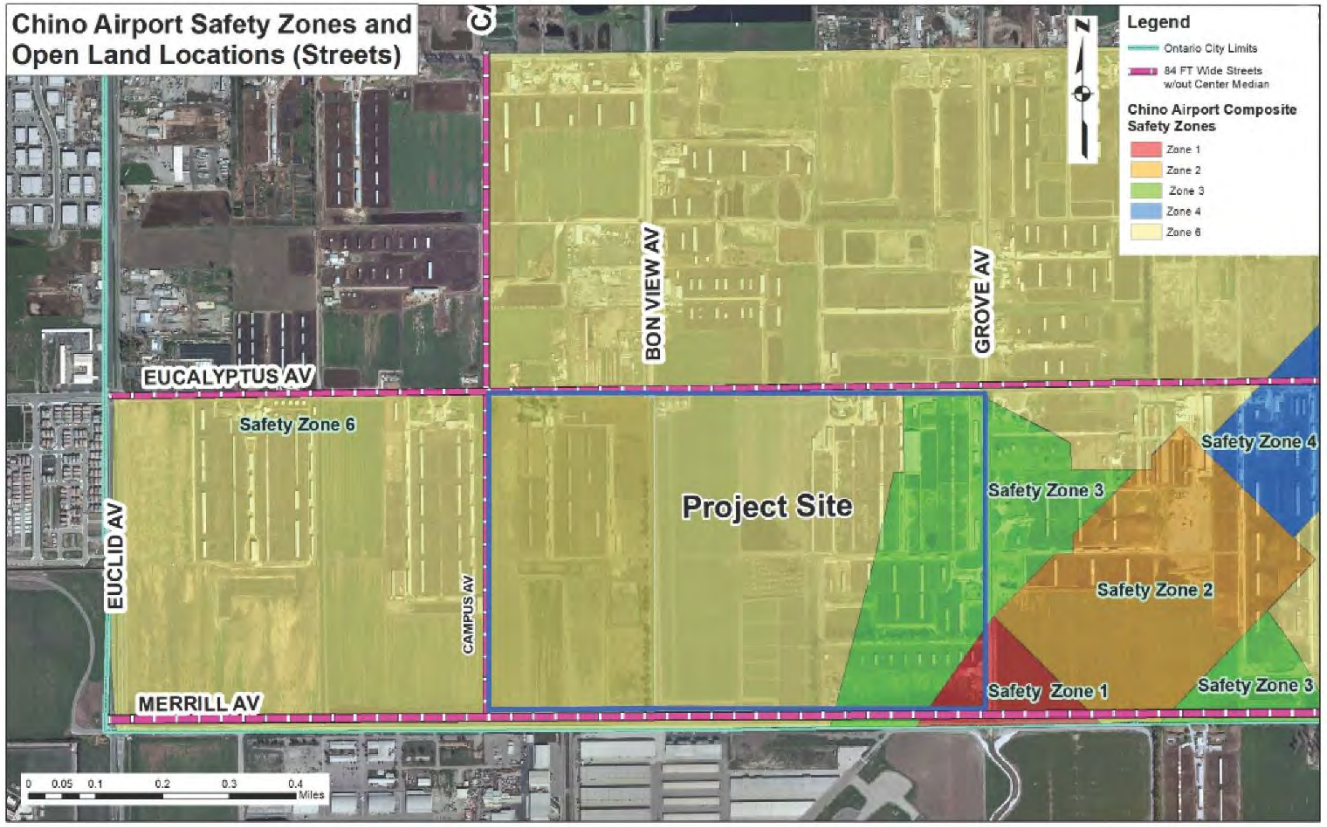
Specific Plan Boundary

Mixed Uses | Livestock Farms | Airport

N

South Ontario Logistics Center Specific Plan **Figure 2.1**

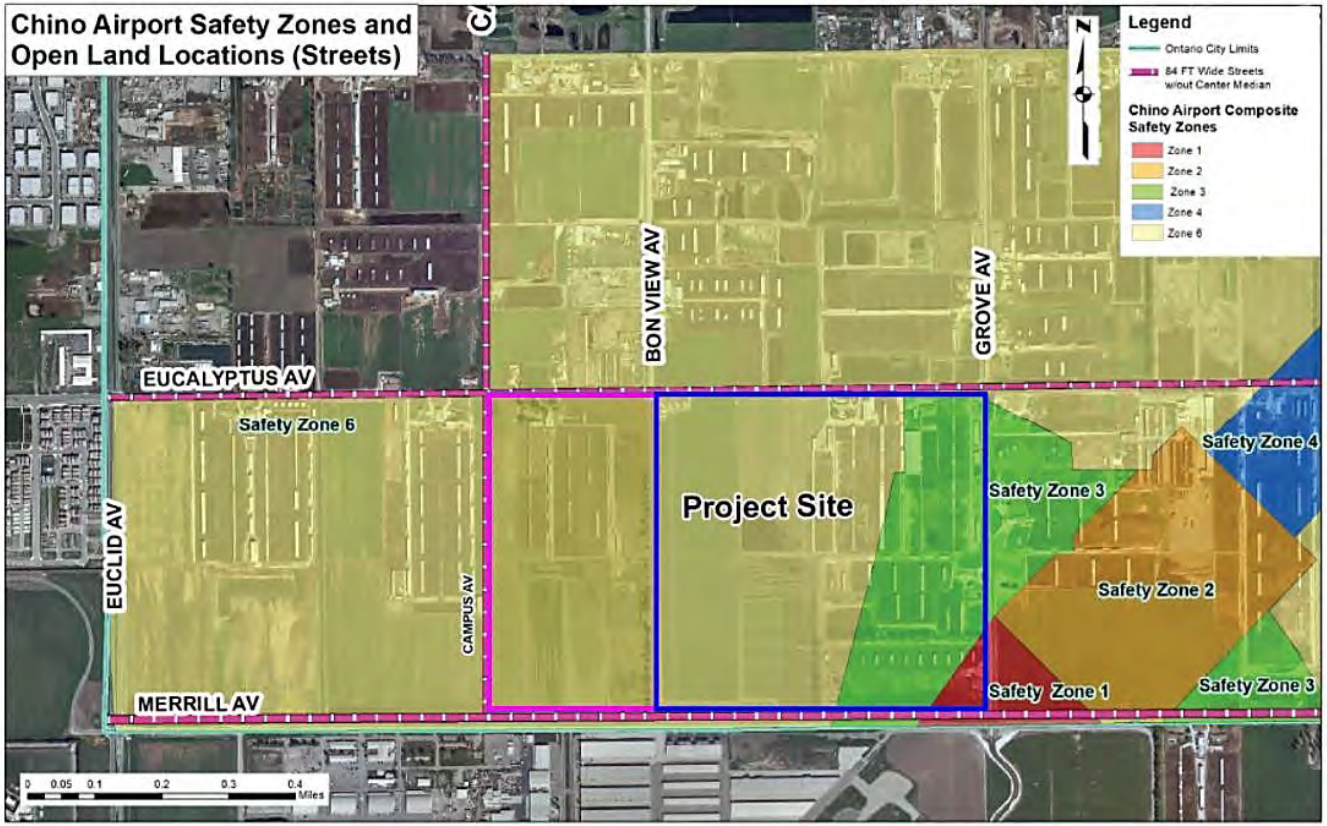
Airport Influence Areas



South Ontario Logistics Center Specific Plan

Figure 2.2

Airport Influence Areas



South Ontario Logistics Center Specific Plan

Figure 2.2

2.3 Williamson Act Contracts

The California Land Conservation Act of 1965, commonly referred to as the Williamson Act, enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space use. In return, landowners receive property tax assessments that are much lower than normal because they are based upon farming and open space uses as opposed to full market value. The motivation for the Williamson Act is to promote voluntary land conservation, particularly farmland conservation. ~~At the time this Specific Plan was prepared (2021), there is an active Williamson Act Contract (Contract #72-392) on APN 1054-051-01, 02 and 1054-061-01, 02. However, a notice of non-renewal was recorded, starting the process to terminate this Contract. As one of the discretionary actions associated with the South Ontario Logistics Specific Plan, these existing Williamson Act Contracts will be cancelled. Cancellation would comply with provisions and requirements identified at Government Code (GC) §51280 et seq. The City would be required to make the required statutory findings (GC §51282(a)). The landowner would be required to pay the requisite cancellation fee.~~ There are no active Williamson Act contracts within the Specific Plan area.

2.4 Existing Ontario Plan and Zoning Land Use Designations

The Ontario Plan existing land use designations and existing zoning map designations for the Specific Plan area (prior to adoption of the South Ontario Logistics Center Specific Plan) are shown in Figure 2.3.

The Ontario Plan existing land use designations are:

- Business Park (0.6 Floor Area Ratio (FAR))
  Assessor Parcel Number (APN): 1054-231-02; 1054-321-01, -02; 1054-311-02.~~; 1054-331-01; 1054-301-01, -02.~~

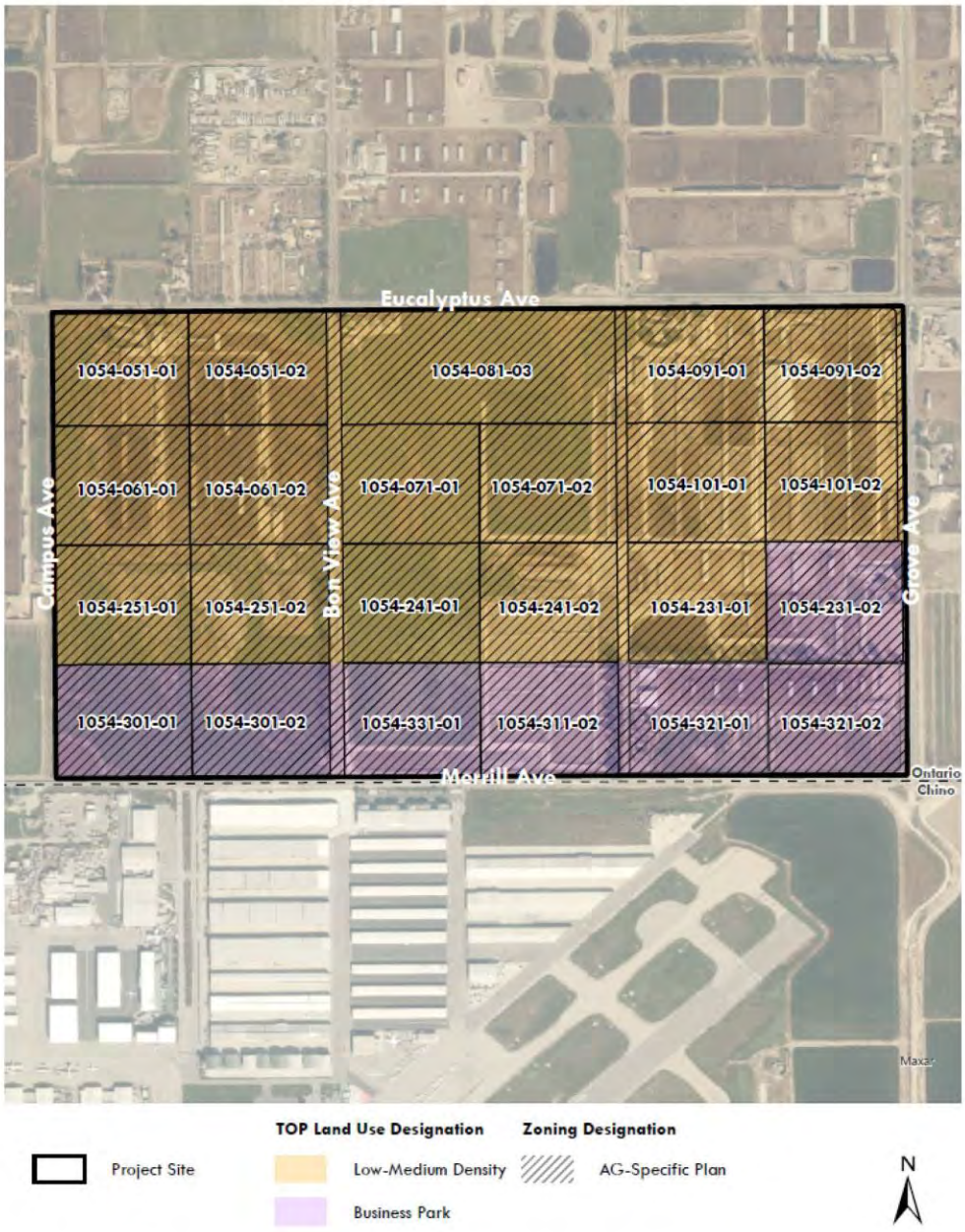
- Low-Medium Density Residential (5.1 – 11 dwelling units per acre)
  APN: 1054-071-01, -02; 1054-081-03; 1054-091-01, -02, 1054-101-01, -02; 1054-231-01; 1054-241-01, -02.~~, 1054-2512-01, -02, 1054-061-01, -02, 1054-051-01, -02.~~

- Chino Airport Overlay
  APN: 1054-101-02; 1054-231-01, -02; 1054-311-02, 1054-321-01, -02 and portions of 1054-091-02; 1054-101-01; 1054-241-02; 1054-311-01

The project includes an application for a General Plan Amendment to change the land use designations to Industrial and Business Park, as discussed in Chapter 3, Development Plan.

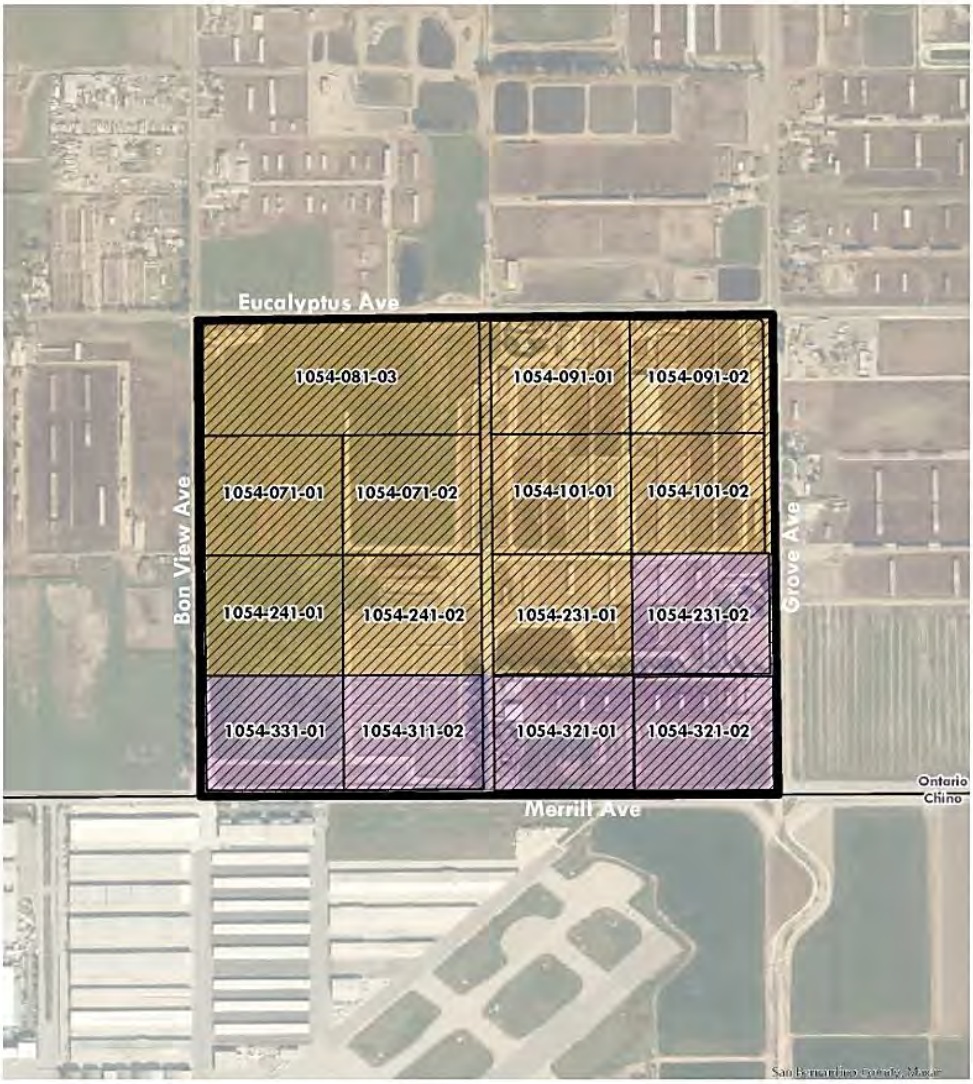
The existing zoning designation is SP (Specific Plan) Zoning District with an AG (Agriculture) Overlay District. The AG Overlay indicates that the land can continue to be used for agricultural uses, but the SP District designation requires approval of a specific plan by the City for urban development of the project site.

Existing TOP Land Use and Zoning



South Ontario Logistics Center Specific Plan **Figure 2.3**

Existing Top Land Use and Zoning



South Ontario Logistics Center Specific Plan **Figure 2.3**

2.5 Existing Circulation

The Specific Plan area is located approximately three miles south of State Route 60 via State Route 83 (Euclid Avenue), which is located west of the Specific Plan area, as shown in Figure 1.1 and Figure 1.2-.

Vehicular circulation in the Specific Plan area is provided by Eucalyptus Avenue on the north, Merrill Avenue on the south, Grove Avenue on the east, and ~~Campus~~ Bon View Avenue on the west.

Grove, Eucalyptus, ~~Campus~~ and Merrill Avenues do not provide fully dedicated rights-of-way as specified in The Ontario Plan and lack major street and parkway improvements.

Bon View Avenue is a fully dedicated street but lacks street and parkway improvements.

The site currently takes access from multiple drive entrances off Grove Avenue and Eucalyptus Avenue. There are no site access points from Merrill and Bon View Avenues due to dirt berms along these property lines.

There is an existing unused dedicated paper street (Cucamonga Avenue) that runs north/south through the center of the site that will be vacated.

There ~~are no traffic signals located at the street intersections bordering the site.~~is an existing traffic signal at Merrill Avenue and Grove Avenue; there are no other traffic signals located at the street intersections bordering the site.

No sidewalks exist adjacent to the site.

2.6 Existing Environmental Conditions

Topography

The topography of the site is moderately flat, sloping from the northeast to the southwest with approximately a 17-foot drop in elevation.

Geology, Soils, and Seismicity

A geotechnical feasibility study included boring to depths of 20 to 30± feet and trenching to depths of 5 to 10± feet. Manure was present at the ground surface at two of the trenches with thicknesses of 4½ to 5± inches. Highly organic topsoil materials were encountered at some of the boring and trench locations, which consisted of silty fine sands and contained manure and/or other fibrous organic material. A 6±-inch-thick surficial layer of aggregate base was observed at the ground surface at one of the borings.

Artificial fill soils were encountered beneath the AB layer and at the ground surface at one of the boring locations, extending to depths of 2½ to 3± feet. The fill soils consisted of medium dense fine sand with trace silt, fine gravel, and AC fragments. Native alluvial soils were encountered at the ground surface or beneath the fill, topsoil, and manure at ~~all of~~all the boring and trench locations. The near-surface alluvium generally consisted of loose to medium dense fine sands and silty fine sands to fine sandy silts, extending to depths of 4½ to 8½± feet below ground surface. Beneath these soils, the borings encountered stiff to very stiff clayey silts, silty clays, and sandy clays with occasional layers of medium dense silty sands, sandy silts, and clayey sands, extending to at least the maximum depth explored of 30± feet below existing site grades. Free water was not encountered during the drilling of any of the borings.

The subject site is located in an area that is subject to strong ground motions due to earthquakes. Research of available maps indicates that the Specific Plan area is not located within an Alquist-Priolo Earthquake Fault Zone. Furthermore, no evidence of faulting was identified during the geotechnical investigation. Therefore, the possibility of significant fault rupture on the site is considered low.

The potential for other geologic hazards such as seismically induced settlement, lateral spreading, tsunamis, inundation, seiches, flooding, and subsidence affecting the site is considered low. Research of the San Bernardino County Land Use Services website indicates that the subject site is not located within a zone of liquefaction susceptibility. Based on the mapping performed by San Bernardino County and the conditions encountered at the boring locations, liquefaction is not considered to be a design concern for development within the Specific Plan area.

Hydrology

Storm runoff from the site generally drains from north to south. Onsite detention areas are located in the central and southerly portions of the site.

The site surface drains southerly to a dirt swale located adjacent to Merrill Avenue, then westerly to a set of four corrugated steel pipes, then southerly to an earthen channel adjacent to Euclid Avenue.

Areas north of the project site drain southerly towards Eucalyptus Avenue and then westerly towards Euclid Avenue. Eucalyptus Avenue is not fully improved, so it is possible that offsite flows from the north enter the project site.

According to Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps, the project site is not located within a flood hazard zone.

Biological Resources

The Specific Plan area generally represents low biological resource value due to highly disturbed site conditions and historic dairy/agricultural use, resulting in low biological diversity. The entire site has been disturbed by agricultural use and no native habitat was present.

There is limited vegetation on the majority of the site; the vegetation that exists is generally non-native grasses and weeds. Project site contains approximately 6394 acres of agriculture fields. These fields are currently fallow. The agriculture fields are disturbed and dominated by non-native species of grasses and plants. Species observed include Avenasp., Bromussp., Russian thistle (Salsola tragus) and alfalfa (Medicago sativa).

The site contains approximately 107.4569.84 acres of disturbed agriculture infrastructure. These areas contain no native habitat and are currently used for containing livestock. These areas are mostly developed with agricultural use structures or residential buildings. Vegetation within these areas consists of non-native ornamental plant species.

The project site contains approximately 1519.0 acres of areas stock/retention ponds and channels. These ponds and channels are man-made and fed by wells. The ponds are dry and dominated by upland species such as bromus and Russan thistle, but the stock pond drainage channels contain grasses such as Burmda (Cynodon dactylon) and curly dock (Rumex crispus).

2.7 Existing Ground Water Wells

In compliance with the Chino Basin Water Master's Well Procedure for Developers, a well use/destruction plan and schedule for all existing private/agricultural wells shall be submitted to the City of Ontario for approval prior to the issuance of permits for any construction activity. 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 (residential to the domestic water system and agricultural to the recycled water system) when available. Wells shall be destroyed/abandoned per the California Water Resource Guidelines and require permitting from County Health Department. The locations of existing wells are shown in Figure 2.4, "Existing Ground Water Wells". A copy of such permit and Form DWR 188 Well Completion Form shall be provided to the Development Engineering Department and the Utilities Engineering Department prior to issuance of grading and/or building permits. If the Developer proposes temporary use of an existing agricultural well for purposes other than agriculture, such as grading, dust control, etc., the developer shall make a formal request to the City of Ontario for such use prior to issuance of permits for any construction activity. Upon approval, the Developer shall enter into an agreement with the City of Ontario and pay any applicable fees as set forth by the agreement.

Existing Ground Water Wells



South Ontario Logistics Center Specific Plan **Figure 2.4**

Existing Ground Water Wells



South Ontario Logistics Center Specific Plan **Figure 2.4**

3.0 DEVELOPMENT PLAN

This chapter provides the framework to guide development of the South Ontario Logistics Center Specific Plan. The chapter presents the proposed planning areas, infrastructure plans, and public services to support the project.

3.1 Land Use Plan

The Specific Plan consists of ~~five~~ two Planning Areas accommodating a variety of industrial-serving commercial, low-intensity office, technology, light manufacturing, and warehouse/distribution uses that are compatible with the site's location within Safety Zone 1, 3 and 6 of the Chino Airport Influence Area. Chino Airport Runway 21 Runway Protection Zone and CFR Part 77 height restriction of the Chino Airport. The Land Use Plan implements the vision of The Ontario Plan by providing opportunities for employment in manufacturing, distribution, and research and development at intensities designed to meet the demand of current and future market conditions. A list of allowable uses by Planning Area is presented in Chapter 4 (Land Use and Development Standards).

Figure 3.1a (Land Use Plan) identifies the location of the land use designations for the proposed Project area. The Specific Plan zoning mirrors the TOP Land Use Districts and is identified along with the ~~five~~ two Planning Areas in Figure 3.1b.

BP (Business Park) Zoning District: The BP zoning district accommodates industrial-serving commercial, low intensity office uses, and certain light industrial uses. Development within this district is typically multi-tenant in nature; however, single-tenant buildings are not precluded.

IG (Industrial - General) Zoning District: The IG zoning district accommodates storage and warehousing uses located in larger buildings on larger sites. Uses may include e-commerce, high cube warehouses, or distribution. A wide range of manufacturing and assembly uses are also permitted in this district.

Table 3.1 provides the maximum allowable gross building area for each Planning Area at its associated floor area ratio. Development standards (found in Chapter 4), such as setbacks, parking, landscaping, infrastructure, and site design, may reduce the maximum gross square footage.

Table 3.1 Maximum Specific Plan Build-Out

Planning Area	Maximum Floor Area Ratio[1]	Site Acreage	Maximum Building Square Footage
Planning Area 1: Business Park	0.60	23.65	~~618,076~~618,116.4 SF
~~Planning Area 3: Business Park~~	~~0.60~~	~~11.52~~	~~300,972 SF~~
Planning Area 2: Industrial - General	0.55	~~106.71~~124.20	~~2,556,442~~ 2,975,583.6 SF
~~Planning Area 4: Industrial - General~~	~~0.55~~	~~60.06~~	~~1,438,914 SF~~
~~Planning Area 5: Industrial – General~~	~~0.55~~	~~17.45~~	~~419,114 SF~~
TOTAL		~~219.39~~147.85	~~5,333,518~~3,593,700

Note:
1. Provided the General Plan Amendment application submitted in conjunction with this Specific Plan to designate PAs 1 ~~and 3~~ as Business Park and PA~~s~~ 2~~,4, and 5~~ as Industrial – General is approved.

TOP Land Use Plan



South Ontario Logistics Center Specific Plan **Figure 3.1a**

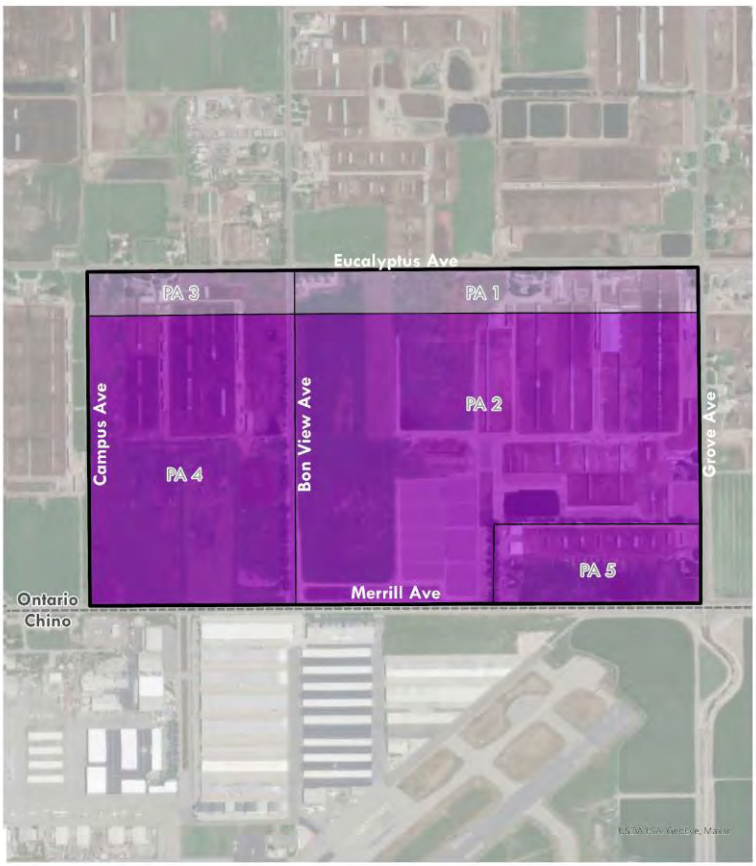
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Top Land Use Plan



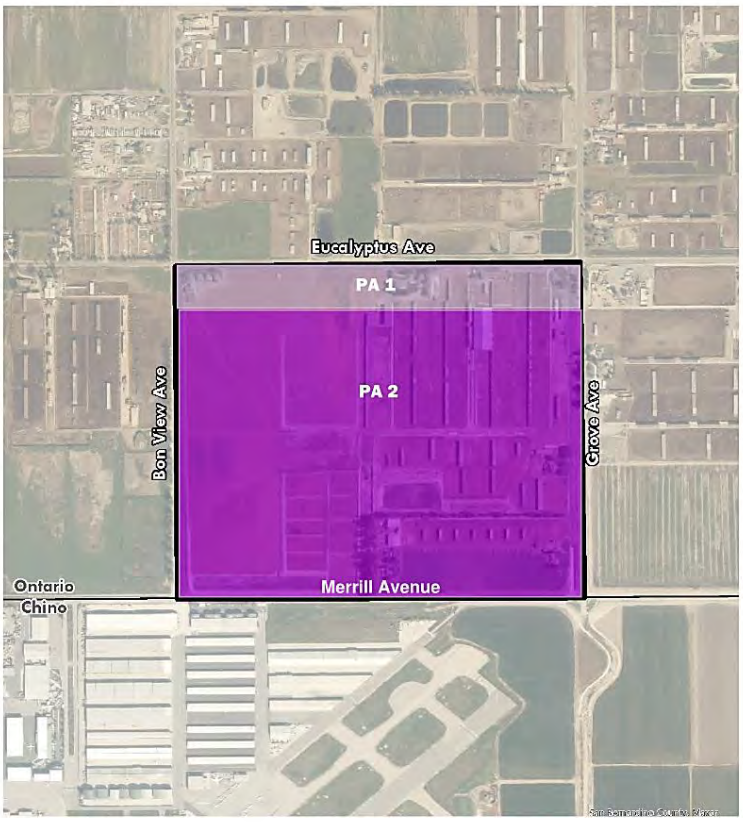
South Ontario Logistics Center Specific Plan **Figure 3.1a**

Proposed Specific Plan Land Use Plan



South Ontario Logistics Center Specific Plan **Figure 3.1b**

Proposed Specific Plan Land Use Plan



TOP Land Use Designation

Industrial General

Business Park

Project Site

N

South Ontario Logistics Center Specific Plan **Figure 3.1b**

3.2 Street Plan

The Street Plan (Figure 3.2) facilitates movement of vehicles, pedestrians and cyclists within the Specific Plan area, consistent with the City of Ontario's Roadway Classification System, shown in Figure 3.3.

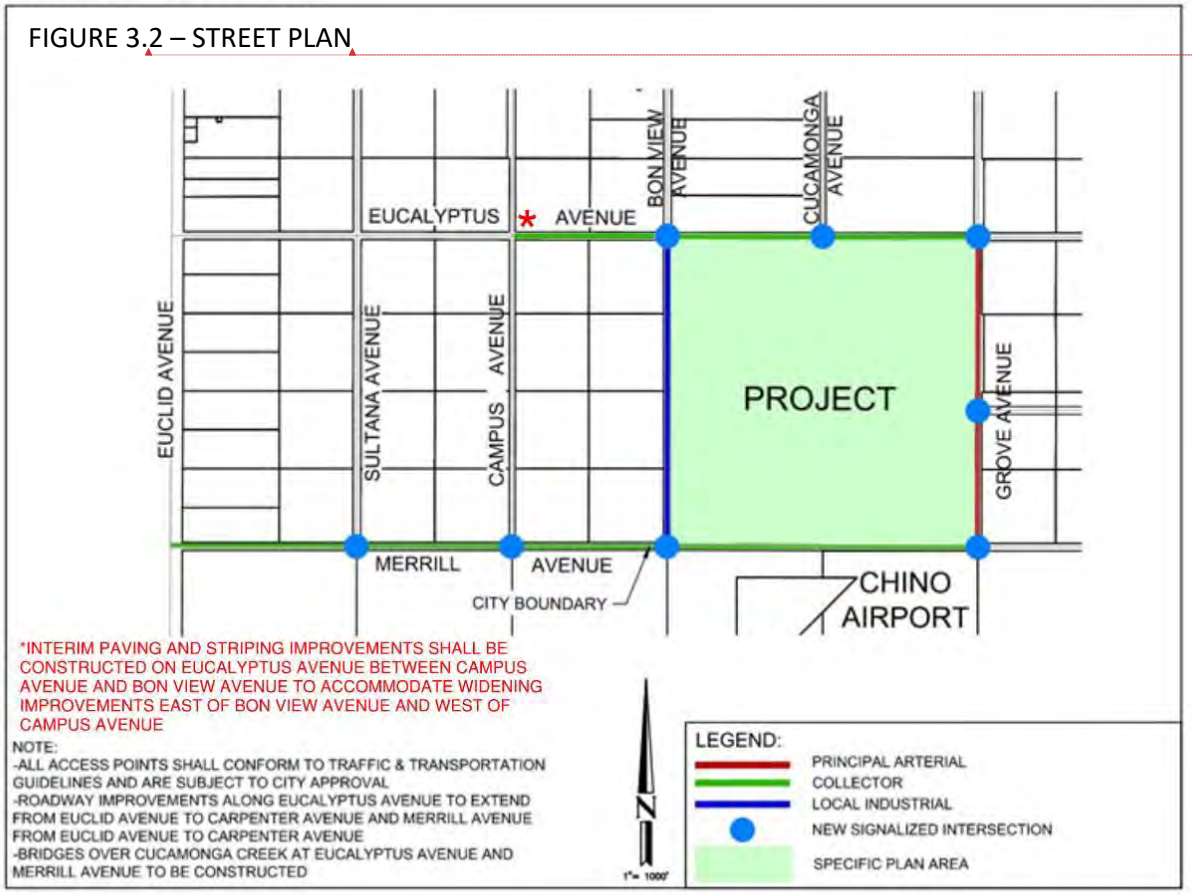
Figures 3.4 and 3.4a presents typical street cross sections for Grove, Eucalyptus, Merrill, and Bon View Avenue., ~~and Campus Avenues.~~ Preliminary improvement responsibilities are indicated in the cross sections; however, final fair share responsibilities for street improvements shall be as determined in a Development Agreement with the City. Conceptual streetscape design is presented in Chapter 5 (Design Guidelines). Road surface, sidewalk, and trail improvements within the Specific Plan area shall be approved by the City's Engineering Department.

FIGURE 3.2 - STREET PLAN



NOTE
- NEW SIGNALIZED INTERSECTION AT MERILL A AVENUE AND BON VIEW AVENUE INTERSECTION PER TIA
-ALL ACCESS POINTS SHALL CONFORM TO TRAFFIC & TRANSPORTATION GUIDELINES AND ARE SUBJECT TO CITY APPROVAL
-ROADWAY IMPROVEMENTS ALONG EUCALYPTUS AVENUE TO EXTEND FROM EUCLID AVENUE TO CARPENTER AVENUE AND MERRILL AVENUE FROM EUCLID AVENUE TO CARPENTER AVENUE
-BRIDGES OVER CUCAMONGA CREEK AT EUCALYPTUS AVENUE AND MERRILL AVENUE TO BE CONSTRUCTED

FIGURE 3.2 – STREET PLAN

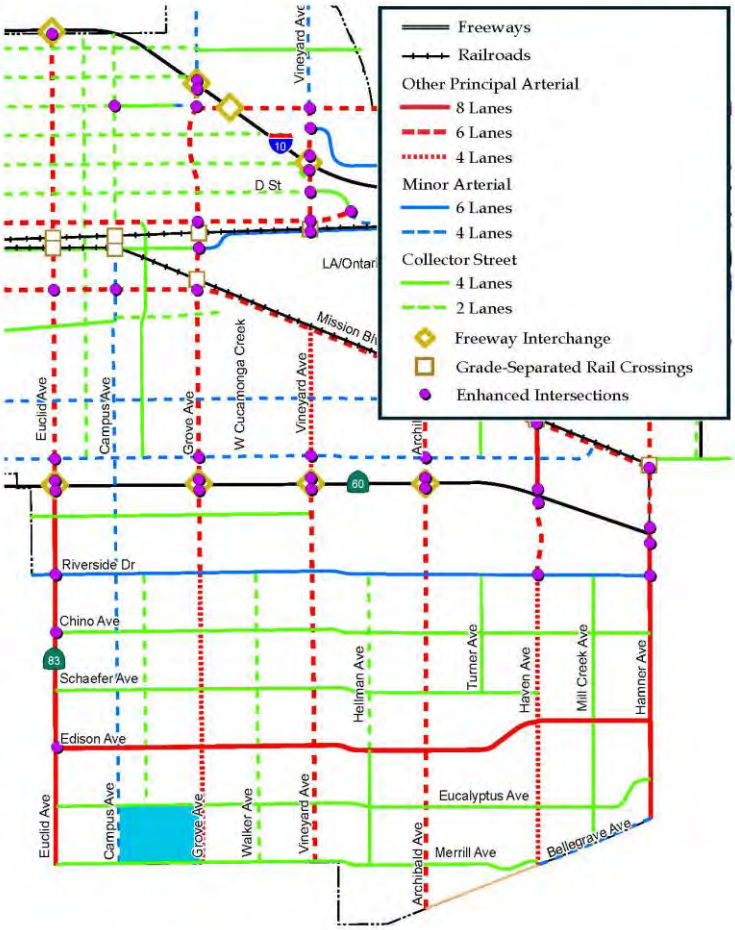


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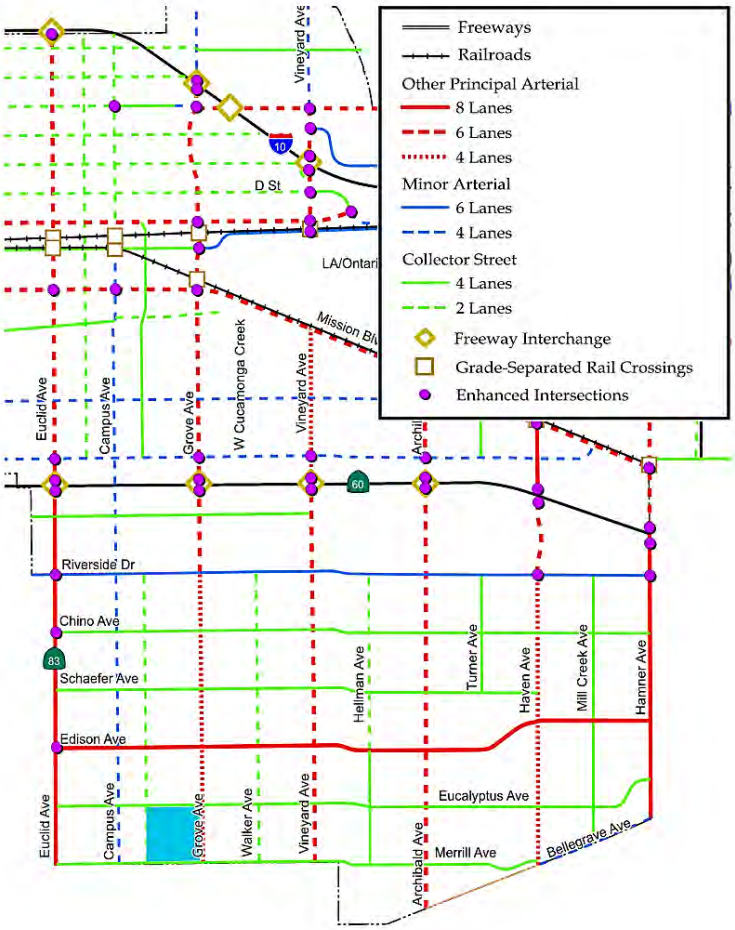
City of Ontario Roadway Classification Plan

Figure M-2



South Ontario Logistics Center Specific Plan **Figure 3.3**

City of Ontario Roadway Classification Plan



South Ontario Logistics Center Specific Plan **Figure 3.3**

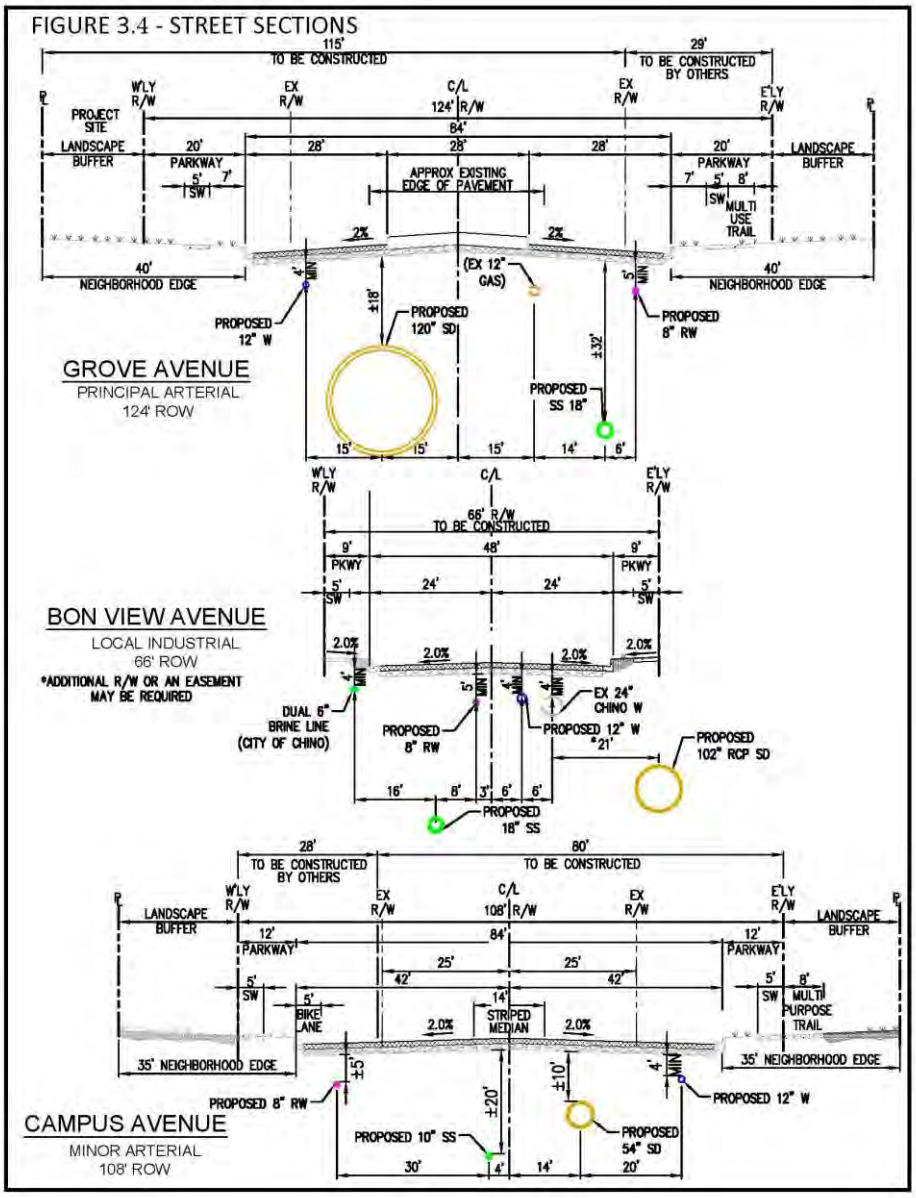
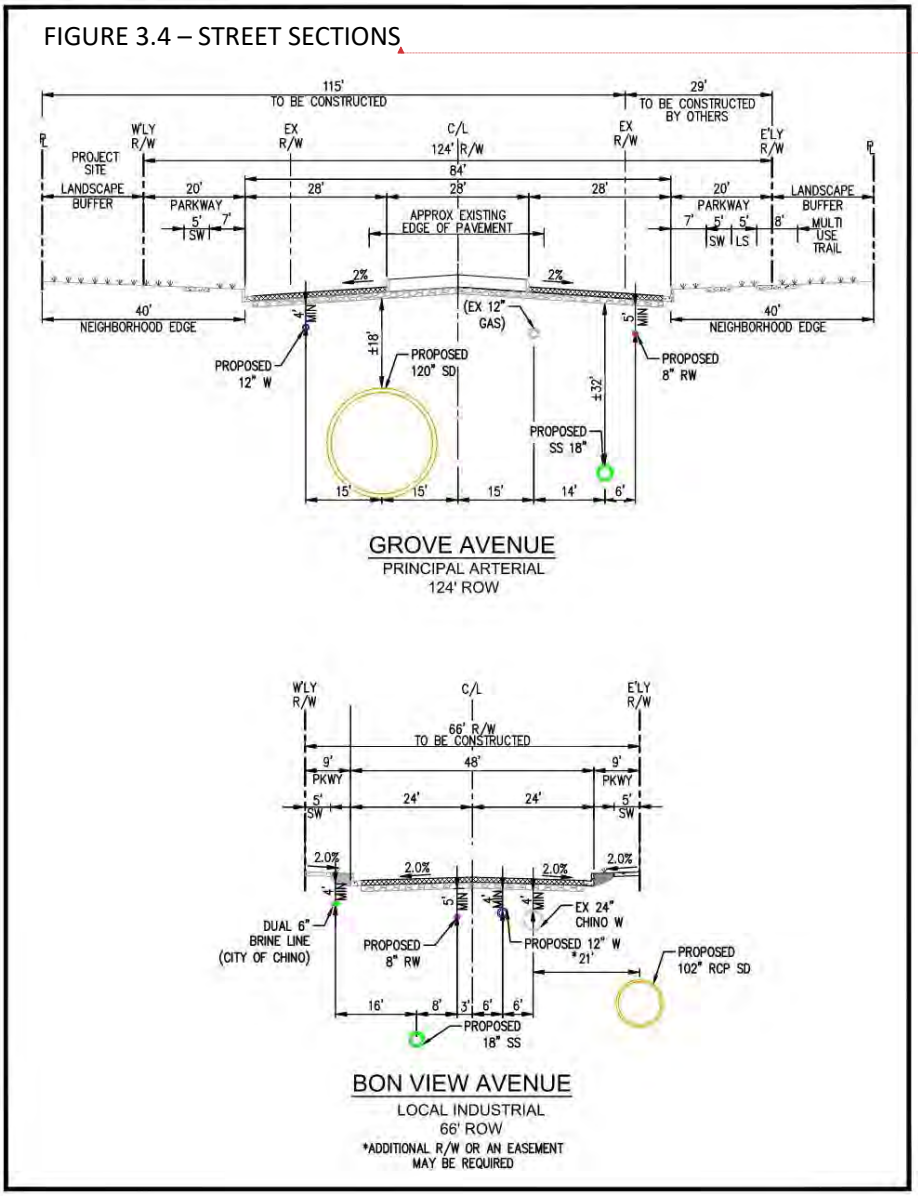
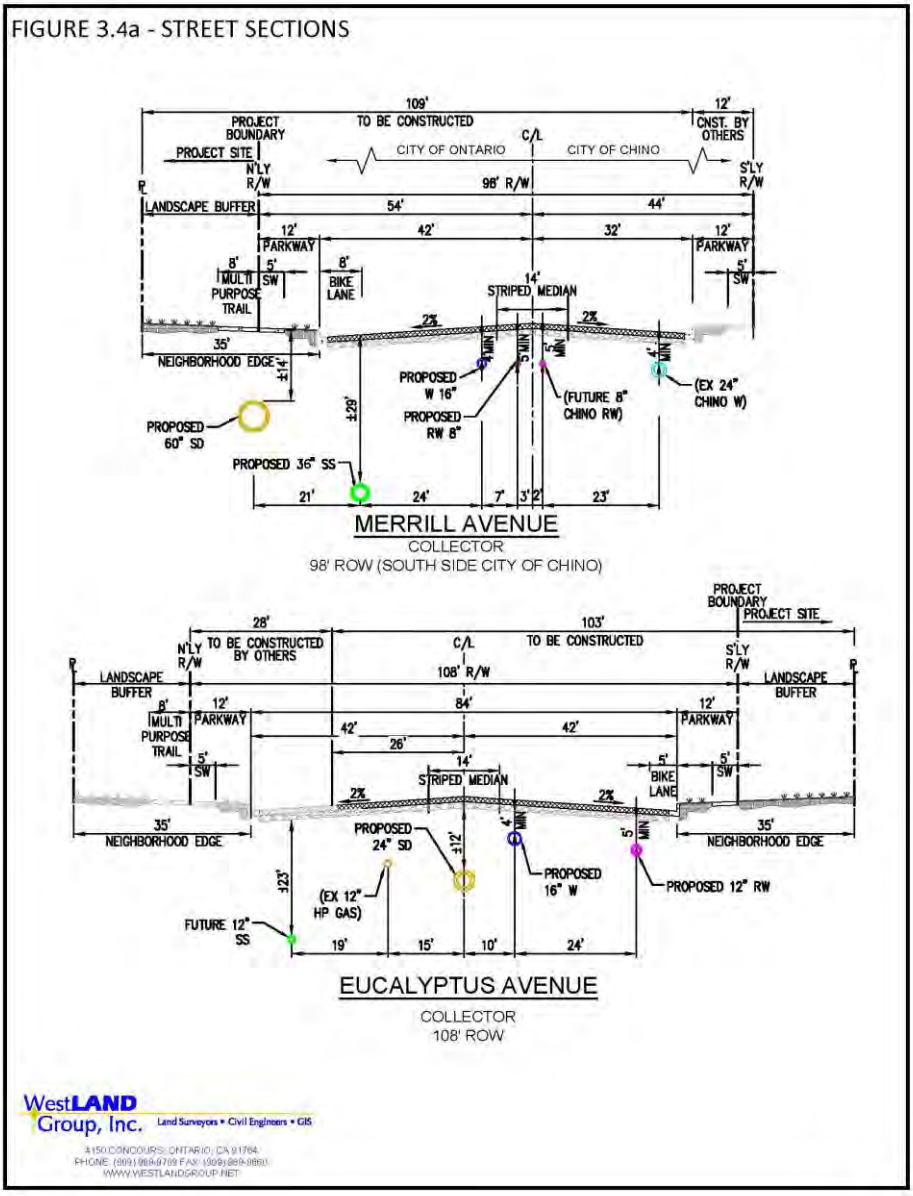

FIGURE 3.4 - STREET SECTIONS
GROVE AVENUE
PRINCIPAL ARTERIAL
124' ROW
BON VIEW AVENUE
LOCAL INDUSTRIAL
66' ROW
*ADDITIONAL R/W OR AN EASEMENT MAY BE REQUIRED
CAMPUS AVENUE
MINOR ARTERIAL
108' ROW

FIGURE 3.4 – STREET SECTIONS



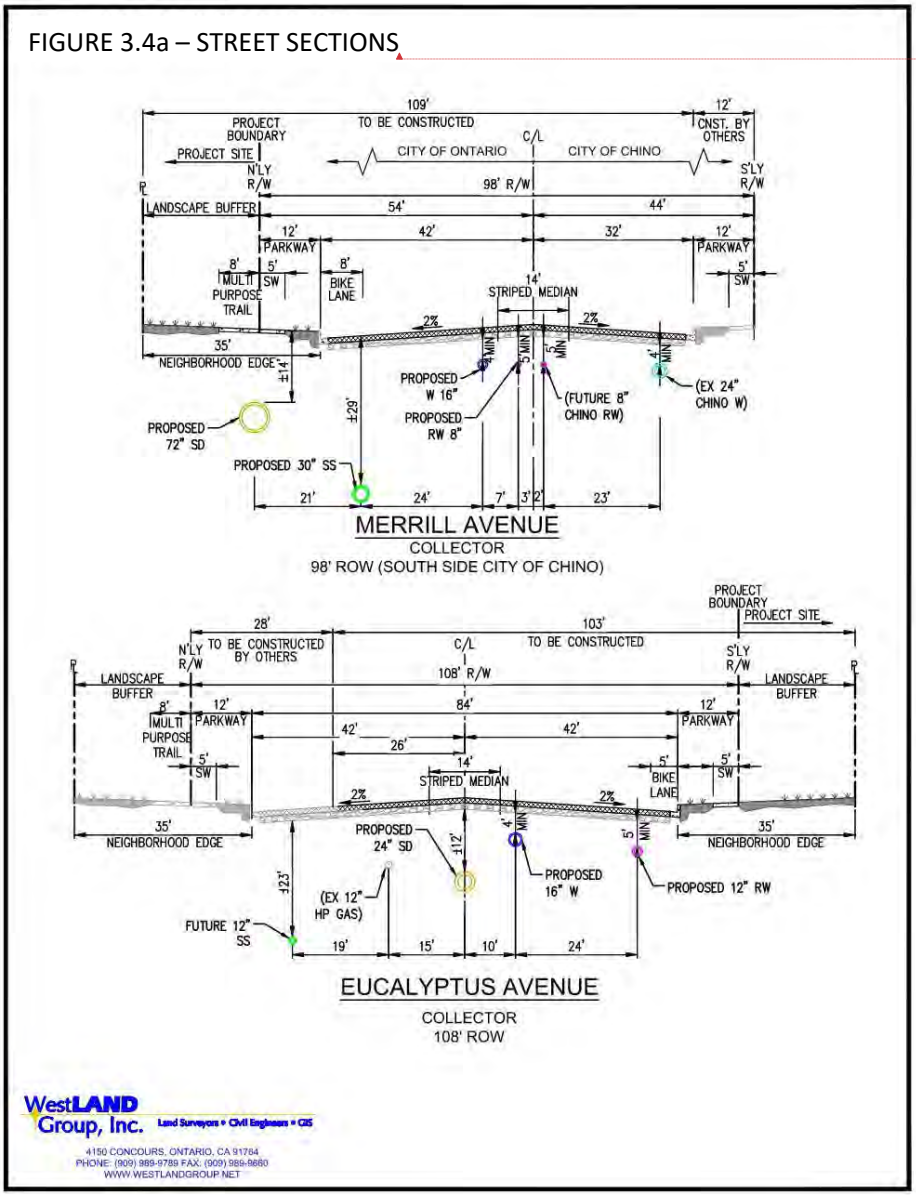
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FIGURE 3.4a - STREET SECTIONS



WestLAND Group, Inc. Land Surveyors • Civil Engineers • GIS
4150 CONCOURS, ONTARIO, CA 91764
PHONE: (909) 989-9709 FAX: (909) 989-9860
WWW.WESTLANDGROUP.NET

FIGURE 3.4a – STREET SECTIONS



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3.2.1 Grove Avenue

Grove Avenue is located along the eastern boundary of the Specific Plan area and is designated as an Other Principal Arterial in The Ontario Plan's Functional Roadway Classification Plan. Grove Avenue is designed with a 124-foot wide right-of-way, a 28-foot wide center median, and 28-foot wide pavement from median to curb face. The existing street right-of-way varies; therefore, a varied street dedication of 10 to 29 feet is required. An additional 20 feet dedication for the following neighborhood edge is required.

The Grove Avenue streetscape design illustrated in Chapter 5, Design Guidelines, specifies 20-foot wide parkways that include a five-foot wide sidewalk and 20-foot wide landscape buffer setbacks. The east side also includes an eight-foot wide decomposed granite multipurpose trail. Together, the parkways and landscape buffer setbacks create 40-foot wide neighborhood edges as specified in the *Ontario Ranch Colony Streetscape Master Plan*.

3.2.2 Eucalyptus Avenue

Eucalyptus Avenue is located along the northern boundary of the Specific Plan area, providing east/west access to the site. Eucalyptus Avenue is designated by the Functional Roadway Classification Plan as a four-lane Collector Street. The Specific Plan specifies an 108-foot wide right-of-way with 84 feet of pavement including curb/gutter. An additional 23ft dedication for the neighborhood edge is required.

The Eucalyptus Avenue streetscape design presented in Chapter 5, Design Guidelines, for the south side of the street adjacent to the project site specifies a 12-foot wide parkway including a seven-foot wide curb-adjacent landscaped area and a five-foot wide sidewalk. A five-foot wide Class II on-street bike lane at the edge of the street on the south side is proposed. The north side provides an eight-foot wide on-site multipurpose trail within a 23-foot wide landscape buffer setback. Together, the parkway and landscape buffer setback create a 35-foot wide neighborhood edge, as described in the *Ontario Ranch Colony Streetscape Master Plan*. A 21-foot dedication will be required for Eucalyptus Avenue.

3.2.3 Merrill Avenue

Merrill Avenue is designated as a four-lane Collector Street in the Functional Roadway Classification Plan and provides east-west access to the project's southern boundary. The centerline of this street forms the boundary between the City of Ontario to the north and the City of Chino to the south. The Specific Plan specifies a 98-foot wide right-of-way and 74 feet of pavement including curb and gutter for Merrill Avenue. An additional 23ft dedication for the neighborhood edge is required on the north side.

The Merrill Avenue streetscape design presented in Chapter 5, Design Guidelines, for the north side of the street includes an eight-foot wide Class II on-street bike lane at the edge of the street, a seven-foot wide curb-adjacent landscaped area, a five-foot wide sidewalk and an eight-foot wide multipurpose trail is located within a 23-foot wide landscape buffer setback. Together, these improvements establish a 35-

foot wide neighborhood edge, as specified in the *Ontario Ranch Streetscape Master Plan*. A 21-foot street dedication will be required for Merrill Avenue.

3.2.4 Bon View Avenue

Bon View Avenue is designated as a Local Industrial with a 66-foot wide right-of-way and 48 feet of pavement including curb and gutter. The Bon View Avenue right-of-way exists and no dedication is required.

The Bon View Avenue streetscape presented in Chapter 5, Design Guidelines, specifies 9-foot wide parkways including a five-foot wide sidewalk.

~~### 3.2.5 Campus Avenue~~

~~Campus Avenue is located along the western boundary of the Specific Plan area, providing west access to the site. Campus Avenue is designated as a Minor Arterial Street per the Functional Roadway Classification Plan. The Specific Plan specifies a 108-foot wide right-of-way and will require a 29-foot half-width dedication and a 12-foot parkway including the sidewalk. An additional 23-foot dedication for the neighborhood edge is required.~~

~~The Campus Avenue streetscape presented in Chapter 5, Design Guidelines, specifies a 12-foot parkway with a 5' sidewalk and an 8' multipurpose trail as part of the 35-foot Neighborhood Edge on the east side, while the western side includes a five-foot wide Class II on-street bike lane at the edge of the street.~~

3.2.6 Local Circulation

Final site planning and off-site design shall be subject to City approval. In addition to the typical street section described and depicted, additional right-of-way and geometric enhancements such as additional left turn and right turn lanes, including but not limited to those at intersections, may be required to adequately mitigate impacts identified in the Traffic Impact Analysis/Specific Plan EIR. Local roadway circulation shall accommodate trucks with a double trailer combination wheelbase of 67 feet (known as the WB-67 design vehicle).

Driveways shall conform to access requirements of the City of Ontario Traffic and Transportation Design Guidelines and be to the satisfaction of the City Engineer. Driveway locations, specifically those that are in proximity to master-planned or future traffic signals, shall be located so as not to interfere with queues as projected in the Traffic Impact Analysis for the Specific Plan. The use of surrounding roads, drive aisles and truck parking lots to address the open land requirement for the Chino Airport Overlay zone is discussed in Chapter 2 (Section 2.2: Airport Influence Areas).

Fair share responsibilities for street improvements will be addressed in a Development Agreement with the City.

3.2.7 Traffic Control Devices

Traffic signs regulating, warning, and/or guiding traffic on public roads shall conform to the California Manual on Uniform Traffic Control Devices (MUTCD), latest edition. Traffic-control signs, whether on public or private property, shall conform to the California MUTCD.

3.2.8 Truck Routes

The City of Ontario designates and maintains a network of truck routes that provide for the effective transport of goods while minimizing negative impacts on local circulation and noise-sensitive land uses (Figure 3.5). Merrill Avenue, which runs along the southern boundary of the Specific Plan area, is a designated truck route from Euclid Avenue to Archibald Avenue. PCC pavement shall be installed per City Standard 1207 at signalized intersections along truck routes.

3.2.9 Pedestrian Circulation

Sidewalks will be provided along both sides of the street to improve safety and the pedestrian experience, connect the various parts of the Specific Plan area, and expand access to nearby land uses. Sidewalks shall be five-feet wide, constructed of concrete, and installed in conjunction with adjacent roadway improvements.

3.2.10 Trails and Bike Paths

Trails and bicycle paths provide an additional mode of circulation in and around the Specific Plan area.

The Ontario Plan Mobility Element specifies a Class II bikeway on the north side of Merrill Avenue, and the south side of Eucalyptus~~, and on the west side of Campus Bon View Avenue~~. A Class II bikeway is defined as a dedicated (striped) lane along the street, with no parking allowed in the bike lane. This bike lane provides linkages to the City's bike path system (Figure 3.6).

Eight-foot wide multipurpose trails are provided on the east side of Grove Avenue~~, east side of CampusBon View~~, the north side of Eucalyptus Avenue and the north side of Merrill Avenue (Figure 3.6).

The Specific Plan's trail and bikeway improvements shall be installed in conjunction with street improvements. The City reserves the right to implement bike lanes on Eucalyptus at the discretion of the Traffic and Transportation Division.

3.2.11 Transit

Transit options provide an alternative mode of transportation for motorists and a primary mode for the transit-dependent. The City is coordinating with regional transit agencies to implement Bus Rapid Transit (BRT) service to target destinations and along corridors, including Euclid Avenue west of the Specific Plan area.

Truck Routes



South Ontario Logistics Center Specific Plan **Figure 3.5**

Truck Routes



South Ontario Logistics Center Specific Plan **Figure 3.5**

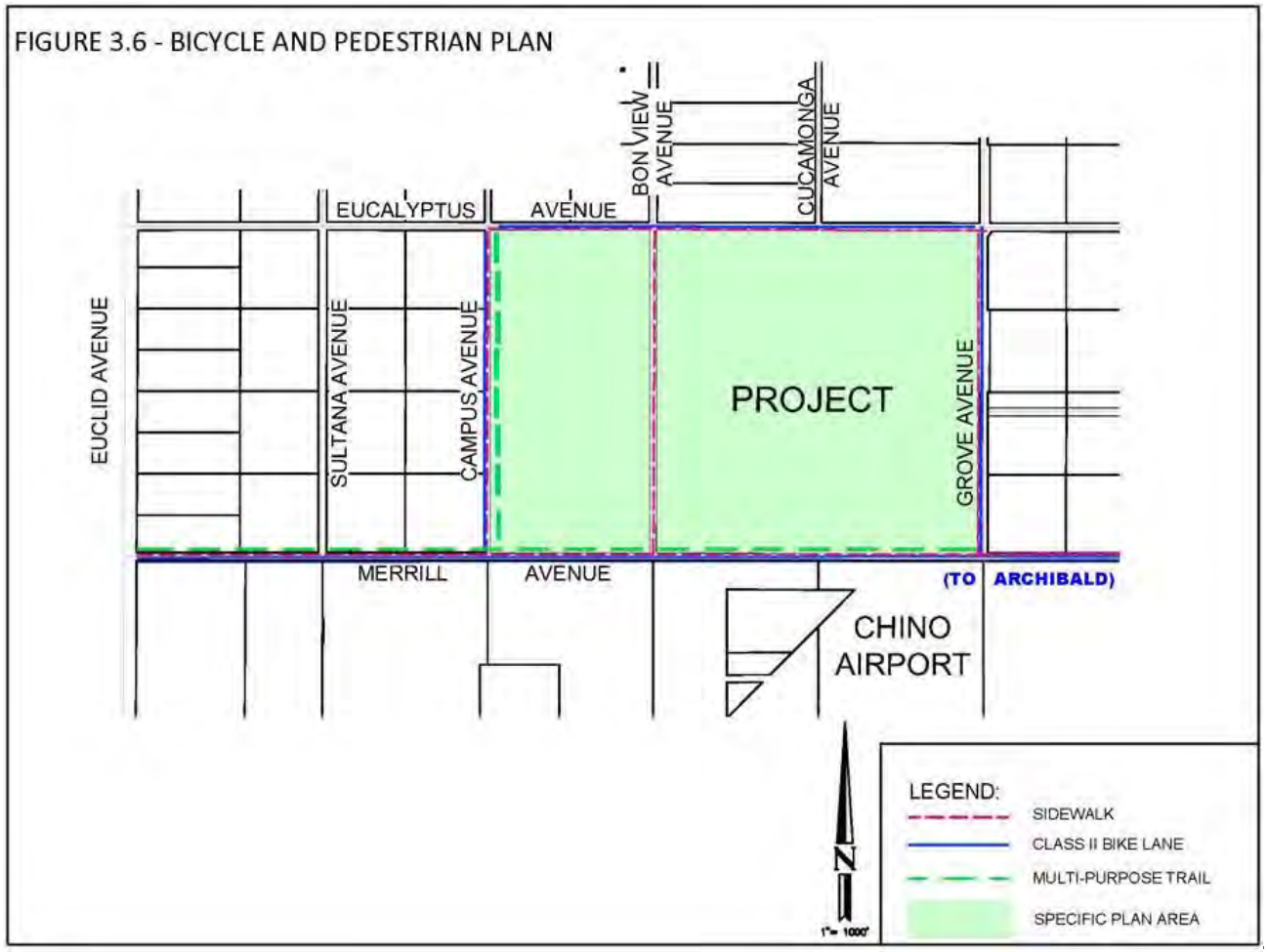
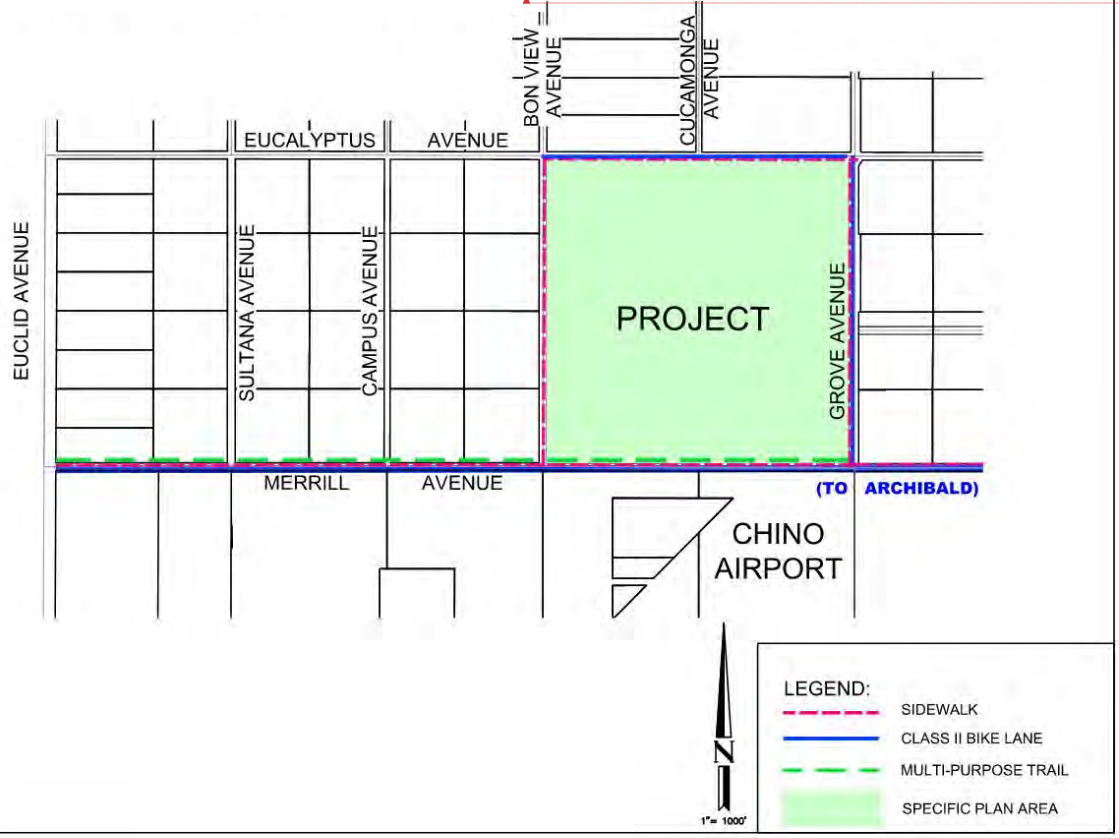

FIGURE 3.6 - BICYCLE AND PEDESTRIAN PLAN
BON VIEW AVENUE
CUCAMONGA AVENUE
EUCALYPTUS
AVENUE
EUCLID AVENUE
SULTANA AVENUE
CAMPUS AVENUE
PROJECT
GROVE AVENUE
MERRILL
AVENUE
(TO ARCHIBALD)
CHINO AIRPORT
N
1"= 1000'
LEGEND:
SIDEWALK
CLASS II BIKE LANE
MULTI-PURPOSE TRAIL
SPECIFIC PLAN AREA

FIGURE 3.6 – BICYCLYE AND PEDESTRIAN PLAN



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3.3 Potable Water Plan

Water service to the Specific Plan area will be provided by the City of Ontario. Potable water is provided by imported water from the Water Facilities Authority (WFA), Chino Basin Desalter Authority (CDA) and groundwater from the Chino Basin, extracted via the City's wells. The WFA was formed in 1980 as a Joint Powers Authority by the Cities of Chino, Chino Hills, Ontario and Upland, and the Monte Vista Water District. It was formed to construct and operate water treatment facilities that provide a supplemental supply of potable water to its member agencies.

Currently there are no City potable water mains or City potable water infrastructure in the vicinity of the Specific Plan Area. Potable Water System Improvements for the Specific Plan area (Figure 3.7a & Figure 3.7b) require the planning, design, and construction of the 925 Pressure Zone (PZ) Phase 2 West Backbone, which includes: Extending the 24-inch potable water main in Eucalyptus Avenue from Carpenter Avenue to Grove Avenue; installing a 30-inch to 42-inch potable water main in Grove Avenue connecting from the 24-inch potable water main in Eucalyptus Avenue and extending to Chino Avenue; installing an 18-inch potable water main in Chino Avenue connecting from the 30-inch to 42-inch potable water main in Grove Avenue and extending to connect to the end point of an existing 18-inch potable water main on the west side of the Cucamonga Channel; installing a 42-inch potable water main in Grove Avenue that ended at Chino Avenue and extending to ~~Philadelphia~~ Francis Street; installing a 42-inch potable water main in ~~Philadelphia~~ Francis Street connecting from the 42-inch potable water main in Grove Avenue and extending to ~~Cucamonga~~ Bon View Avenue; installing a 42-inch potable water main in ~~Cucamonga~~ Bon View Avenue connecting from the 42-inch potable water main in ~~Philadelphia~~ Francis Street and extending to Bon View Avenue Reservoir site and to the Reservoir. At the time this Specific Plan was prepared, the alignment of the 42-inch water line between Chino Avenue and the water reservoir site had not been finalized and is subject to change. This Specific Plan will be required to participate in the future Phase 2 Water System Improvements north of Chino Avenue, as detailed in the development agreement with the City.

In addition to the 925 Pressure Zone (PZ) Phase 2 West Backbone, the Specific Plan area requires the planning, design, and construction of a Secondary Industrial 16-inch Loop between the 925 Pressure Zone (PZ) Phase 2 West Backbone and the Specific Plan area which includes: installing a 16-inch potable water main in Eucalyptus Avenue connecting to the 30-inch to 42-inch 925 Pressure Zone (PZ) Phase 2 West Backbone main in Grove Avenue and extending to ~~Campus~~ Bon View Avenue~~; installing a 12-inch potable water main in Campus Avenue connecting from the 16-inch potable water main in Eucalyptus Avenue and extending to Merrill Avenue~~; installing a 16-inch potable water main in Merrill Avenue connecting from the 12-inch potable water main in ~~Campus~~ Bon View Avenue and extending to ~~Walker~~ Carpenter Avenue.~~; installing a 16-inch potable water main in Walker Ave from the 16-inch potable water main at Merrill Avenue and extending northernly to connect to the existing 24-inch potable water main at Eucalyptus Avenue.~~

The Specific Plan area also requires the planning, design, and construction of the Adjacent Potable Water System, which includes: installing a 12-inch potable water main in Bon View Avenue connecting to the 16inch potable water main in Eucalyptus Avenue and extending to connect to the 16-inch potable water main in Merrill Avenue; and, installing a 12-inch potable water main in Grove Avenue connecting to the

16-inch potable water main in Eucalyptus Avenue and extending to connect to the 16-inch potable water main in Merrill Avenue.

At minimum, the full Potable Water Infrastructure shown on Figure 3.7a and 3.7b shall be completed as Part of Phase 1 of the Specific Plan, which includes 925 Pressure Zone (PZ) Phase 2 West Backbone, the Secondary Loop, and the Adjacent Potable Water System

Water mains required to serve the project will need to be constructed prior to or concurrent with on-site water improvements. Within the project site, a network of 2-inch water lines for domestic water service and 8- to 10-inch water lines for fire service water will be installed. The on-site water system includes connections to the water main in Eucalyptus Avenue, ~~ to serve PA 1 and to the main in~~ Merrill Avenue, ~~to serve PA 2~~ Grove Avenue, and Bon View Avenue.

Until the ultimate pipeline network for Ontario Ranch has been completed, there may be instances where construction of improvements to serve a project may not meet the required fire flow demands. Therefore, projects within the Specific Plan area may be required to construct additional pipelines not indicated in the Master Plan or upsize master planned pipelines to meet Fire Department fire flow requirements and/or Water Master Plan criteria. The developer shall submit a hydraulic analysis to the City for review and approval to demonstrate adequate fire flow and adherence to Potable Water Master Plan criteria.

The overall water infrastructure plan to serve the City of Ontario is shown on Figure 3.8. The City's ultimate domestic water system consists of five pressure zones. Most of Ontario Ranch (including the Specific Plan area) is located within the 925 Pressure Zone. The sizing and alignment of potable water lines shall follow the current approved City of Ontario water system plan. Transmission line locations are subject to change, based on City conducted and approved hydraulic analysis. Required potable water infrastructure is subject to change based upon findings of the approved hydraulic study and master plan updates.

FIGURE 3.7a - POTABLE WATER PLAN
925 PRESSURE ZONE

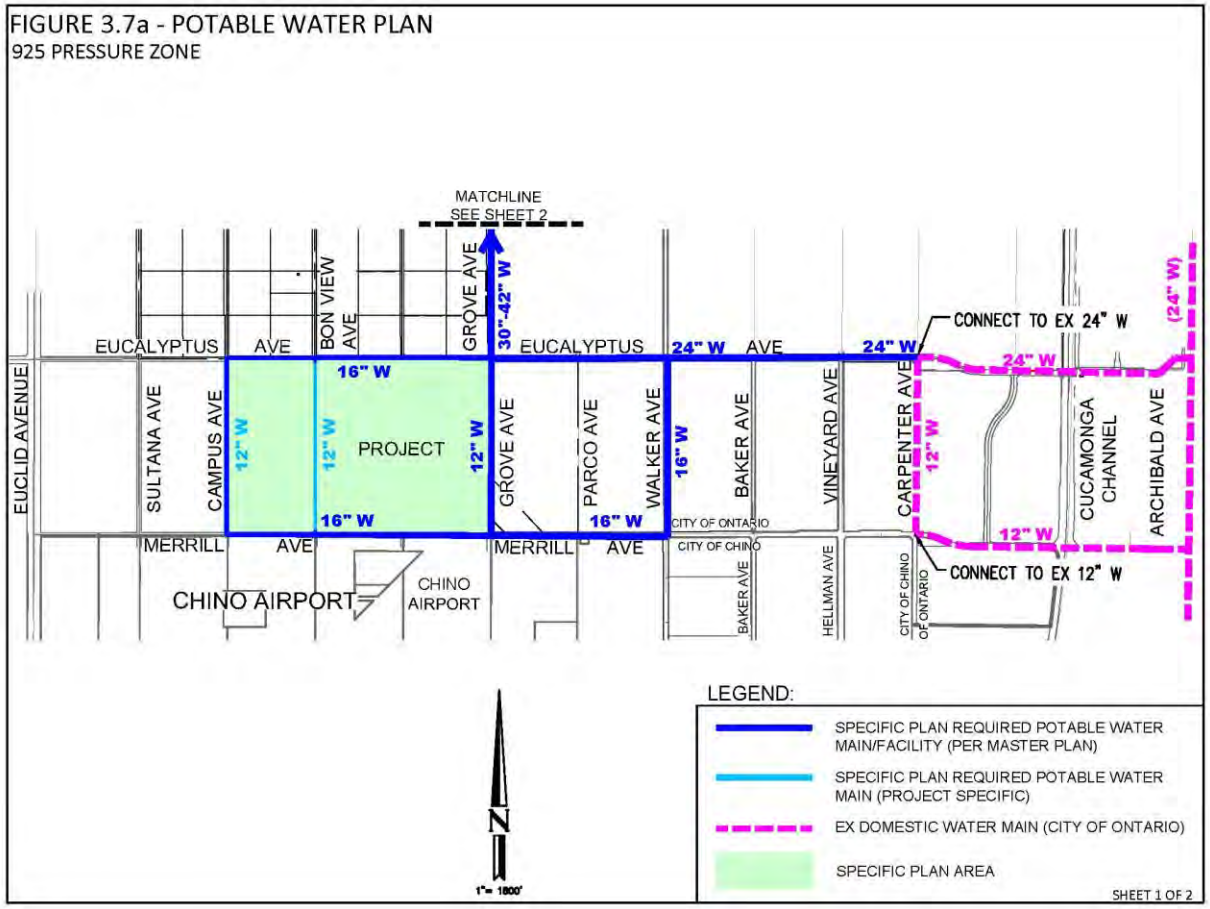
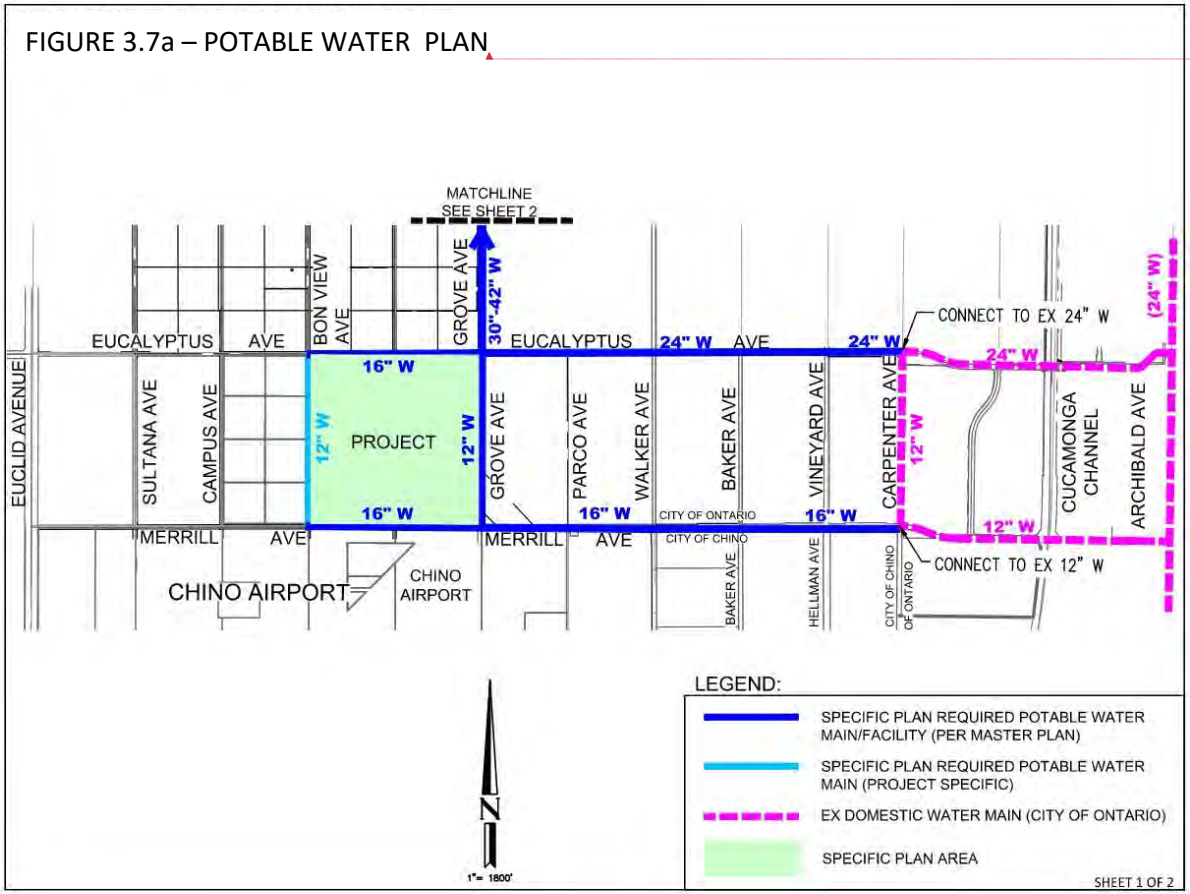
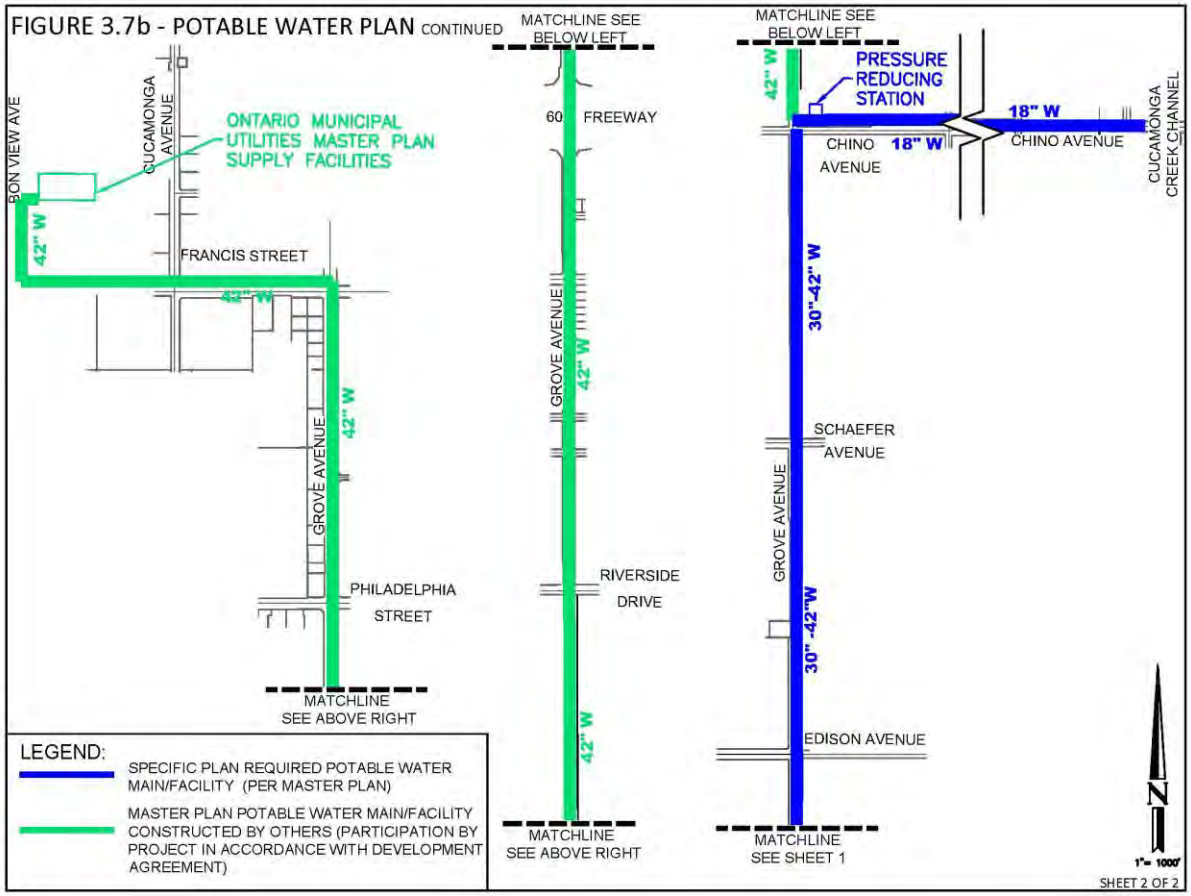


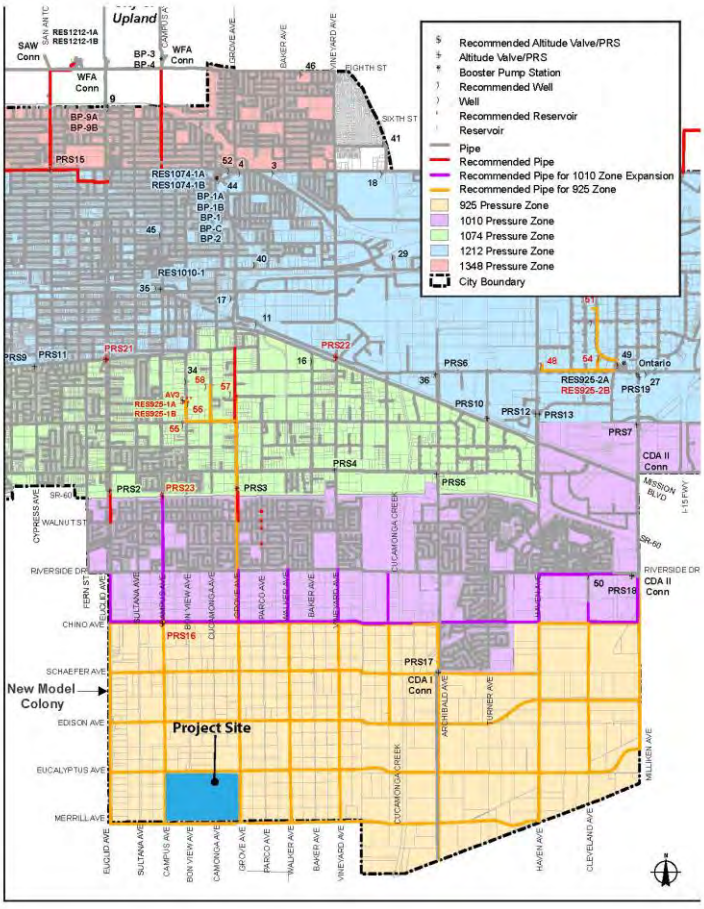
FIGURE 3.7a – POTABLE WATER PLAN



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FIGURE 3.7b - POTABLE WATER PLAN CONTINUED
MATCHLINE SEE BELOW LEFT
MATCHLINE SEE BELOW LEFT
BON VIEW AVE
CUCAMONGA AVENUE
ONTARIO MUNICIPAL UTILITIES MASTER PLAN SUPPLY FACILITIES
42" W
FRANCIS STREET
42" W
GROVE AVENUE
42" W
PHILADELPHIA STREET
MATCHLINE SEE ABOVE RIGHT
60 FREEWAY
GROVE AVENUE
42" W
RIVERSIDE DRIVE
42" W
MATCHLINE SEE ABOVE RIGHT
42" W
PRESSURE REDUCING STATION
18" W
CHINO AVENUE
18" W
CHINO AVENUE
CUCAMONGA CREEK CHANNEL
30"-42" W
SCHAEFER AVENUE
GROVE AVENUE
30"-42"W
EDISON AVENUE
MATCHLINE SEE SHEET 1
LEGEND:
SPECIFIC PLAN REQUIRED POTABLE WATER MAIN/FACILITY (PER MASTER PLAN)
MASTER PLAN POTABLE WATER MAIN/FACILITY CONSTRUCTED BY OTHERS (PARTICIPATION BY PROJECT IN ACCORDANCE WITH DEVELOPMENT AGREEMENT)
N
1"= 1000'
SHEET 2 OF 2

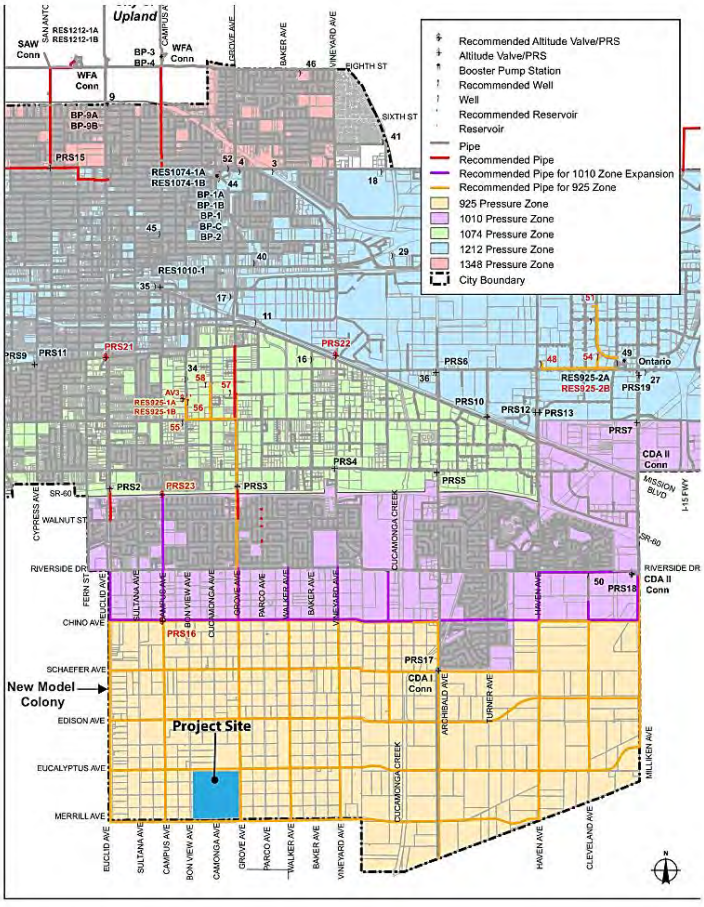
City of Ontario Ultimate Water System



South Ontario Logistics Center Specific Plan **Figure 3.8**

Size and location of waterlines subject to change based on current approved Master Plan as well as City conducted and approved hydraulic analysis.

City of Ontario Ultimate Water System



South Ontario Logistics Center Specific Plan — **Figure 3.8**

3.4 Recycled Water Plan

The City of Ontario Ordinance 2689 requires all new development in Ontario Ranch to connect to and use recycled water for all approved uses, including but not limited to landscape irrigation. Prior to use of recycled water, approval from the City of Ontario and State Water Resources Control Board (SWRCB) is required. Interim connection to potable water is not allowed.

Currently there are no City recycled water mains or City recycled water infrastructure in the vicinity of the Specific Plan Area. Recycled Water is provided to the City of Ontario by the Inland Empire Utility Agency (IEUA) from its four wastewater reclamation plants. The entire Specific Plan area is within the City's master planned 930 Pressure Zone. Recycled Water Infrastructure Improvements for the Specific Plan area (Figure 3.9) require the planning, design, and construction of 930 Pressure Zone (PZ) Recycled Water Master Plan mains, which includes: installing a 12-inch recycled water main in Eucalyptus Avenue connecting to the 8-inch recycled water main in Grove Avenue and extending to connect to the IEUA 30-inch recycled water main in Eucalyptus Avenue at Bon View Avenue; installing an 8-inch recycled water main in Bon-View Avenue to connect to the IEUA 30-inch recycled water main in Eucalyptus Avenue and extending to connect to the 8-inch recycled water main in Merrill Avenue; installing an 8-inch recycled water main in Merrill Avenue connecting to the 8-inch recycled water main in ~~Sultana~~ Campus Avenue and extending to connect to the 8-inch recycled water main in Grove Avenue; installing an 8-inch recycled water main in Grove Avenue connecting to the 8-inch recycled water main in Merrill Avenue and extending to connect to the 12-inch recycled water main in Eucalyptus Avenue.

~~The layout and construction of planned developments within the Specific Plan area may require a project specific 8-inch recycled water main in Campus Avenue, connecting to the 8-inch recycled water main in Merrill Avenue, and extending to the 30-inch RW main in Eucalyptus Avenue. It may also require an 8-inch recycled water main in Merrill Avenue, connecting to the 8-inch recycled water main at Campus Avenue and Sultana Avenue.~~

The future recycled water system to serve the City of Ontario is shown on Figure 3.10. The sizing and alignment of existing and proposed recycled water lines are shown in the exhibit.

Sizing and alignment of the recycled water lines will be consistent with the City of Ontario Recycled Water System Master Plan and/or a City approved hydraulic analysis.

FIGURE 3.9 - RECYCLED WATER PLAN

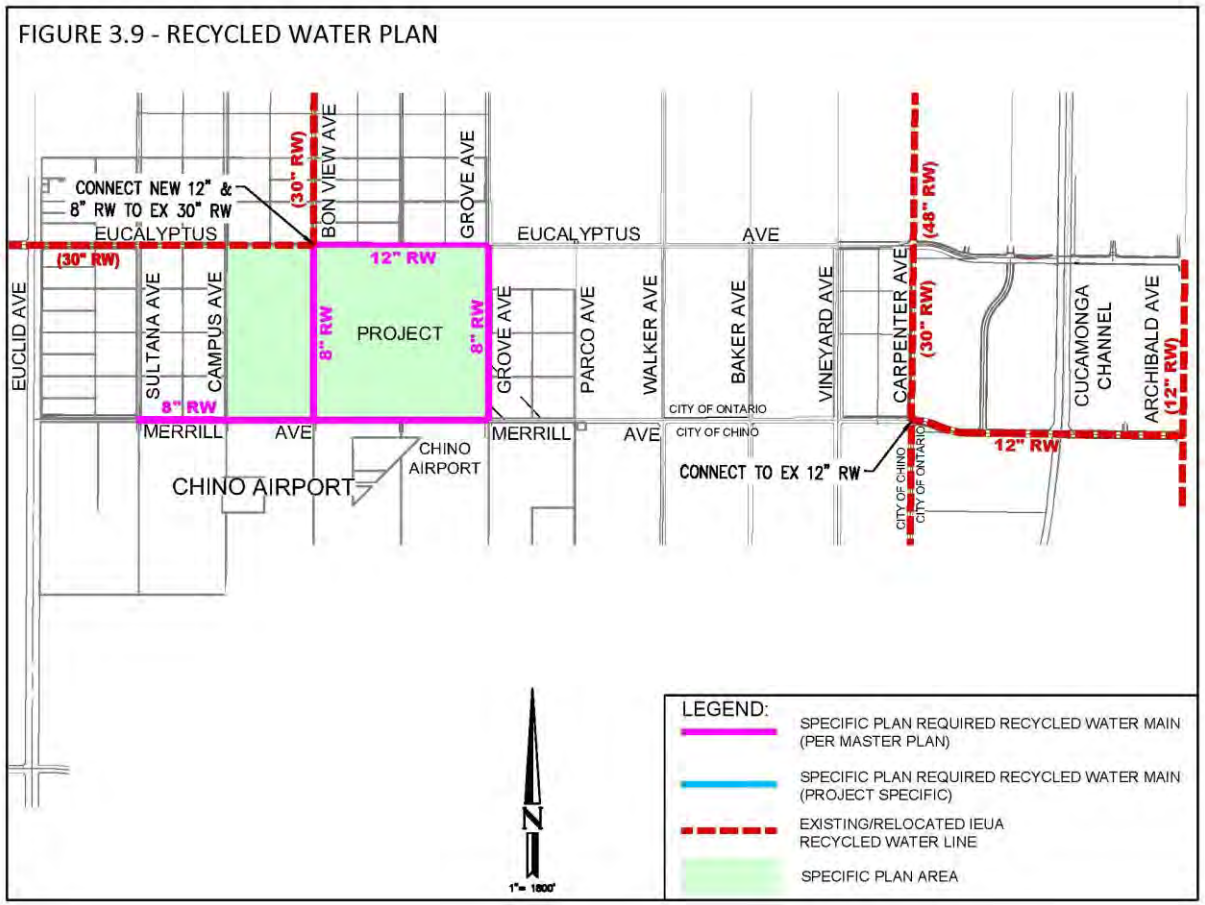
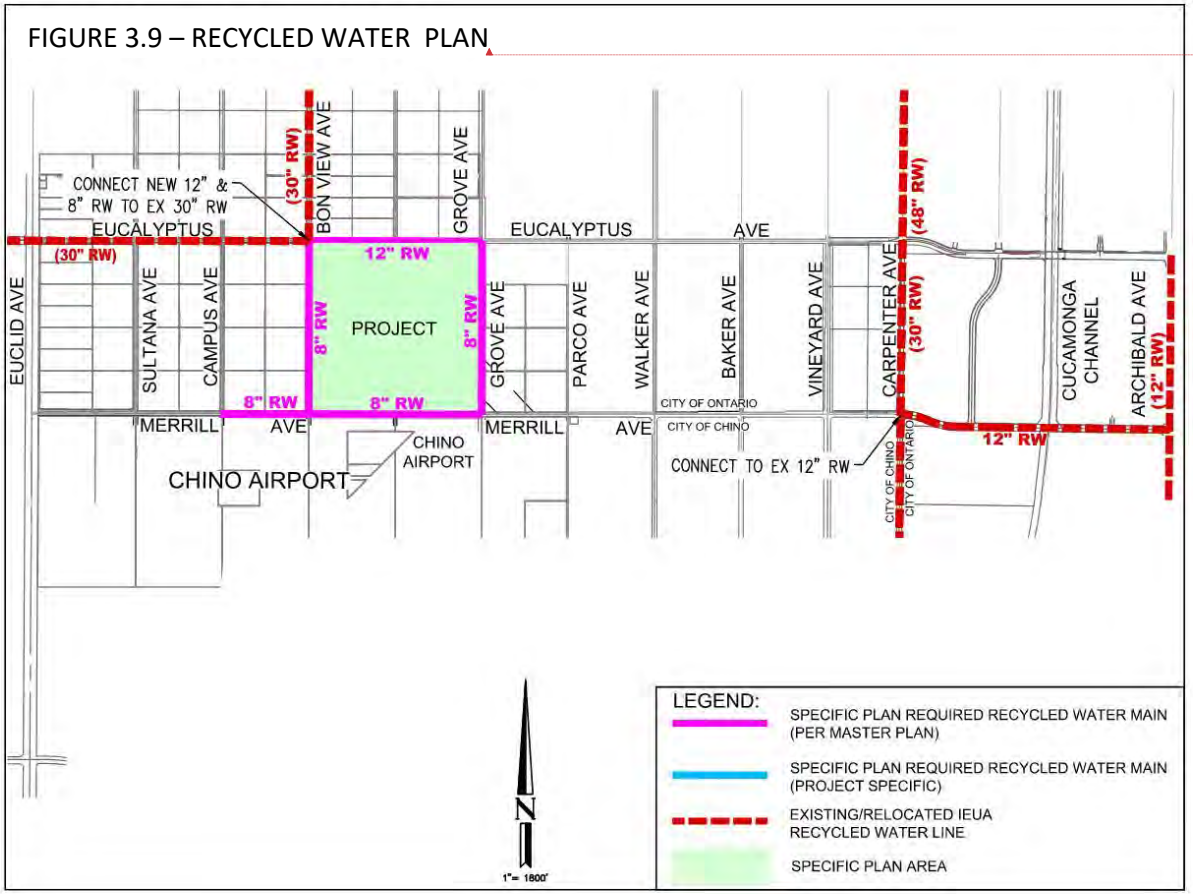
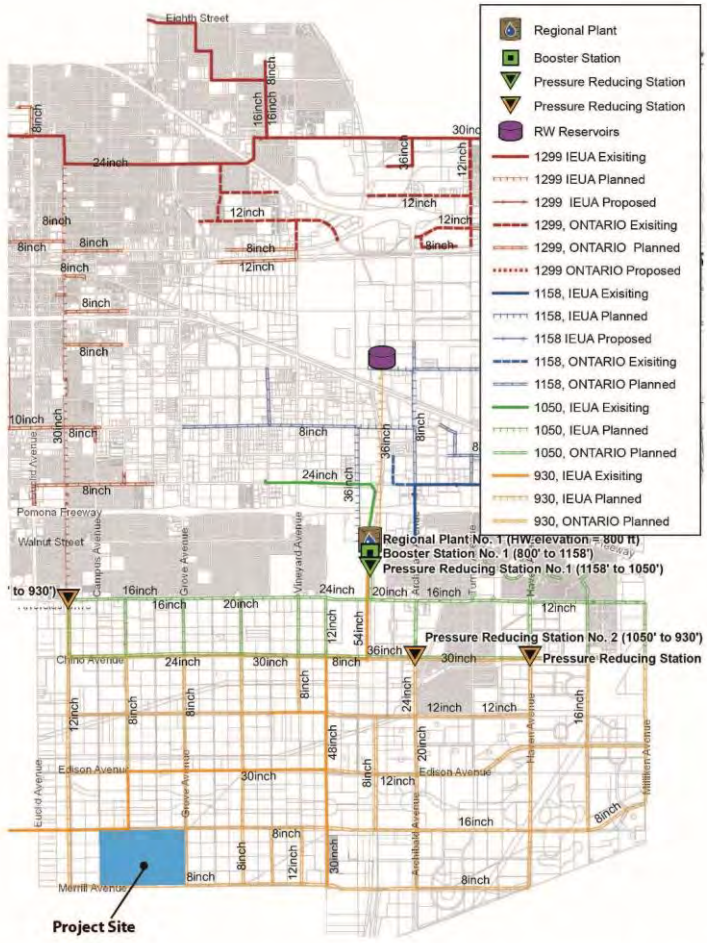


FIGURE 3.9 – RECYCLED WATER PLAN



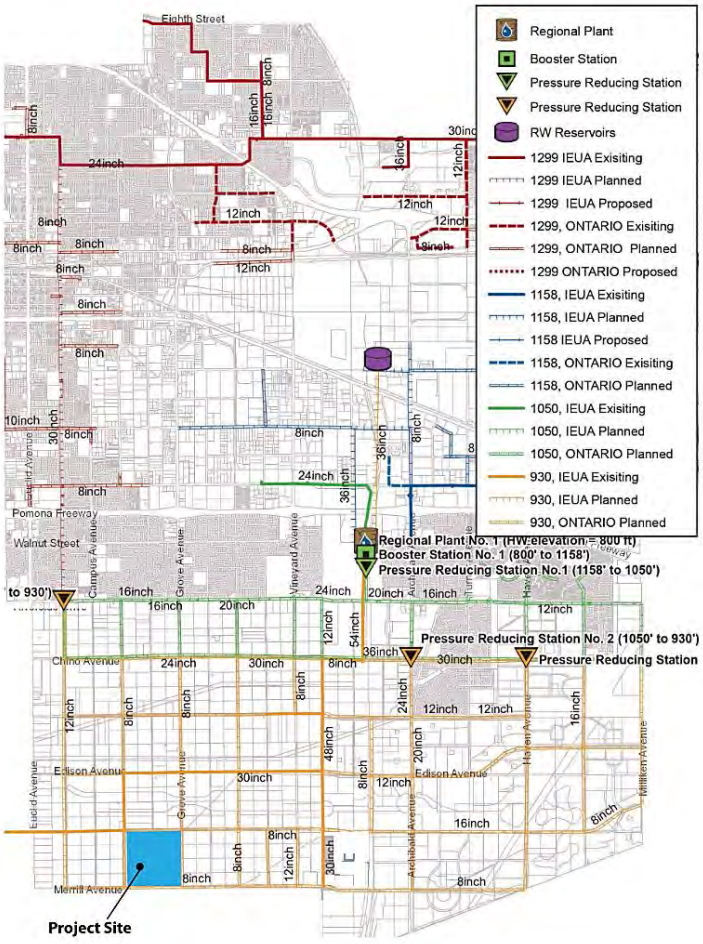
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City of Ontario Future Recycled Water System



South Ontario Logitics Center Specific Plan — **Figure 3.10**

City of Ontario Future Recycled Water System



South Ontario Logitics Center Specific Plan — **Figure 3.10**

3.5 Sewer Plan

Regional wastewater treatment services are provided to the City of Ontario and its neighboring agencies by the Inland Empire Utilities Agency (IEUA). Several regional trunk sewers collect sewage generated in the city and transport it to IEUA's Regional Plant No.1 and Regional Plant No.5 for treatment. The City of Ontario's sewer service area is divided into eight sewer sheds, primarily based on the outlet points where the City's system ties into the IEUA downstream facility. Ontario Ranch is located in Sewer shed 8.

There are no sewer mains located within the broader vicinity of the Specific Plan area; therefore, the Specific Plan includes a network of new public sewer mains (Figure 3.11), consistent with the City of Ontario's Ultimate Sewer System Plan (Figure 3.12). A 36-inch sewer main will connect to an existing IEUA interceptor trunk main sewer located in Kimball Avenue to the south, run north in Euclid Avenue to Merrill Avenue, then stays a 36-inch sewer main east to Grove Avenue. The IEUA interceptor trunk sewer main is 54-inches east of Euclid and 60-inches west of Euclid Avenue. An 18-inch sewer main would run from Merrill Avenue north within Bon View Avenue and Grove Avenue to Eucalyptus Avenue. ~~A sewer main will run within Eucalyptus Avenue, from a point west of Grove Avenue to Bon View Avenue where it will connect to the 18-inch sewer main within Bon View Avenue. The size of the Eucalyptus Avenue sewer main will be determined during development plan preparation for PA1 and PA2.~~

The ultimate sizing and alignment of sewer infrastructure shall be consistent with the City of Ontario ultimate sewer system plan and/or a City conducted and approved hydraulic analysis.

A Sewer Sub-Area Master Plan (SSAMP) shall be prepared for each tract map and development within the Specific Plan.

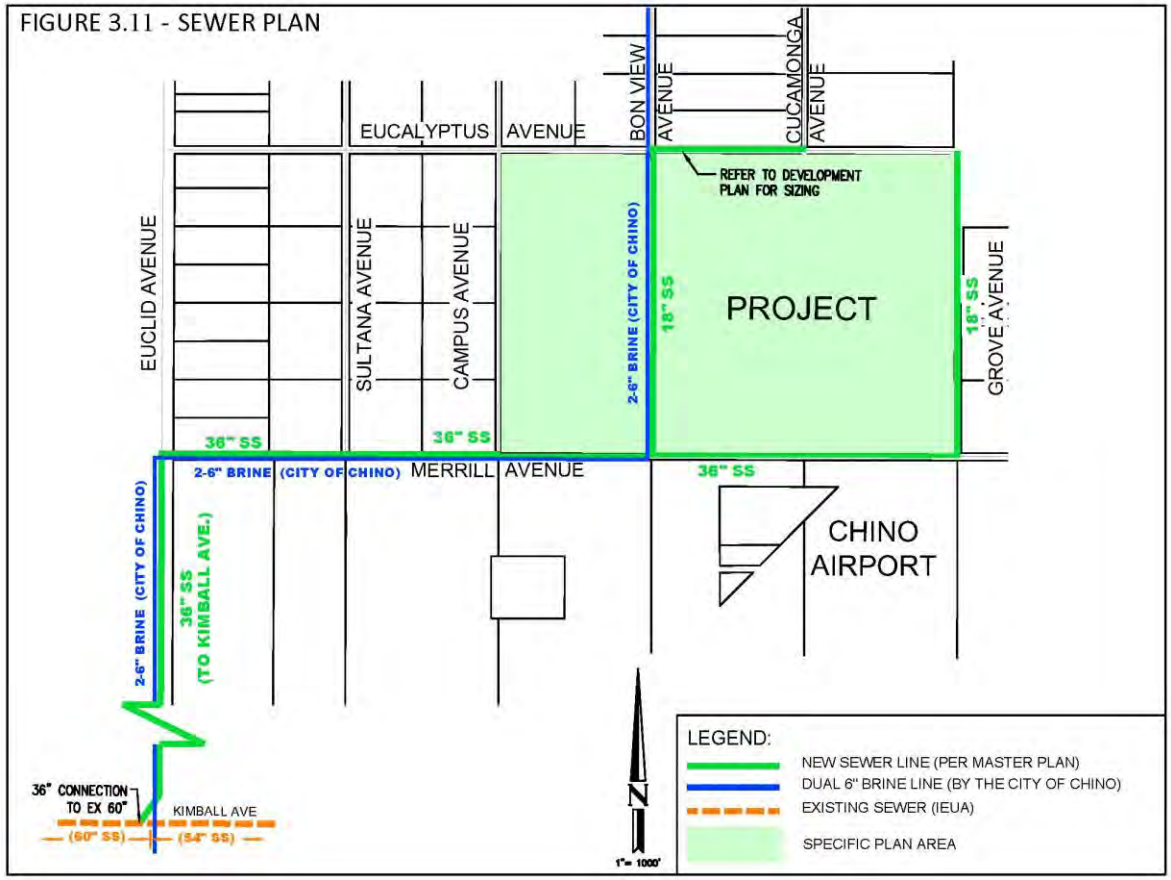
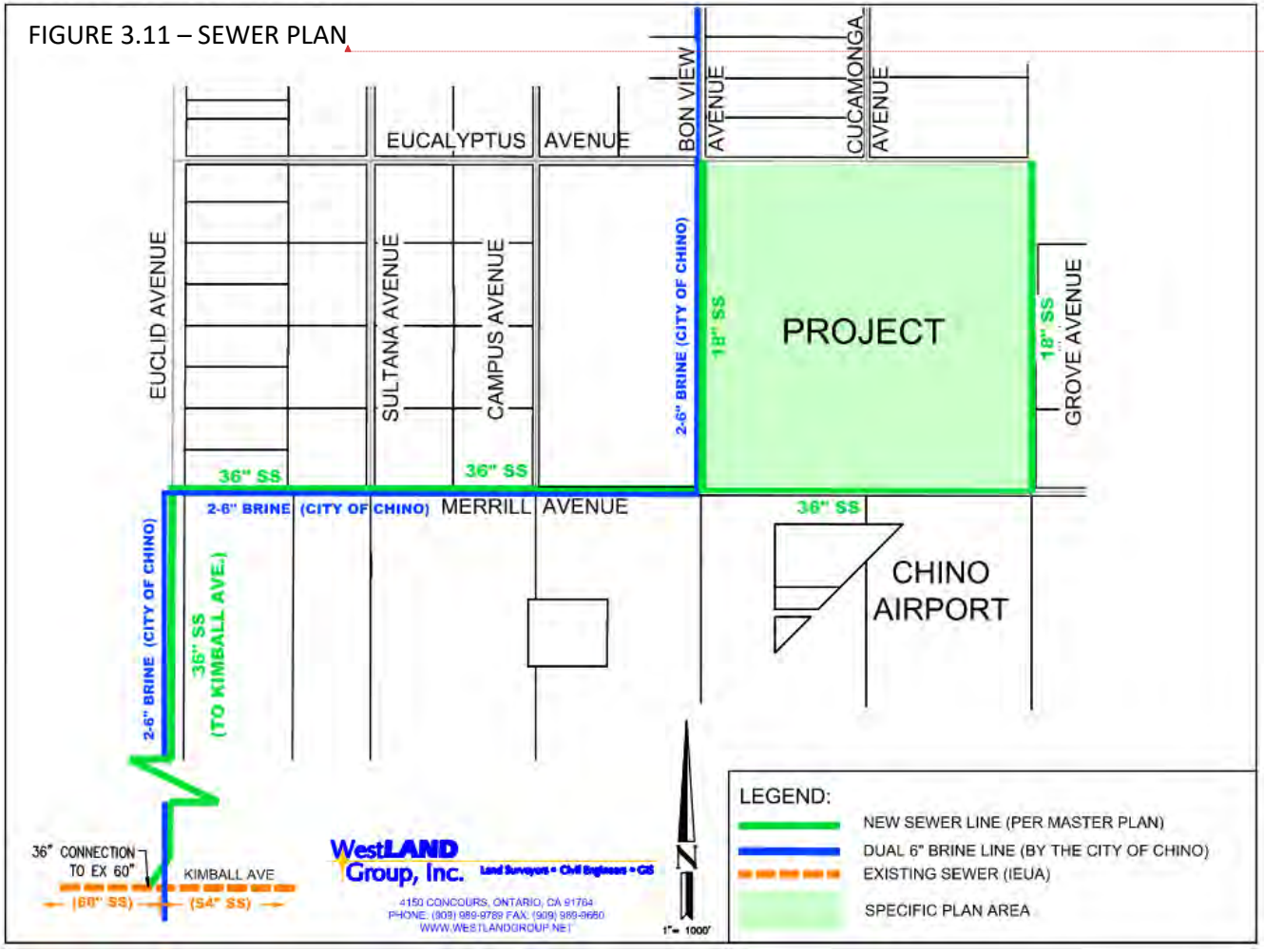
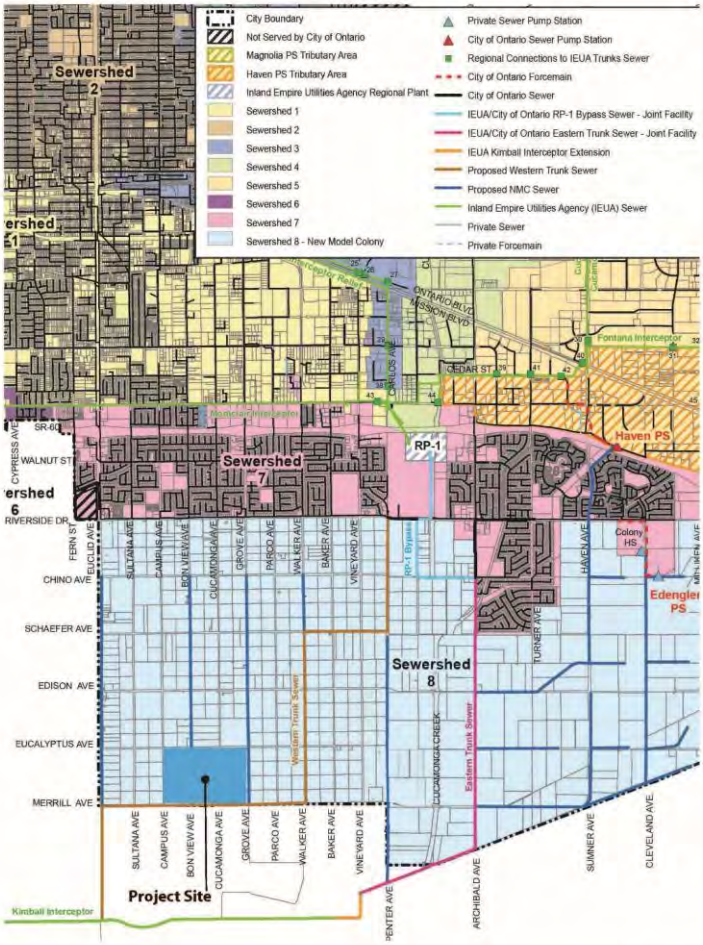

FIGURE 3.11 - SEWER PLAN
EUCALYPTUS AVENUE
BON VIEW AVENUE
CUCAMONGA AVENUE
EUCLID AVENUE
SULTANA AVENUE
CAMPUS AVENUE
GROVE AVENUE
REFER TO DEVELOPMENT PLAN FOR SIZING
PROJECT
18" SS
2-6" BRINE (CITY OF CHINO)
36" SS
2-6" BRINE (CITY OF CHINO) MERRILL AVENUE
36" SS (TO KIMBALL AVE.)
CHINO AIRPORT
36" CONNECTION TO EX 60"
KIMBALL AVE
(60" SS)
(54" SS)
N
1"= 1000'
LEGEND:
NEW SEWER LINE (PER MASTER PLAN)
DUAL 6" BRINE LINE (BY THE CITY OF CHINO)
EXISTING SEWER (IEUA)
SPECIFIC PLAN AREA

FIGURE 3.11 – SEWER PLAN



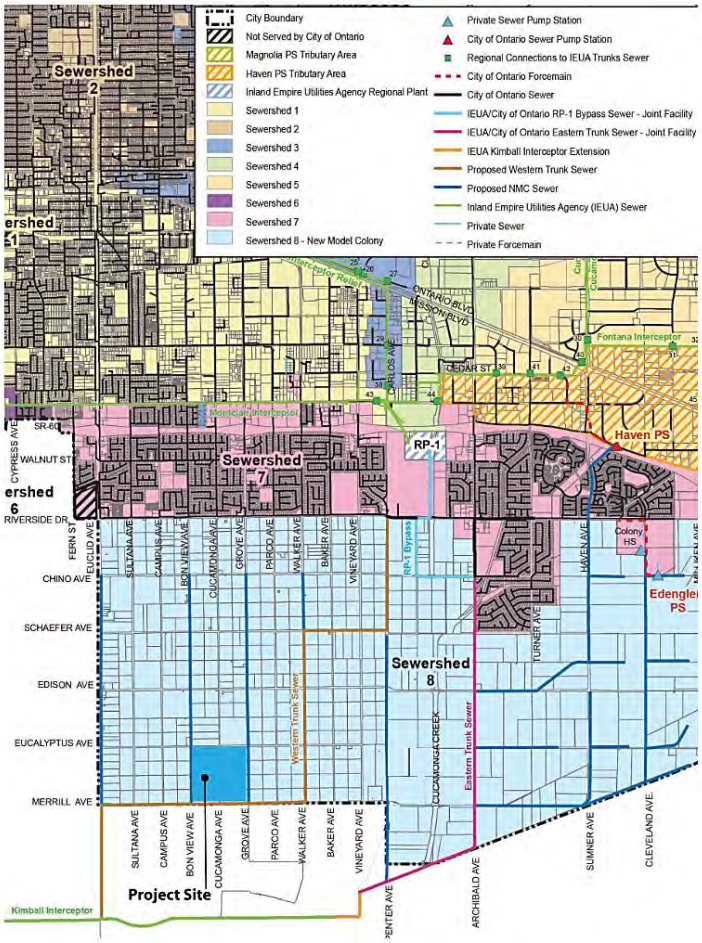
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City of Ontario Ultimate Sewer System



South Ontario Logistics Center Specific Plan **Figure 3.12**

City of Ontario Ultimate Sewer System



South Ontario Logistics Center Specific Plan — **Figure 3.12**

3.6 Conceptual Grading Plan

The topography of the site is moderately flat, sloping from the northeast to the southwest with approximately a 17-foot drop in elevation across the Specific Plan area.

The grading activities for the Specific Plan area will generally consist of clearing and grubbing, demolition of existing structures, and moving surface soils to construct building pads, driveways and streets.

Conceptual grading and earthwork analysis indicate the project can be balanced onsite. Earthwork will include approximately ~~425,912~~ 377,184 cubic yards (CY) of cut and ~~425,912~~377,184 CY of fill with ~~272,777~~ 525,500 CY of over-excavation. Geotechnical and/or environmental conditions encountered during grading operations may impact final earthwork calculations. Grading plans for each development project within the Specific Plan area shall be reviewed and approved by the City of Ontario prior to the issuance of grading permits. Grading plans and activities shall conform to the City's grading ordinance and dust and erosion control requirements.

All landscaped areas within the Specific Plan area shall be graded as shallow swales and designed to accept runoff water from impervious surfaces. Water quality retention basins, trenches, etc., (the exact location of which will be determined at the time of Water Quality Management Plan (WQMP) approval for individual implementing projects) will have a maximum side slope of 3:1.

3.7 Dry Utilities Plan

Utility services provided to the site shall be installed underground in accordance with City of Ontario guidelines.

Communication System

According to the City of Ontario 2013 Fiber Optic Master Plan, the fiber optic infrastructure, including approximately 23 miles of backbone fiber south of Riverside Drive, is an investment in a long-term capital asset using newly constructed and existing conduit to provide high speed communication links to key locations throughout the city. Developments within Ontario Ranch are required to install and provide fiber conduit to all improved lots. Proposed on-site facilities will be placed underground within a duct and structure system that will be installed by the developer. Pursuant to the City's Fiber Optic Master Plan, the fiber optic network will be owned and operated by the City and as such maintenance of the installed system will be the responsibility of the City and/or Special District fiber optic entity and not the developer. The Specific Plan area will be connected to the City's system as shown on Figure 3.13.

Natural Gas

Southern California Gas Company maintains 3" and 12" mains in Eucalyptus Avenue, a 12" main Grove Avenue and 2" mains located east and west of the site in Merrill Avenue. There mains are available to provide service to the project site. Gas mains will be installed to the individual development projects by the Gas Company, as necessary.

Electrical

Southern California Edison will provide electricity to the Specific Plan area from existing facilities in the vicinity. New lines within the Specific Plan area shall be installed according to City of Ontario requirements.

Cable

Charter does not maintain any facilities with the vicinity of the proposed project site. A main extension would be required if services are desired.

FIGURE 3.13 - FIBER OPTIC PLAN

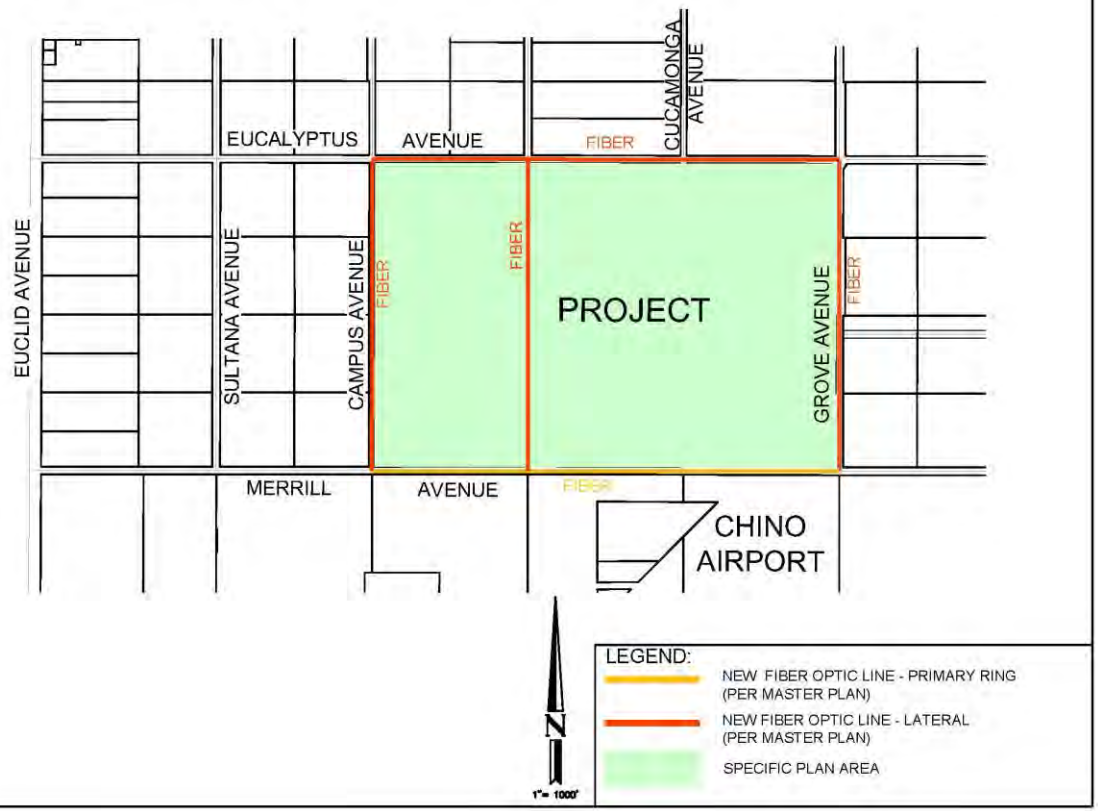
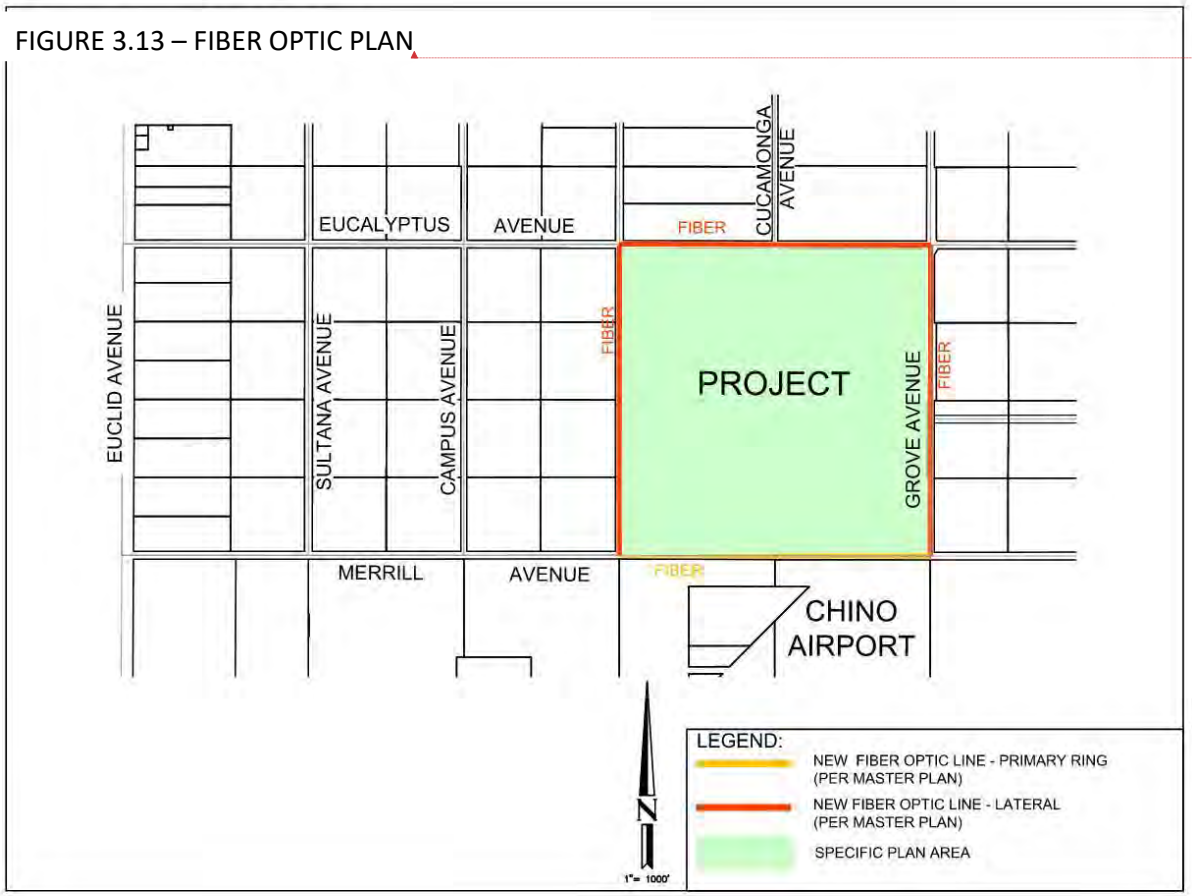


FIGURE 3.13 – FIBER OPTIC PLAN



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~~3.8~~

~~3.9~~3.8Storm Drainage Plan

The Specific Plan area storm drain improvements (Figure 3.14) are consistent with the facilities specified in Drainage Area XIV of the City of Ontario Planned Drainage Facilities (Figure 3.15).

Catch basins located throughout the site will collect runoff. On-site storm drain systems will convey runoff to the following facilities:

- 120-inch storm drain in Grove Avenue leading south to existing facilities via modification of an existing channel.
- 102-inch reinforced concrete pipe in Bon View Avenue.
- ~~60~~72-inch reinforced concrete pipe in Merrill Avenue adjacent to the Specific Plan area, which will transition to a 120-inch reinforced concrete pipe running west to a ~~reinforced concrete box at Euclid Avenue.~~9.5' x 9.5' reinforced concrete box, which will transition into a double 10' x 10' reinforced concrete box at the Merrill Avenue and Euclid Avenue intersection.
- ~~54-inch storm drain in Campus Avenue which connects to the future storm drain in Merrill Avenue.~~
- ~~10' x 10' storm drain in Euclid connecting to the Prado flood control basin.~~ The double 10'x10' reinforced concrete box will run south along Euclid Avenue approximately 600 feet and then transition to two 24-inch HDPE pipe bleeder lines.
- Additional on-site drain improvements would include storm water detention/ retention/ water quality basins, which would capture, treat, and/or gradually release storm water into the downstream public storm drain systems. Onsite storm water treatment would incorporate underground chambers installed within each building's parking area.

Development within this S~~s~~pecific P~~p~~lan shall be responsible to construct the ultimate storm drain improvements if they are not installed at time of development.

Each storm drain in ~~Campus Avenue~~, Bon View Avenue, Grove Avenue and Merrill Avenue will be equipped with a hydrodynamic separator, or series of hydrodynamic separators to satisfy the statewide trash mandate. Each device will be approved by and listed on the Certified Full Capture System List of Trash Treatment Control Devices of the State Water Resources Control Board (SWRCB).

NPDES Compliance

The grading and drainage of the Specific Plan area will be designed to retain/infilter, harvest, and re-use or biotreat surface runoff to comply with the current requirements of the San Bernardino County NPDES Stormwater Program's Water Quality Management Plan (WQMP) for significant new development projects. The objective of the WQMP for this project is to minimize the detrimental effects of urbanization on the beneficial uses of receiving waters, including effects caused by increased pollutants and changes in hydrology. These effects may be minimized through the implementation of site designs that reduce runoff and pollutant transport by minimizing impervious surfaces and maximizing on-site infiltration, employing Source Control Best Management Practices (BMP's), or using on-site structural Treatment Control BMP's where the infeasibility of installing Low Impact Development BMP's is demonstrated.

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All Priority Land Use (PLU) areas within the Specific Plan Area shall comply with the statewide Trash Provisions adopted by State Water Resources Control Board (SWRCB) and trash requirements in the most current San Bernardino County Area-Wide MS4 Permit.

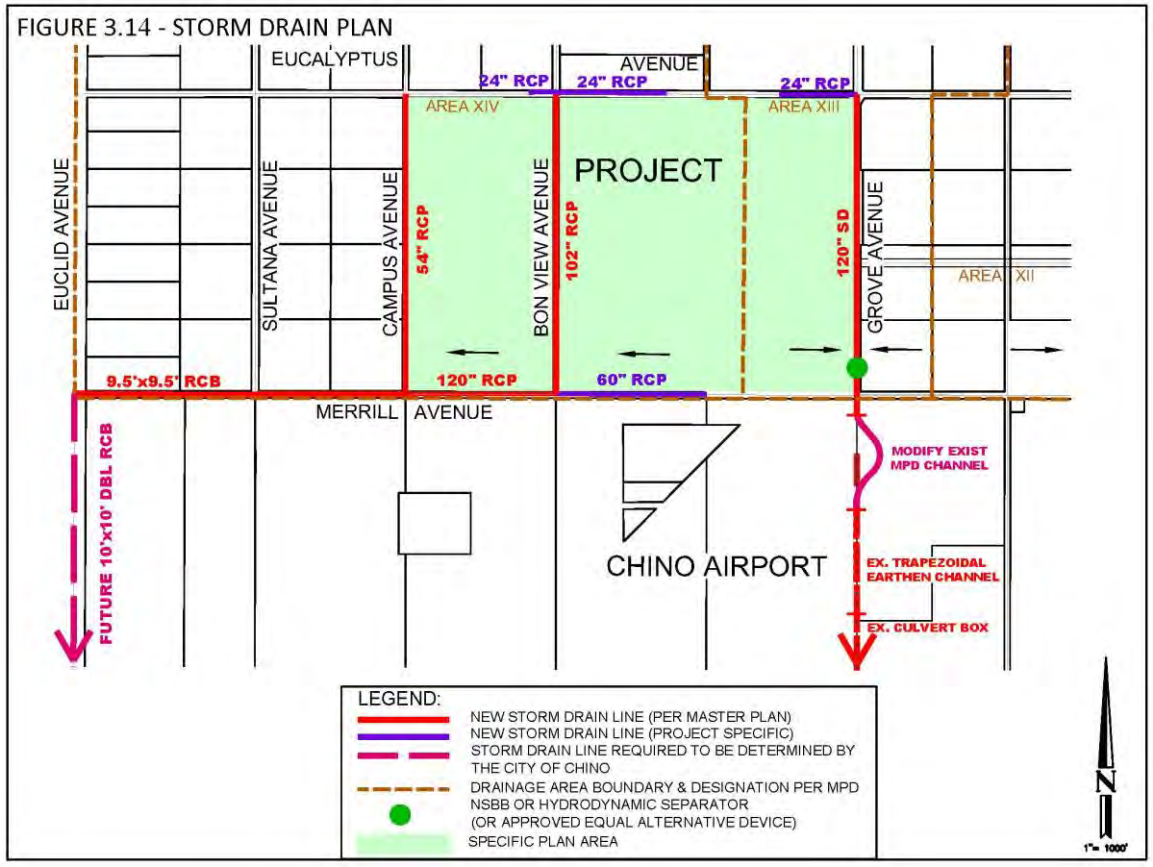
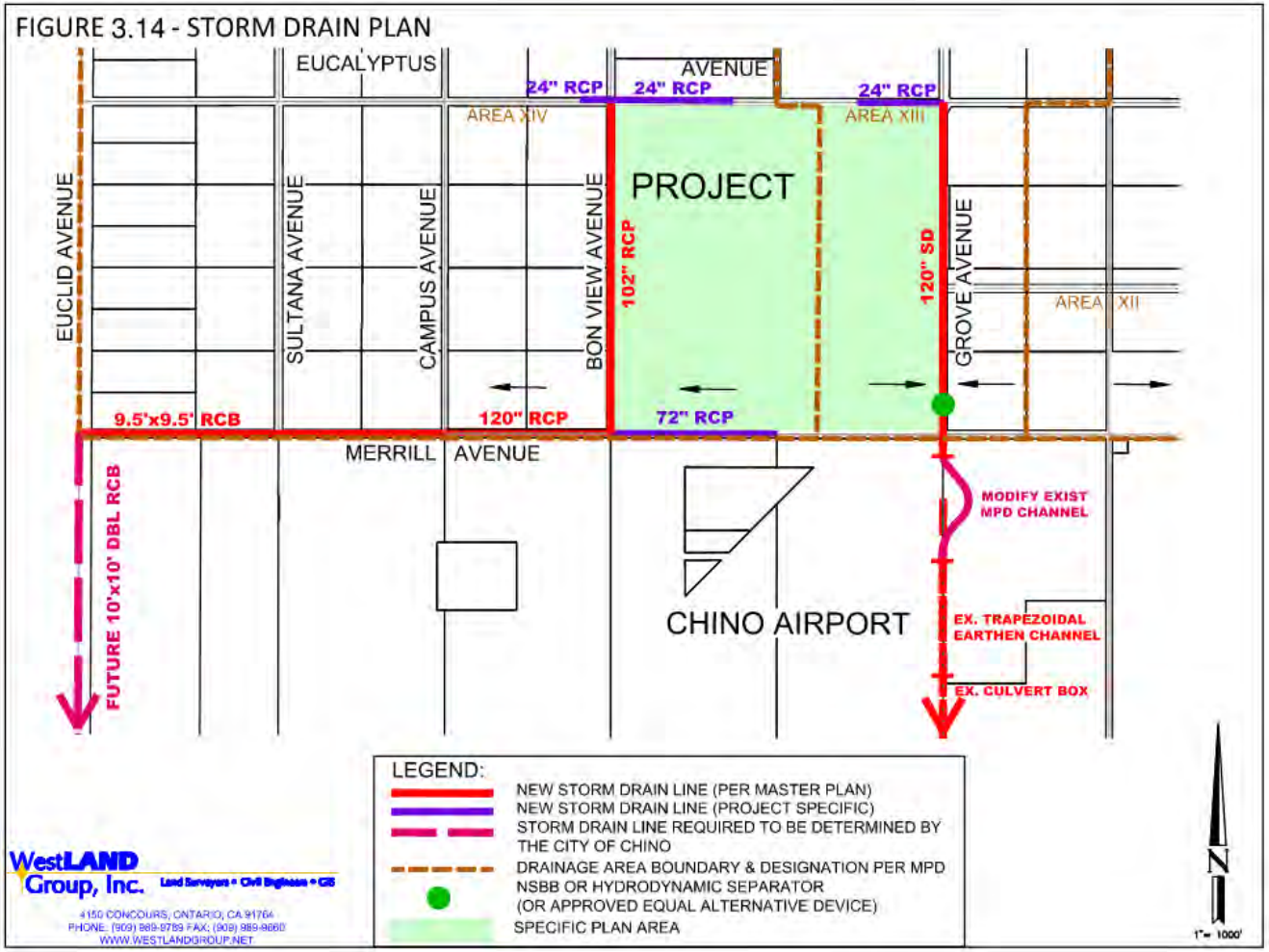
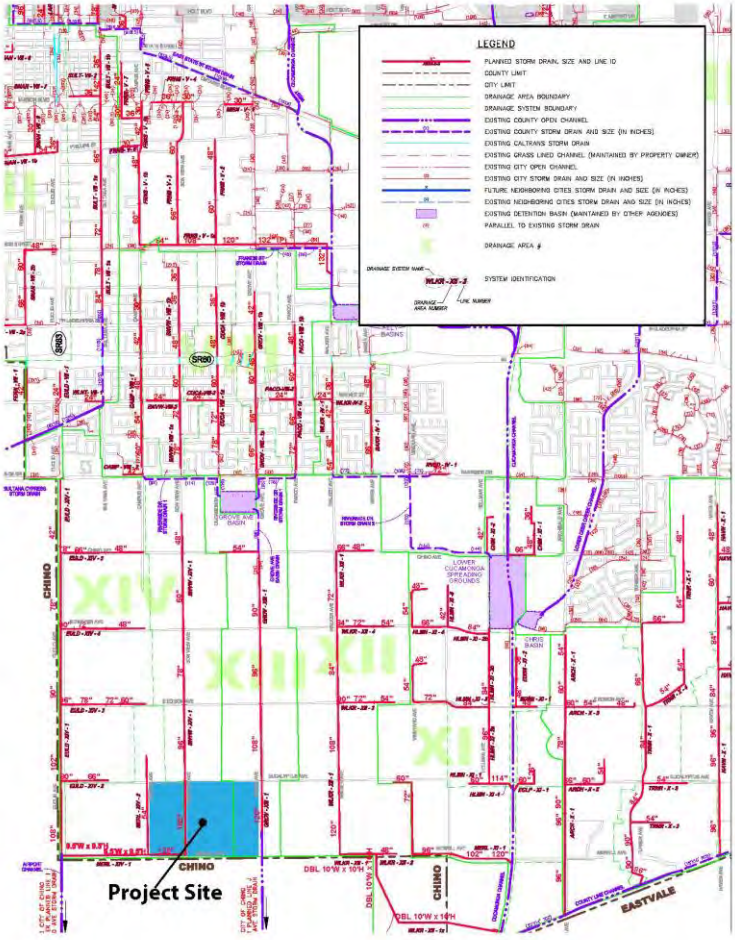

FIGURE 3.14 - STORM DRAIN PLAN
EUCALYPTUS AVENUE
24" RCP
24" RCP
24" RCP
AREA XIV
AREA XIII
PROJECT
EUCLID AVENUE
SULTANA AVENUE
CAMPUS AVENUE
54" RCP
BON VIEW AVENUE
102" RCP
120" SD
GROVE AVENUE
AREA XII
9.5'x9.5' RCB
120" RCP
60" RCP
MERRILL AVENUE
MODIFY EXIST MPD CHANNEL
FUTURE 10'x10' DBL RCB
CHINO AIRPORT
EX. TRAPEZOIDAL EARTHEN CHANNEL
EX. CULVERT BOX
LEGEND:
NEW STORM DRAIN LINE (PER MASTER PLAN)
NEW STORM DRAIN LINE (PROJECT SPECIFIC)
STORM DRAIN LINE REQUIRED TO BE DETERMINED BY THE CITY OF CHINO
DRAINAGE AREA BOUNDARY & DESIGNATION PER MPD
NSBB OR HYDRODYNAMIC SEPARATOR (OR APPROVED EQUAL ALTERNATIVE DEVICE)
SPECIFIC PLAN AREA
N
1"= 1000'

FIGURE 3.14 - STORM DRAIN PLAN

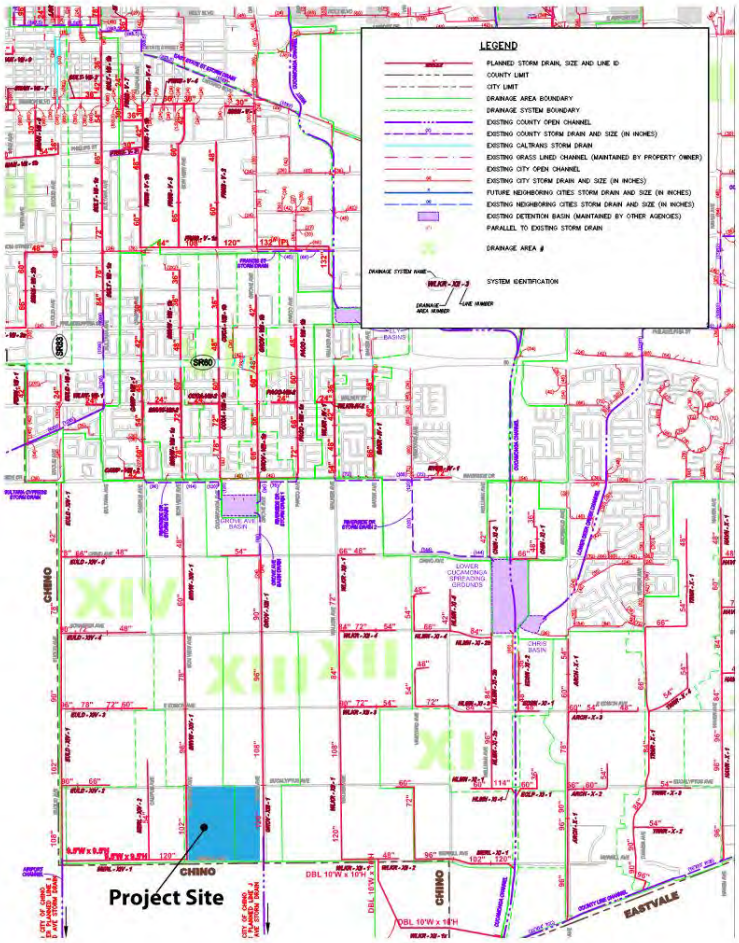


City of Ontario Planned Drainage Facilities



South Ontario Logistics Center Specific Plan **Figure 3.15**

City of Ontario Planned Drainage Facilities



South Ontario Logistics Center Specific Plan **Figure 3.15**

New development within the Specific Plan area will utilize a variety of Low Impact Development site drainage designs to manage stormwater, including but not limited to retention/infiltration basins, trenches and swales, and above ground and/or below ground bio-treatment systems. Development projects within the Specific Plan area will comply with the latest Low Impact Development guidelines and incorporate features including but not limited to:

- Landscape designs that promote water retention and incorporation of water conservation elements such as use of native plants and drip irrigation systems;
- Permeable surface designs in areas with low traffic;
- Parking lots that drain to landscaped areas to provide retention and infiltration, or bio-treatment where infiltration is infeasible;
- Limited soil compaction during grading operations within landscaped storm water infiltration areas of not more than 80 percent compaction.

Prior to the issuance of a grading or construction permit, a Storm Water Pollution Prevention Plan (SWPPP), Erosion & Sediment Control Plan sheets, and a WQMP shall be prepared and approved. The SWPPP and Erosion & Sediment Control Plan Sheets shall identify and detail all appropriate BMP's to be implemented or installed during construction of the project, and the WQMP shall describe all post-construction BMP's designed to address water quality and quantity of runoff for the life of the project.

~~3.10~~3.9 Public Services

This sub-section addresses public services within the Specific Plan area, including police, fire and solid waste disposal services.

~~3.10.1~~3.9.1 Police

The City of Ontario will provide police services to the Specific Plan area. The closest police station is located approximately five miles north of the Specific Plan area at 2500 S. Archibald Avenue, just south of SR-60. This station is also the City of Ontario Police Department headquarters.

3.9.2 Fire

The City of Ontario will provide fire protection services to the Specific Plan area. The Ontario Fire Department currently has eight stations, which are staffed with eight four-person paramedic engine companies and two four-person truck companies. The closest operational fire station, Station 2, is located at 544 W. Francis Street, approximately four miles north of the Specific Plan area.

3.9.3 Solid Waste Disposal

The City of Ontario will provide solid waste services to the Specific Plan area. The City offers a full array of commercial and industrial services designed to meet the business community's needs. Solid waste facilities follow the "Solid Waste Department Refuse and Recycling Planning Manual." The Manual establishes the City of Ontario's requirements for refuse and recycling storage and access for service, as well as addresses the City's recycling goals. The Mid-Valley Landfill is the nearest County of San Bernardino landfill located at 2390 N. Alder Avenue in the City of Rialto, approximately 20 miles northeast of the Specific Plan area.

~~3.11~~3.10 Phasing Plan

Development phasing of the Specific Plan area will be determined by the landowner and/or developer based upon real estate market conditions. Phasing sequencing is subject to change over time to respond to various market and local factors and as such, individual phases may overlap or develop concurrently. Phasing will occur as appropriate levels of infrastructure are provided. Infrastructure improvements, as required and approved by the City Engineer to support the development, shall be installed by the developer.

Figure 3.16, Conceptual Phasing Plan, describes ~~two~~ one general phase~~s~~ of development for South Ontario Logistics Center.

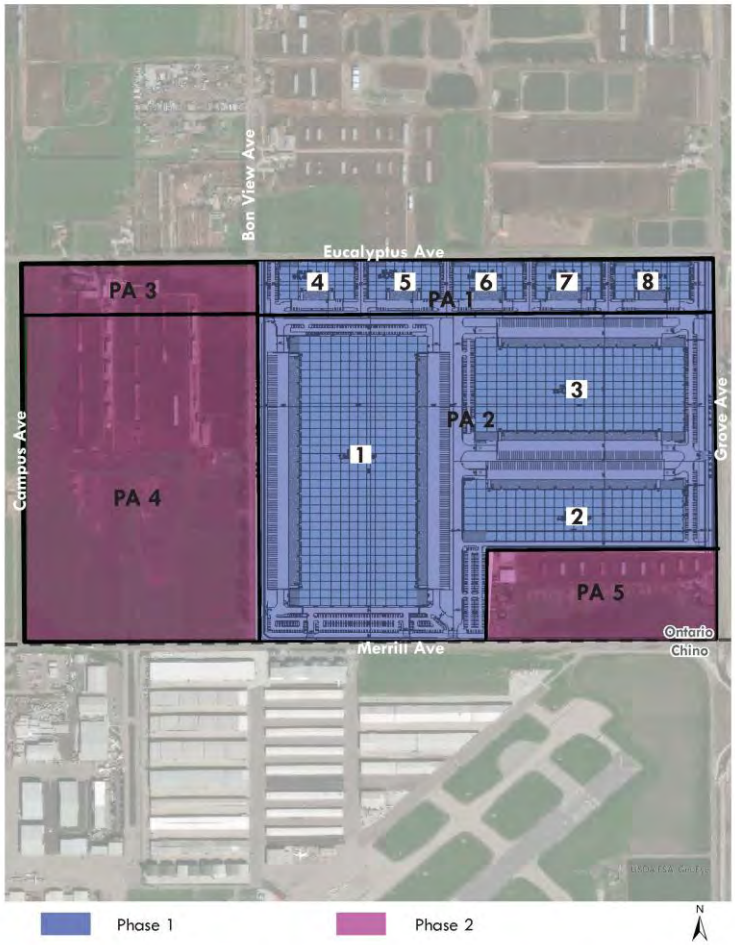
Phase 1: Phase 1 consists of the construction of Buildings 1 through 10~~8~~ as numbered in the Conceptual Site Plan and includes the Development Plan (PAs 1 and 2). This phase may be developed in several sub-phases in response to market demands and according to the logical and orderly completion of infrastructure improvements.

~~**Phase 2:** Phase 2 consists of the balance of the Project site (PAs 3, 4, and 5) .~~

Specific Plan backbone infrastructure shall be installed by the project developer, in accordance with the applicable City-adopted infrastructure plan for the area, as well as the provisions of this Specific Plan and an approved Development Agreement. Final grading and infrastructure improvements will be completed in accordance with the approved Development Agreement and City Engineer approval. Fair share responsibilities for improvements shall be addressed in a Development Agreement with the City of Ontario.

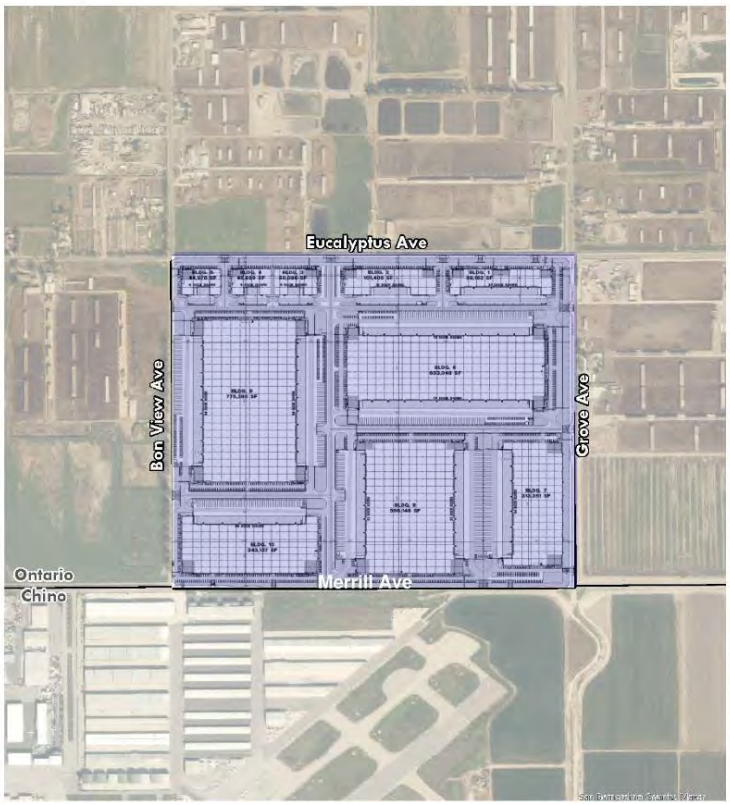
All the Specific Plan required infrastructure can be found in Section 3.3 (Figure 3.7 and 3.7a) for Potable Water, Section 3.4 (Figure 3.9) for Recycled Water, Section 3.5 (Figure 3.11) for the Sewer Plan, Section 3.7 (Figure 3.13) for the Fiber Optic Plan, and Section 3.8 (Figure 3.14) for the Storm Drain Plan. Phasing will be determined per separate Development Agreement.

Conceptual Phasing Plan



South Ontario Logistics Center Specific Plan **Figure 3.16**

Conceptual Phasing Plan



Phase 1

N

South Ontario Logistics Center Specific Plan **Figure 3.16**

4.0 LAND USE AND DEVELOPMENT STANDARDS

This chapter identifies allowable uses and development standards including building height, setbacks, lot coverage, parking, and landscape within the Specific Plan area. These regulations are intended to create a harmonious relationship among development within the Specific Plan area and with surrounding land uses as well as to protect the health, safety, and general welfare of the community.

4.1 General Provisions

Upon adoption of this Specific Plan, the allowable land uses and development standards within this document become the governing zoning for new construction, additions, or remodels within the Specific Plan area. However, in reviewing individual projects requiring discretionary approval, additional conditions may be applied by the approving body to accomplish the goals and objectives of this Specific Plan.

4.2 Allowable Uses

Table 4.1 (Allowable Uses) provides the land uses, activities, and facilities allowed within the Specific Plan's BP (Business Park) and IG (Industrial - General) Zoning Districts discussed in Chapter 3. These uses include a variety of industrial-serving commercial, low-intensity office, technology, light manufacturing, and warehouse/distribution uses that are compatible with the site's location within Safety Zone 6 of the Chino Airport. The letters/symbols used in Table 4.1 shall have the following meanings:

"P" - Permitted Land Uses

A Permitted Use (P) is permitted by right and may be established as the primary use of a building without the need for discretionary approval. Permitted Uses are subject to the development standards and guidelines applicable to the zoning district in which the use is located.

"C" - Conditionally Permitted Land Uses

A Conditionally Permitted Use (C) is permitted upon issuance of a Conditional Use Permit (CUP) pursuant to Section 4.02.015 of the Ontario Development Code and City processing procedures.

"A" - Administratively Permitted Land Uses

An Administratively Permitted Use (A) is permitted upon issuance of an Administrative Use Permit (AUP) pursuant to Section 4.03.015 of the Ontario Development Code and City processing procedures.

"—" - Prohibited Land Uses

A land use indicated with a "—" symbol is prohibited within the zoning district.

Land Uses Not Listed

A land use not listed in Table 4.1 shall be considered a prohibited land use. For land uses similar to those listed in Table 4.1, but not expressly stated in this Specific Plan, the City of Ontario Planning Director or his/her designee shall have the authority to make a determination of the applicability of similar land uses.

Table 4.1: Allowable Uses

Land Use	BP District	IG District
AGRICULTURAL USES		
Commercial Crop Production and Farming[1]	C	P
Community Gardens, Urban Farms, and Related Uses	A	A
Kennels and Catteries	--	P
RESIDENTIAL USES		
Caretaker's Unit (not to exceed 1,000 square feet)	A	A
CONSTRUCTION		
Contractors (e.g., building construction, site preparation, capital improvement projects)		
• Completely within enclosed building	P	P
• With outdoor storage	--	P
MANUFACTURING		
Apparel Manufacturing	P	P
Artisan Crafts (made by hand) such as glassworks, jewelry, pottery	P	P
Beverage Manufacturing	--	C
Chemical Manufacturing (excludes pesticides and fertilizers)	--	C
Computer and Electronic Product Manufacturing	P	P
Electrical Equipment, Appliance and Component Manufacturing	P	P
Fabricated Metal Product Manufacturing	--	P
Ammunition and Arms Manufacturing	C	C
Food Manufacturing, General (but excluding animal slaughtering and processing and seafood product preparation and packaging)	--	C
Food Manufacturing, Limited (bread, tortillas, snack foods, roasted nuts and peanut butter, coffee, tea, flavoring syrup, seasoning and dressing, spice extract)	C	C
Furniture and Related Product Manufacturing	P	P
Glass and Glass Product Manufacturing	--	C
Leather and Allied Product Manufacturing (excluding leather and hide tanning and finishing)	P	P
Machinery Manufacturing	--	P
Miscellaneous Manufacturing (medical equipment and supplies, jewelry, sporting goods, toys, office supplies, signs, etc.)	P	P
Paper Manufacturing	--	C
Pharmaceutical and Medicine Manufacturing (excludes biological product manufacturing)	C	C
Printing and Related Support Activities	P	P
Primary Metal Manufacturing	--	C
Petroleum and Coal Products Manufacturing	--	C
Plastics Product Manufacturing	--	C
Rubber Product Manufacturing	--	C
Textile Mills	--	C
Textile Product Mills	--	C
Transportation Equipment Manufacturing	--	P
Wood Product Manufacturing	--	C

Table 4.1: Allowable Uses

Land Use	BP District	IG District
WHOLESALE TRADE		
Merchant Wholesalers, Durable Goods - General (includes motor vehicles and parts, lumber and construction materials, metals and minerals other than petroleum, and machinery equipment and supplies)	--	P
Merchant Wholesalers, Durable Goods - Limited (includes furniture and home furnishings, professional and commercial equipment and supplies, hardware, plumbing, and heating equipment and supplies)	P	P
Merchant Wholesalers, Nondurable Goods (excludes industrial gases, petroleum bulk stations and terminals, and fireworks and explosives merchant wholesalers)	--	P
Wholesale Electronic Markets, Agents and Brokers (excludes automobile auctions)	P	--
HEALTH CARE AND SOCIAL ASSISTANCE		
Ambulatory Health Care Services	P	--
Child Day Care Services (Commercial Facilities)	--	--
Child Day Care Services (Employer Provided Services)	--	--
Medical Office	P	--
Vocational Rehabilitation Services	C	--
COMMERCIAL USES		
Information		
Broadcasting	P	P
Data Processing, Health, and Related Services	P	P
Publishing Industries	P	P
Motion Picture and Sound Recording Facilities (excludes movie theaters)	P	P
Recording and sound studios	P	--
Telecommunication Facilities	P	P
Eating and Drinking Places, and Food Services		
Alcoholic beverage sales for consumption on the premises (includes all retailers on-sale licenses issued by the State of California Department of Alcoholic Beverage Control)	C	--
Food Bank or Meal Delivery Services	C	C
Restaurant		
• Without drive-thru	P	--
• With drive-thru	C	--
Motor Vehicle Mechanical and Electrical Repair and Maintenance		
Servicing Facilities (limited to retail-oriented services, such as emissions testing, battery replacement and other similar retail activities that involve the limited use of pneumatic tools or equipment that creates noise impacts)	P	--

Table 4.1: Allowable Uses

Land Use	BP District	IG District
General Repair Facilities (includes general motor vehicle mechanical and electrical repair and maintenance of air conditioning, brakes, cooling, electric, exhaust, fuel, suspension system, engine, transmission, and drive train)		
• General Repair Facilities - Automobile, Light Truck and Van Repair and Maintenance	C	C
• General Repair Facilities- Large Truck, Bus and Similarly Large Motor Vehicle Repair and Maintenance	--	C
Automotive Body, Paint, Interior and Glass Repair		
• Automobile, Light Truck and Van Body, Paint, and Interior Repair and Customization	C	C
• Minor Customization Work (limited to the "bolt-on" replacement or addition of parts only -- no body or paint work is allowed)	C	C
• Large Truck and Bus Body, Paint, and Interior Repair and Maintenance	--	C
Personal Services		
Couriers and Messengers	P	P
Commercial and Industrial Machinery and Equipment Repair and Maintenance (except automotive and electronic)	--	P
Electronic and Precision Equipment Repair and Maintenance	P	P
Fitness and Recreational Sports Center		
• Gross Floor Area less than 10,000 square feet	P	--
• Gross Floor Area 10,000 square feet or more	C	--
Industrial Laundry and Linen Supply	C	C
Personal and Household Goods Repair and Maintenance	P	P
Pet Boarding and Kennels		
• Day only (e.g., Doggie Daycare)	C	--
• Overnight Stays	C	--
Postal Services	P	P
Passenger Car Rental and Leasing	C	--
Truck, Utility Trailer, and Recreational Vehicle Rental and Leasing	C	P
Offices		
Administrative and Support Services	P	--
Finance and Insurance Offices	P	--
Management of Companies and Enterprises	P	--
Office Ancillary to a Primary Industrial Use (less than 10% of GFA)	P	P
Professional, Scientific, and Technical Services (e.g., accounting, tax preparation, architecture, bookkeeping, legal, engineering, consulting)	P	--
Real Estate Offices	P	--

Table 4.1: Allowable Uses

Land Use	BP District	IG District
Retail		
Alcoholic beverage sales for consumption off the premises (includes all retailers off-sale licenses issued by the State of California Department of Alcoholic Beverage Control)	C	--
Auction Houses	C	--
Automotive Parts and Accessories (including tires)	P	--
Convenience stores (without alcoholic beverage sales)	P	--
Gasoline Fueling Station with or without Convenience Store (without alcoholic beverage sales)	C	--
Internet Fulfillment/Warehousing/Distribution (E-Commerce)	P	P
Industrial Retail Sales (retail sales of goods and/or products either manufactured, warehoused or wholesaled on-site)		
• Maximum 15% of building floor area or 8,000 square feet, whichever is less	A	A
• Over 15% of building floor area or 8,000 square feet	C	C
Non-Store Retailers (includes electronic shopping and mail-order houses, vending machine operators, and other direct selling establishments excluding fuel/petroleum dealers)	P	P
WAREHOUSING		
Warehousing and Storage (General and Other)		
• Completely within enclosed building	P	P
• Outdoor Storage Accessory to an Allowed Use	A	A
• Outdoor Storage as the Primary Use	--	C
Refrigerated Warehousing and Storage	P	P
OTHER		
Religious Assembly	C	--
Parking Facilities	P	--
Vocational/Trade Schools	C	C

Notes:
1. Excluding Commercial Crop Production of Marijuana
2. P=Permitted, C= Conditionally Permitted, A=Administratively Permitted, "—"=Prohibited
3. Refer to the Specific Plan EIR and Ontario International Airport Land Use Compatibility Plan (ONT ALUCP) for additional development criteria and policies that may affect allowable land uses.

4.3 Conceptual Site Plan

The conceptual site plan for the South Ontario Logistics Center Specific Plan is presented in Figure 4.1. Under this conceptual plan, Planning Area 1 (Business Park Zoning District) is developed with five buildings totaling ~~464,820~~340,313 square feet (SF) and Planning Area 2 (Industrial – General Zoning District) is developed with ~~three~~ five buildings totaling ~~2,462,135~~2,681,062 SF (Table 4.2). Cumulatively, the ~~eight~~ ten buildings depicted in the conceptual site plan provide 3,021,375~~2,926,955~~ SF of development.

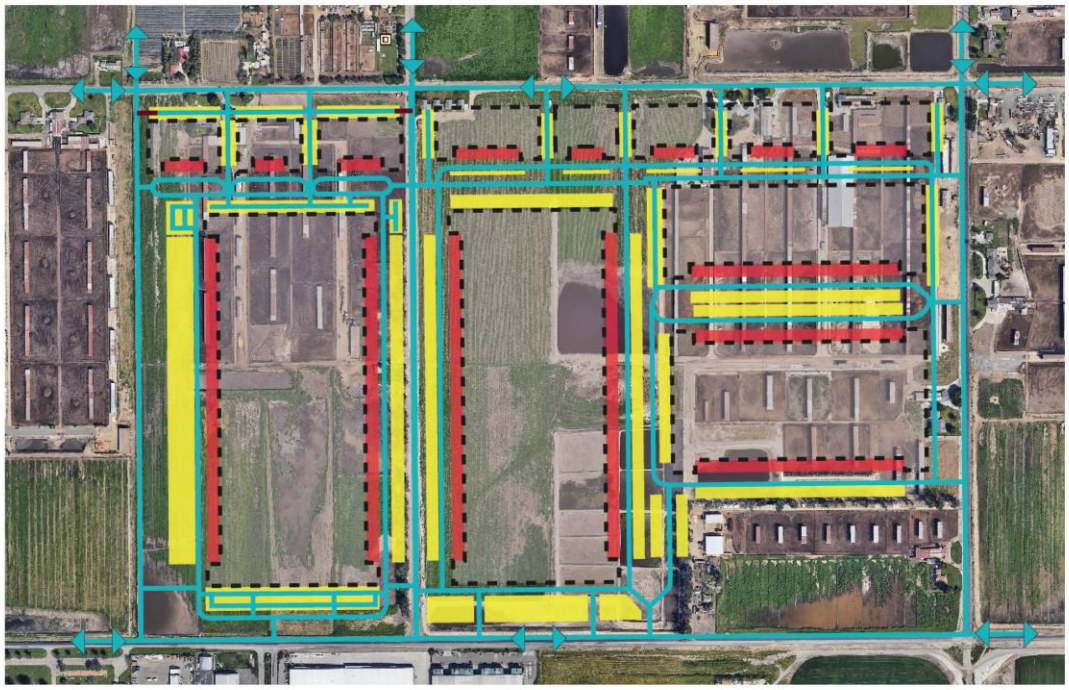
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The conceptual site plan reflects current market trends, site conditions, and planned infrastructure. However, the conceptual site plan may be modified provided it does not exceed the maximum building area presented in Table 3.1 and complies with this Specific Plan and applicable provisions of the City of Ontario Development Code.

Table 4.2 Conceptual Site Plan

Planning Area	SP Zoning District	Site Acreage	Proposed Conceptual Building Square Footage
1	BP	23.65	~~464,820~~340,313 SF
2	IG	~~107.34~~124.2	~~2,462,135~~2,681,062 SF
TOTAL		**~~130.34~~147.85**	**~~2,926,955~~3,021,375 SF**

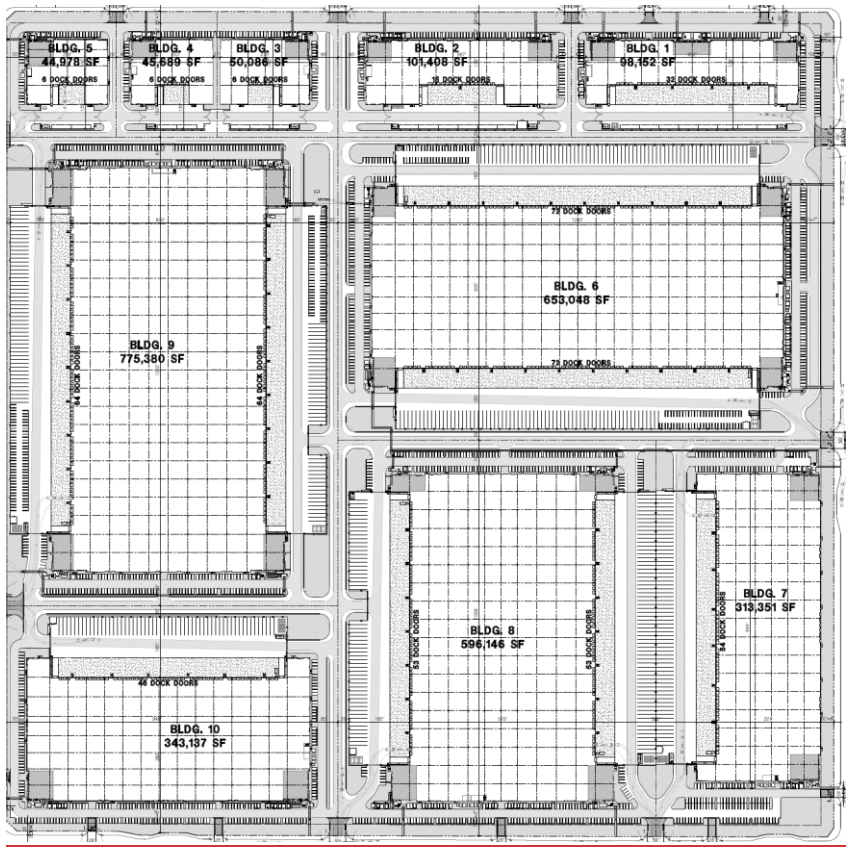
Conceptual Site Plan



South Ontario Logistics Center Specific Plan

Figure 4.1

Conceptual Site Plan



South Ontario Logistics Center Specific Plan **Figure 4.1**

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4.4 Development Standards

Table 4.3 (Development Standards) provides a summary of the development standards applicable to the land uses, structures, and related improvements located within the Specific Plan area. Refer to the Ontario Development Code for any standard not addressed in Table 4.3.

Table 4.3 Development Standards

Development Standard	Zoning District	
	BP	IG
Minimum Lot Area	10,000 sq ft	20,000 sq ft
Minimum Lot Dimensions		
1. Lot Width	100 ft	100 ft
2. Lot Depth	100 ft	100 ft
Maximum Floor Area Ratio	0.60	0.55
Maximum Building Footprint [1]	125,000 sq ft	N/A
Minimum Landscape Setback		
1. Grove Avenue	20 ft	20 ft
2. Eucalyptus Avenue	23 ft	N/A
3. Merrill Avenue	N/A	23 ft
4. Bon View Avenue	10 ft	10 ft
5. Interior Side	N/A	N/A
6. Interior Rear	N/A	N/A
Minimum Building Setback [2]		
1. Grove Avenue	20 ft	20 ft
2. Eucalyptus Avenue	23 ft	N/A
3. Merrill Avenue	N/A	23 ft
~~4. Campus Ave~~	~~10ft~~	~~10ft~~
~~4.~~5. Bon View Avenue	10 ft	10 ft
~~5.~~6. Interior Side	10 ft	10 ft
~~6.~~7. Interior Rear	10 ft	10 ft
Minimum Parking Space and Drive Aisle Separations[3,4,7]		
1. Parking Space or Drive Aisle to Street Property Line	20 ft	10 ft
2. Parking Space or Drive Aisle to Interior Property Line	5 ft	5 ft
3. Parking Space to Buildings, Walls, and Fences	Areas adjacent to public entries and office areas: 10 ft Areas adjacent to other building areas: 5 ft Within screened loading and storage yard areas: 0 ft	
4. Drive Aisles to Buildings, Walls, and Fences	5ft	5ft
5. Drive Aisles within Screened Loading and Storage Yard Areas	0 ft	0 ft

Table 4.3 Development Standards

Development Standard	Zoning District	
	BP	IG
Maximum Building Height [5,6]	45 ft	55 ft
Minimum Landscape Coverage	15%	10%
Walls, Fences, and Hedges	Per Ontario Development Code Division 6.02 (Walls, Fences, and Obstructions) and Section 5.5 (Buffering and Screening) of the Design Guidelines in Chapter 5.	

Notes:

1. Maximum building footprint limit is applicable only to buildings that front onto a public right-of-way.
2. Setback areas shall be measured from the property line and shall be landscaped.
3. Within yard areas fully screened by a decorative wall, there shall be no minimum drive aisle or parking space setback required, unless adjacent to residentially zoned properties.
4. The minimum separation area between a building, wall, or fence and a parking space or drive aisle shall be fully landscaped. The separation area may include pedestrian walkways, as necessary; however, a minimum 5-foot wide planter area shall be maintained between a building wall and a pedestrian walkway. The minimum separation dimension shall not include any area devoted to vehicle overhang.
5. Architectural projections, mechanical equipment, and focal elements may be allowed to exceed the maximum height up to 25 percent above the prescribed height limit.
6. The maximum building height and floor area ratio may be restricted pursuant to the Ontario International Airport Land Use Compatibility Plan (ONT ALUCP) and The Chino Airport Land Use ~~Comprehensive~~ Compatibility Plan. Refer to the ALUCP for properties affected by airport safety zones for additional development criteria and policies that may affect allowable land uses.
7. The use of surrounding roads, drive aisles and truck parking lots to address the open land requirement for the Chino Airport Overlay zone is discussed in Chapter 2 (Section 2.2, Airport Influence Areas).

Table 4.4 (Off-Street Parking and Loading Design Standards) establishes the design standards for off-street parking in the Specific Plan area. Refer to the Ontario Development Code for any parking-related standard not addressed in Table 4.4.

Table 4.4: Off-Street Parking and Loading Design Standards

Development Standard	Requirement
Parking space dimensions	
1. Standard parking	9 feet wide by 18 feet long
2. Tractor trailer parking	12 feet wide by 45 feet long
3. At grade loading space	12 feet wide by 18 feet long
Minimum aisle width for 90-degree parking	24 feet
Maximum gradient at parking space	5 percent measured in any direction
Dock-high loading facilities	

Table 4.4: Off-Street Parking and Loading Design Standards

Development Standard	Requirement
1. Dock high door loading space	12 feet wide by 45 feet long with 14-foot minimum vertical clearance measured from finished surface of loading dock.
2. Truck maneuvering area	Meet the minimum practical turning radius of a 53-foot semi-trailer/tractor combination.

Table 4.5 (Required Number of Parking and Loading Spaces) specifies the number of parking spaces that must be provided according to land use. For a use not specified in the table, refer to the Ontario Development Code, Table 6.03-1, Off-Street Parking Requirements.

Table 4.5: Required Number of Parking and Loading Spaces

Land Use	Number of Required Spaces
Multi-tenant business park	Per 1,000 square feet of gross floor area: • 3 spaces • Required parking for "general office" when exceeding 10% of gross floor area • One tractor trailer parking space per 4 dock-high loading doors
General office when exceeding 10 percent of building gross floor area	4 spaces per 1,000 square feet of gross floor area of office use
Industrial speculative building	Per 1,000 square feet of gross floor area: • Up to 50,000 square feet: 1.85 spaces • 50,001 – 100,000 square feet: 1 space • 100,001 square feet and over: 0.5 space • One tractor trailer parking space per 4 dock-high loading doors. • Plus required parking for "general business offices" and other associated uses, when those uses exceed 10 percent of the building gross floor area.
Manufacturing	1.85 spaces per 1,000 square feet of gross floor area • plus one tractor trailer parking space per 4 dock-high loading doors. • Plus required parking for "general business offices" and other associated uses, when those uses exceed 10 percent of the building floor area.
Restaurant (including outdoor seating area up to 25 percent of gross floor area)	• Under 2,000 square feet: 5 spaces per 1,000 square feet of gross floor area • More than 2,000 square feet: 10 spaces per 1,000 square feet of gross floor area
Warehousing and distribution (including associated office use if less than 10 percent of building gross floor area)	• First 20,000 square feet: 1 space per 1,000 square feet of gross floor area • Additional square feet: 0.5 space per 1,000 square feet of additional gross floor area

	• Plus one tractor trailer parking space per 4 dock-high loading doors • Plus required parking for "general office" and other associated uses when exceeding 10 percent of the building gross floor area

Sufficient off-street loading and unloading spaces shall be provided on each development site, and adequate provisions and space shall be made for maneuvering freight vehicles and handling freight. Loading activity, including turnaround and maneuvering, shall be made on site. Buildings, structures, and loading facilities shall be designed and placed on the site so that vehicles, whether rear loading or side loading, may be loaded or unloaded at any loading dock, door, or area without extending beyond the property line.

5.0 DESIGN GUIDELINES

This chapter identifies conceptual themes for site planning, architecture, and landscape design within the Specific Plan area. The guidelines are intended to ensure a cohesive and attractive development that meets the following objectives:

1. Demonstrates high-quality development that complements and integrates into the community and adds value to the city.
2. Creates a functional and sustainable development that ensures South Ontario Logistics Center is regionally competitive and appropriate within the Ontario Ranch community.
3. Illustrates the distinctive characteristics of its two zoning districts: Business Park (BP) District (Planning Area 1 ~~and 3~~) and Industrial - General (IG) District (Planning Area 2~~, 4 and 5~~).
4. Establishes criteria for building design and materials, landscape design, and site design that provide guidance to developers, builders, architects, landscape architects, and other professionals preparing plans for construction.
5. Provides guidance to City staff and the Planning Commission in the review and evaluation of future development projects in the South Ontario Logistics Center Specific Plan area.
6. Incorporates construction and landscape design standards that promote energy and water conservation strategies.
7. Implements the goals and policies of The Ontario Plan and the intent of the Ontario Development Code.

5.1 Site Design

Site design within Planning Area 1 ~~and 3~~ (BP District) and Planning Area 2~~, 4 and 5~~ (IG District) shall incorporate the following design features.

Key provisions include:

1. Provide a well-organized site plan that emphasizes pedestrian connectivity and attractive landscape areas for the public through the location and arrangement of buildings, circulation, and parking areas.
2. Orient buildings towards street frontages to create an inviting public perimeter.
3. Provide visible pedestrian access to buildings from the street, parking areas, and perimeter sidewalks through signage, prominent architectural features, and landscape design.
4. Employ enhanced paving, accent trees, and other landscape features that highlight major building entries.
5. Design drive aisles to minimize impact to pedestrians, provide adequate stacking space, and prevent queuing of vehicles onto public streets.

6. Locate visitor and short-term parking areas at the front and sides of buildings near primary building entrances.
7. Create small parking clusters through the design and placement of landscape areas, drive entrances, and/or buildings to avoid large, visually dominant parking lots.
8. Locate loading and storage areas away from streets when feasible, ensure adequate space for vehicle backing and maneuvering on-site, and provide adequate parking for loading vehicles so normal traffic flow is not impeded.
9. Screen parking areas and loading docks facing the street using landscape buffers planted with screen trees and drought-tolerant vegetation.
10. Orient and screen elements such as trash enclosures, loading bay doors, and service docks to minimize their visibility.
11. Locate service entrances to avoid conflict with front entries.
12. Place electrical rooms and transformers away from front entries and street views.

5.2 Architectural Design

The building design, materials, colors, and textures establish its theme and character. Architecture shall be compatible and complementary with other buildings within the Specific Plan area; however, design diversity is encouraged to provide visual interest. Although development within Planning Area 1~~ and 3~~ (BP District) and Planning Area 2~~, 4 and 5~~ (IG District) differ in building height and scale, similar design concepts apply as follows.

Key provisions include:

1. Ensure scale, massing, fenestration, materials, and colors are consistent with the building's architectural style and compatible with the overall design in the Specific Plan area.
2. Avoid blank walls by providing articulation on building elevations visible from the public right-of-way through elements such as cornices, parapets, expression lines, and changes in materials and/or colors.
3. Provide the greatest level of articulation on the front facades that are visible from the public rights-of-way and the main entrances.
4. Design entry features as a significant aspect of a building's overall composition through massing, detailing, architectural treatments, and/or special materials and colors.
5. Employ recessed or covered building entrances to provide shade and visual relief.
6. Design office buildings, business parks, and office areas of industrial or warehouse buildings with an emphasis on the use of windows, architectural details, and building articulation.
7. Integrate the design of industrial/warehouse office areas into the overall building composition so they create powerful architectural statements and not visually disjointed "add-ons".
8. Employ a minimum of four different colors, materials, and/or textures on each building.
9. Avoid terminating a change in material or color at a building edge; instead, select a logical termination point in relation to the architectural features or massing.
10. Paint exposed downspouts, service doors, and mechanical screens the same color as the adjacent wall.
11. Elevations to the front of buildings across Eucalyptus Ave shall be additionally enhanced due to residential land use designation across the street.



Planning Area 1 Architectural Design Examples









Planning Area 2 Architectural Design Examples





5.3 Landscape Design

Conceptual landscape plans encourage durable landscape materials and designs that enhance the aesthetics of structures, create and define public and private spaces, and provide shade and environmental benefits. The following guidelines ensure that intersection sight lines and pedestrian safety are preserved. Landscaping plans within the Specific Plan area shall comply with the City of Ontario "Landscape Development Guidelines", the "Standard Drawings" and "Traffic and Transportation Guidelines" for sight-distance.

Key provisions include:

1. Landscape and irrigate all areas of the site not covered by buildings, structures, paving, or impervious surfaces.
2. Design and grade projects to direct storm runoff from building roofs and paved areas into swaled landscape areas for retention/infiltration. Landscape areas may be used for storm water basins and swales at no greater than 45~~5~~0 percent of the available landscape area and may not obstruct the mature root zone of required tree locations.
3. Provide shade for expanses of paving, building walls, roofs, and windows with irrigated shade trees located in appropriate areas where space permits to reduce the impacts of heat gain.
4. Design parking lot landscaping to reduce associated heat buildup, improve aesthetics, and integrate with on-site landscape and adjacent streetscape.
5. Use landscaping to aid in the screening and buffering of mechanical equipment, trash collection areas, loading docks, and outside storage areas from public view.
6. Coordinate utilities with landscape plans by showing utilities on plans to ensure placement clear of required tree locations. Utilities such as backflow devices and transformers shall be screened using landscaping that provides at least 75 percent coverage. Backflow devices and transformers shall be located at least five feet from hardscape to ensure space for landscape screening.
7. Prepare landscape plans that meet the requirements of the Landscape Development Guidelines and provide for the efficient use of water. Plants shall be selected and planted based upon their adaptability to the climate and topographical conditions of the project site.
8. Select drought-tolerant plants such as colorful shrubs and groundcovers, ornamental grasses and succulents, evergreen and deciduous trees, and species native to Southern California or naturalized to the local arid climate.
9. Incorporate water conservation features in landscape and irrigation plans.
10. Place a landscape planter island every ten parking spaces for single row and every five for double row~~within~~ parking lots. Planter islands shall be at least five feet in width exclusive of curbs and the same length as the abutting parking space. Planter islands shall include at least one tree, appropriate shrubs, and groundcover. A tree shall be provided, one for every four parking spaces. Parking areas located behind screen walls shall not be subject to this provision.
11. Provide a minimum dimension of five feet exclusive of curbs for all landscape areas, except for vine pockets.

12. Space living plant materials less than or equal to the mature plant diameter. Non-living ornamental landscape materials may comprise a maximum of five percent of the landscape area requirements and shall be permeable.

5.3.1 Streetscapes

Streetscape design creates an aesthetically pleasing view for pedestrians, cyclists, and motorists, screens parking and loading areas from the public right-of-way, and integrates the development into the surrounding community. The following streetscape designs are conceptual only; final grading, plantings, and tree locations shall be determined on a project-by-project basis.

5.3.1.1 Grove Avenue Streetscape

Grove Avenue features a 28-foot wide landscaped median, 7-foot wide parkways, 5' wide sidewalk, 5' landscape buffer, within a 40' neighborhood edge and a 20-foot wide landscape setbacks. An 8' multipurpose trail is located on the east side. (Figure 5.1). Tree species along Grove Avenue include *Platanus acerifolia* 'Bloodgood' in the parkway, alternating Cercis occidentalis and Platanus acerfolia 'Bloodgood' groups behind the sidewalk and Pinus eldarica and Cercis occientalis in the median.



FIGURE 5.1: **GROVE AVENUE CONCEPTUAL STREETSCAPE**

5.3.1.2 Eucalyptus Avenue Streetscape

The typical Eucalyptus Avenue section will feature a 12-foot wide parkway and 23-foot wide landscape setback to create a 35-foot Neighborhood Edge. The parkway will include a 7-foot wide curb-adjacent landscape strip generally planted with trees and groundcover and a five-foot wide sidewalk. An eight-foot wide multi-purpose trail is located on the north side. A five-foot wide on-street Class II bike lane is located

on the south side. Tree species along Eucalyptus Avenue will include Pistache trees in the parkway and behind the sidewalk alternating with groups of Podocarpus gracilior trees. The Neighborhood Edge creates a buffer along the Specific Plan boundary as well as a visual statement (Figure 5.2).

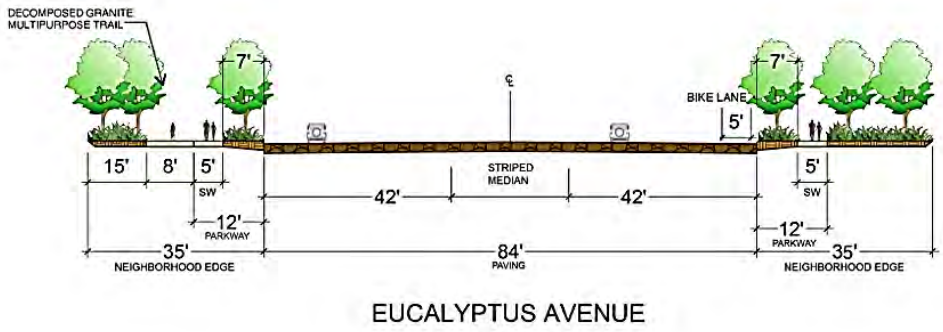


FIGURE 5.2: **EUCALYPTUS AVENUE CONCEPTUAL STREETSCAPE**

5.3.1.3 Merrill Avenue Streetscape

The typical Merrill Avenue section on the north side of the street will feature an eight-foot wide on-street Class II bike lane, 12-foot wide parkway, eight-foot wide multi-purpose trail and 23-foot wide landscape setback. The parkway will include a seven-foot wide curb-adjacent landscape strip and a five-foot wide sidewalk. Tree species along Merrill Avenue will include Quercus agrifolia in the parkway and behind the sidewalk alternating with Cercis canadensis 'Forest Pansy.' The parkway and landscape setback will combine to form the 35-foot Neighborhood Edge buffer

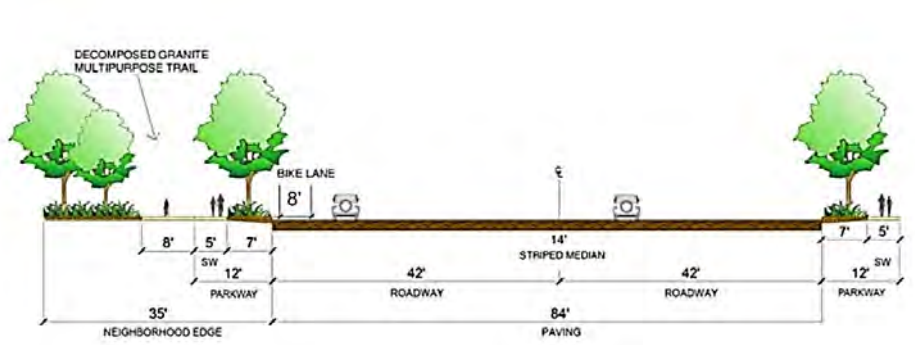


FIGURE 5.3: **MERRILL AVENUE CONCEPTUAL STREETSCAPE**

5.3.1.4 Bon View Avenue Streetscape

The Bon View Avenue section features 9-foot wide parkways with an 4-foot wide curb-adjacent landscape strip planted with trees and groundcover and a five-foot wide sidewalk (Figure 5.4). ~~Tree species~~Tree species along Bon View Avenue include Chinese Pistache and Coast Live Oak.

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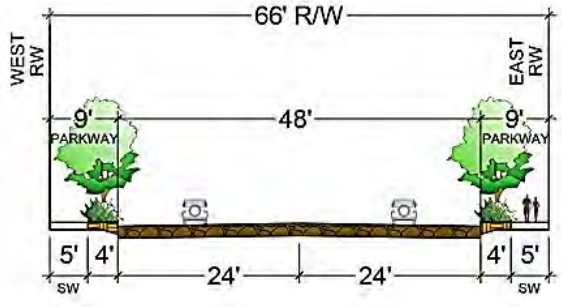
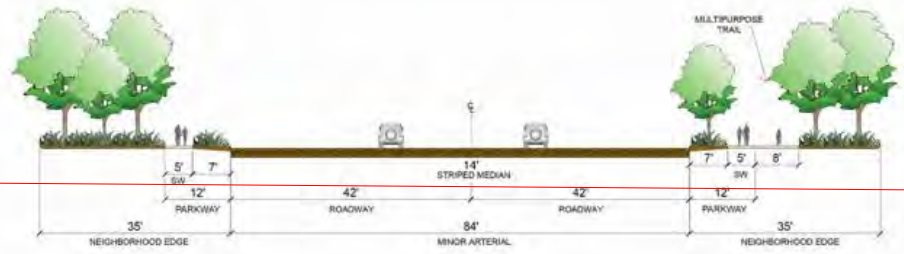


FIGURE 5.4: **BON VIEW AVENUE CONCEPTUAL STREETSCAPE**



CAMPUS AVENUE

~~*5.3.1.5 Campus Avenue Streetscape*~~

~~The Campus Avenue section features a 15-foot wide landscape setback to create a 35-foot Neighborhood Edge (Figure 5.5). The east side of Campus Avenue includes a 12-foot parkway with a 5' sidewalk and an 8' multipurpose trail as part of the 35-foot Neighborhood Edge, while the western side includes a five-foot wide Class II on-street bike lane at the edge of the street. The Neighborhood Edges include a 7-foot wide curb-adjacent landscape strip that will be planted with trees and groundcover. Tree species along Campus Avenue include Drake Elm, Tulip Trees, and African Sumacs.~~

~~FIGURE 5.5: **CAMPUS AVENUE CONCEPTUAL STREETSCAPE**~~

5.3.2 Project Entries

The Specific Plan area includes multiple shared vehicular driveways accessible from Grove, Eucalyptus, Merrill, ~~Campus~~ and Bon View Avenues. Figure 5.5~~6~~ presents a typical conceptual entry design featuring enhanced paving; a landscaped setback with flowering accent trees, canopy trees, and drought-tolerant landscaping; a multipurpose trail; sidewalk; and landscaped parkway with street trees.

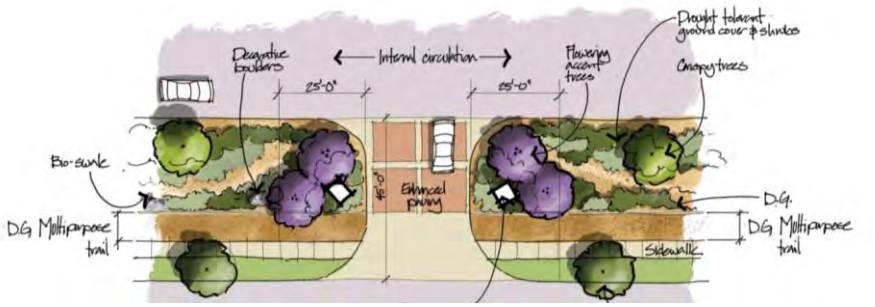


FIGURE 5.5~~6~~: **CONCEPTUAL VEHICULAR ENTRY**

5.3.3 Plant Palette

The Plant Palette shown in Table 5.1 establishes a base palette for the Specific Plan area and includes a variety of groundcovers, shrubs, ornamental grasses, and evergreen and deciduous trees. The selection complements the design theme of the Specific Plan area and features water-efficient, drought-tolerant species native or adapted to the region. Similar plant materials may be substituted for the species listed in Table 5.1 if the alternative plants are appropriate to the climate and enhance the thematic setting.

Table 5.1: Plant Palette

Botanical Name	Common Name	Use
Chilopsis linearis	Desert Willow	Tree
Chitalpa tashkentensis	Chitalpa	Tree
~~*Cinnamomum camphora*~~	~~Camphor Tree~~	~~Tree~~
Cupressus sempervirens	Italian Cypress	Tree
Heteromeles arbutifolia	Toyon	Tree
Juniperus s. 'Skyrocket'	Skyrocket Juniper	Tree
Koelreuteria bipinnata	Chinese Flame Tree	Tree
Lagerstroemia i. 'Muskogee'	Crape Myrtle	Tree
~~*Magnolia g.* 'Samuel Sommer'~~	~~Magnolia~~	~~Tree~~
~~*Magnolia g.* 'Little Gem'~~	~~Magnolia~~	~~Tree~~

Table 5.1: Plant Palette

Botanical Name	Common Name	Use
Olea europaea	Olive	Tree
Pinus canariensis	Canary Island Pine	Tree
Pinus eldarica	Afghan Pine	Tree
Pistacia chinensis	Chinese Pistache	Tree
Platanus acerifolia	London Plane	Tree
Platanus racemosa	California Sycamore	Tree
Quercus agrifolia	Coast Live Oak	Tree
Schinus molle	California Pepper	Tree
Tristania conferta	Brisbane Box	Tree
Washingtonia filifera	California Fan Palm	Tree
Phoenix dactylifera	Date Palm	Tree
Acca sellowiana	Pineapple Guava	Shrub
Buxus j. 'Green Beauty'	Japanese Boxwood	Hedge
Callistemon 'Little John'	Dwarf Bottle Brush	Shrub
Carissa macrocarpa 'Tuttle'	Natal Plum	Shrub
Cistus 'Sunset Pink'	Sunset Pink Rockrose	Shrub
Dianella 'Little Rev'	Dwarf Dianella	Shrub
Dianella tasmanica	Dianella	Shrub
Dodonaea viscosa 'Purpurea'	Hopseed Bush	Shrub
Eleagnus pungens	Silverberry	Shrub
Leucophyllum f. 'Green Cloud'	Texas Ranger	Shrub
Ligustrum j. texanum	Texas Privet	Shrub
Pittosporum tobira 'Variegata'	Variegated Mock Orange	Hedge
Pittosporum t. 'Wheeleri'	Wheeler's Dwarf	Shrub
Rhaphiolepis i. 'Clara'	Indian Hawthorn	Hedge
Rhaphiolepis i. 'Springtime'	Indian Hawthorn	Hedge
Rhamnus californica	Coffeeberry	Shrub
Rhamnus c. 'Mound San Bruno'	Dwarf Coffeeberry	Shrub
Rosmarinus o. 'Tuscan Blue'	Rosemary	Shrub
Salvia c. 'Allen Chickering'	Allen Chickering Sage	Shrub
Salvia greggii	Autumn Sage	Shrub
Salvia leucantha	Mexican Sage	Shrub
Westringia fruticosa	Coast Rosemary	Shrub
Xylosma congestum	Shiny Xylosma	Hedge
Agave 'Blue Flame'	Blue Flame Agave	Accent
Aloe maculata	Soap Aloe	Accent
Aloe petricola	Stone Aloe	Accent
Aloe polyphylla	Spiral Aloe	Accent
Aloe striata	Coral Aloe	Accent
Echeveria 'Ruffles'	Ruffles Echeveria	Accent
Hesperaloe parviflora	Red Yucca	Accent
Acacia redolens 'Low Boy'	Dwarf Acacia	Groundcover
Baccharis p. 'Pigeon Point'	Dwarf Coyote Bush	Groundcover
Baccharis p. 'Centennial'	Coyote Bush	Groundcover
Carex pansa	California Meadow Sedge	Grass
Carex tumulicola	Foothill Sedge	Grass
Festuca mairei	Altas Fescue	Grass
~~*Festuca o.* 'Glauca'~~	~~Blue Fescue~~	~~Grass~~
Lonicera j. 'Halliana'	Hall's Honeysuckle	Groundcover

Table 5.1: Plant Palette

Botanical Name	Common Name	Use
Muhlenbergia capillaris	Pink Muhly	Grass
Myoporum parvifolium	Myoporum	Groundcover
Rosa 'Flower Carpet' - Red	Red Flower Carpet Rose	Groundcover
Rosmarinus o. 'Huntington Carpet'	Prostrate Rosemary	Groundcover
Salvia 'Bee's Bliss'	Bee's Bliss Sage	Groundcover
Senecio mandraliscae	Blue Fingers	Groundcover
Sesleria autumnali	Moor Grass	Grass
Trachelopspermum jasminiode	Star Jasmine	Groundcover
Distictus buccinatoria	Blood-Red Trumpet Vine	Vine

5.4 Walls and Fences

Walls and fences are important design features intended to both complement building and landscape architecture and provide functional elements. Any proposed entry gates shall be reviewed by the City of Ontario Traffic and Transportation Division prior to installation, and shall be permitted only if approved.

Key provisions include:

1. Provide attractive, durable, and complementary wall and fencing materials consistent with the building design.
2. Offset and architecturally treat long expanses of wall surfaces every 100 feet with material changes, pilasters and posts, staggered walls, or landscape treatments to prevent visual monotony.
3. Soften the appearance of fencing with plants that reach the height of the wall or fence at maturity.
4. Construct sliding gates visible from a public street with tubular steel, vertical steel pickets, or high-density perforated metal screening painted to match or complement adjacent walls. Interior gates not visible to public view may be galvanized steel or chain link.
5. Prohibit chain link fencing visible from public street rights of way.

5.5 Buffering and Screening

To alleviate the unsightly appearance of loading and service areas, buffering and screening design features shall be used to enhance the overall development. Entry gates shall be reviewed and approved by the City of Ontario Traffic and Transportation Division prior to installation.

5.5.1 Parking Lots







1. Buffer parking lots adjacent to and visible from public streets using a combination of architectural wing walls, buildings, decorative screen walls, evergreen hedges, and landscape buffers.
2. Use plants for screening that are a minimum of three feet tall at the time of installation.

5.5.2 Loading and Service Areas (Truck Courts)

1. Screen loading docks and truck parking areas visible from Grove Avenue, Eucalyptus Avenue, Merrill Avenue and Bon View Avenue ~~and Campus Avenue.~~ Screening may include portions of buildings, landscaping, evergreen hedges, and/or decorative walls.
2. Incorporate gated/screened entrances to loading areas into the overall architectural design of the development.
3. Design walls and fencing to be a minimum of eight feet high and a maximum of 14 feet high, as measured from finished grade, to screen truck courts and hide views of the top of loading bays or trailers.
4. Utilize buildings, architectural wing walls, and/or landscaping to screen service areas.
5. Screen ground- and roof-mounted mechanical equipment from public view. Ground-mounted equipment shall be screened with decorative walls or landscaping. Building architecture shall be designed to screen roof-mounted equipment.
6. Ensure refuse containers are easily accessible by service vehicles yet screened from public view within the building's façade or within a walled enclosure.
7. Obtain a use permit for outdoor storage, which shall be limited to predefined areas. Storage areas shall be screened from public view by decorative walls or landscaping with a minimum height of eight feet and a maximum height of 14 feet. The height of outdoor storage shall not-exceed the height of screening.



Loading and Service Area Example

5.6 Lighting

Site lighting provides illumination for operations, safety, security, and ambiance in parking lots, loading dock areas, pedestrian walkways, building entrances, signage, and architectural and landscape features.

Key provisions include:

1. Choose lighting fixtures that complement the building architecture and promote consistency throughout the Planning Areas.
2. Install ground- or low-mounted fixtures to provide safety and convenience along pedestrian walkways, entrances, activity areas, steps, ramps, and special features.
3. Allow building-mounted accent lighting for general illumination provided there is no light spill or distraction onto roadways or adjacent properties. Plain shoebox or unshielded wall packs are not permitted.
4. Direct exterior lighting fixtures downward to avoid unnecessary light spill and glare.
5. Limit pole-mounted, building-mounted, or tree-mounted lighting fixtures to no more than 30 feet high to minimize light spill and glare.
6. Shield and direct pole-mounted lights away from public streets.
7. Ensure exterior lighting is consistent with the Chino Airport Land Use Compatibility Plan.
8. Design parking lot lighting plans to avoid placing fixtures in required tree locations.

5.7 Signage

Approval of a comprehensive sign program shall be required for development within the Specific Plan area. A sign program facilitates integration of signs with the overall site and building design to create a unified visual statement and provide for flexible application of sign regulations in the design and display of multiple signs.

Key provisions include:

1. Install entry monument signage to identify the South Ontario Logistics Center. Entry monuments shall be designed in accordance with City of Ontario Traffic and Transportation Guidelines for monument placement.
2. Employ signage to identify a center and tenants within a center, direct vehicular traffic, and provide on-site way-finding for pedestrians.
3. Employ signage within industrial sites to give direction to loading and receiving, visitor parking, and other special uses.
4. Provide a unifying sign theme in developments with multiple users.
5. Coordinate signage with the building design, materials, colors, size, and placement.
6. Design signage with backlit or internally illuminated individual channel letters. Can-type box signs with translucent backlit panels are discouraged.
7. Avoid covering significant architectural elements with signage.
8. Position flush-mounted signs with respect to architectural features and align with signs on other buildings to maintain a pattern.
9. Place street address signs perpendicular to approaching vehicular traffic.
10. Ensure signage located within a landscape planter is not blocked or damaged by plant materials.
11. Conserve energy by utilizing an automatic illumination shut-off mechanism when businesses are closed.
12. Construct signs from high-quality materials and avoid exposed wiring, ballasts, conduits, fasteners, raceways, or similar hardware.



Signage Examples

5.8 Sustainable Design Strategies

South Ontario Logistics Center is committed to sustainable design strategies that integrate principles of environmental stewardship into the design and construction process. Appropriate strategies shall be determined for each project within the Specific Plan area.

5.8.1 Sustainable Construction & Technology Concepts

1. Design and construct energy-efficient buildings to reduce air, water, and land pollution and environmental impacts from energy production and consumption.
2. Employ passive design including skylights, building orientation, landscaping, and strategic colors to improve building energy performance.
3. Reduce the heat island effect by providing shade structures and trees that produce large canopies. In addition, choose roof and paving materials that possess a high level of solar reflectivity.
4. Use recycled and other environmentally-friendly building materials wherever possible.
5. Incorporate skylights into at least two percent of warehouse/distribution building roof area to provide natural light and reduce electric lighting demand.
6. Use energy-efficient LED (or similar) products.
7. Provide interior or exterior bicycle storage consistent with the California Green Building Standards Code.
8. Use drought-tolerant landscaping with drip irrigation and include plantings such as trees, shrubs, groundcovers and/or vines. Optional amenities include benches, trellises, thematic fencing, and decorative walkways.
9. Employ high-performance dual-pane window glazing in office storefronts.

5.8.2 Water Quality

1. Design landscape areas with retention/infiltration swales and basins, or employ bio-treatment when infiltration is infeasible, as required by the San Bernardino County MS4 Permit and Water Quality Management Plan. Modular wetlands, if proposed, shall be located outside of landscape areas.
2. Select native and drought-tolerant plants to reduce water demand.
3. Integrate permeable pavement and perforated curbs throughout the project area as feasible to allow stormwater to enter planter areas, assist with filtration, and control runoff.
4. Use captured runoff to augment irrigation systems whenever possible.
5. Employ irrigation systems that respond to changing weather conditions, irrigate by hydro zone, and use micro-irrigation techniques.

6. Use recycled water to irrigate landscape areas and for other appropriate uses. The use of recycled water for certain purposes is required by the City of Ontario Recycled Water Master Plan.



Sustainable Design Examples



6.0 IMPLEMENTATION

This chapter summarizes the development process for implementation of the South Ontario Logistics Center Specific Plan and provides for the orderly development of the Specific Plan area.

6.1 Applicability

The provisions, standards, and guidelines contained within this Specific Plan provide the regulations for land use and development within South Ontario Logistics Center. The Specific Plan supersedes the development standards and regulations of the Ontario Development Code unless stated otherwise in this document. Whenever the provisions and development standards of the Specific Plan conflict with those of the Ontario Development Code, the Specific Plan shall take precedence. Where the Specific Plan is silent, the Ontario Development Code shall apply.

Definition of Terms

The terms used within the Specific Plan shall mean the same as defined in the Ontario Development Code, unless otherwise noted.

6.2 Severability

The Specific Plan serves as the implementation tool for the City's Policy Plan (General Plan). In the event that any provision of this Specific Plan or its application to any person or circumstance is held to be invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed separate, distinct and independent, and shall not affect the validity of the remaining provisions of this Specific Plan or applications thereof, which can be implemented without the invalid provision or application.

6.3 Interpretation

If an issue, condition, or situation occurs that is not sufficiently covered or provided for in this Specific Plan, those that are applicable for the most similar issue, condition, or situation shall be used. Unless otherwise provided, any ambiguity concerning the content or application of the Specific Plan shall be resolved by the City of Ontario Planning Director in a manner consistent with the goals, policies, objectives, and intent established in the Specific Plan.

6.4 Consistency with Other Plans and Regulations

This sub-section discusses consistency of the Specific Plan with The Ontario Plan, Airport Land Use Compatibility Plans, the California Building Code, and CEQA.

6.4.1 Consistency with The Ontario Plan

No land use, activity, or facility shall be permitted that is inconsistent with the objectives, policies, general land uses, and programs of The Ontario Plan, as amended.

The South Ontario Logistics Center entitlement applications include a General Plan Amendment to change the site's land use designations from Low Medium Density Residential to Business Park and Industrial - General to be consistent with this Specific Plan.

6.4.2 Consistency with Airport Land Use Compatibility Plans

Projects located within the Specific Plan area are subject to the restrictions and provisions of the Airport Land Use Compatibility Plans prepared for Ontario International Airport and Chino Airport.

6.4.3 Consistency with California Building Code

Projects located within the Specific Plan area must comply with the State of California Building Code as adopted and implemented by the City of Ontario.

6.4.4 Consistency with CEQA

The City of Ontario is defined as the lead agency under the California Environmental Quality Act (CEQA) based upon its authority to approve this Specific Plan. Concurrent with approval of this Specific Plan, the City Council will be required to certify the associated Environmental Impact Report (EIR), including a Mitigation Monitoring and Reporting Program to ensure that all approved EIR mitigation measures are implemented. The Planning Director shall be responsible for confirming that mitigation measures have been implemented through each project's approved plans.

6.5 Specific Plan Revisions

It is recognized that modifications to the text or exhibits of this Specific Plan may be warranted in the future to accommodate unforeseen conditions or events. Revisions shall be processed in a manner prescribed by the City of Ontario Planning Department pursuant to the provisions in this section.

6.5.1 Minor Modifications to the Specific Plan

Minor modifications to the Specific Plan shall be processed administratively without the submission of a formal Specific Plan Amendment application and shall not require a public hearing or review by the Planning Commission. The Planning Director shall have the authority to review and make a determination of approval, approval with conditions, or denial of a request for minor modification to the Specific Plan. The Planning Director may, at his/her discretion, refer any such request to the Planning Commission or City Council.

Minor modifications are defined as:

1. Expansions or reductions to a Planning Area boundary or acreage, provided that the total acreage within each affected Planning Area is not modified by more than 20 percent.
2. An increase in maximum building area for single- and multi-tenant buildings of up to 20 percent, provided that the maximum square footage for the Planning Area established by this Specific Plan is not exceeded.
3. A modification of up to 20 percent of a project's required minimum lot area, minimum lot dimensions, or setbacks if compatible with the surrounding land uses and consistent with the overall design character of the South Ontario Logistics Center.
4. Additions, deletions, or modifications to Table 4.1, Allowable Uses, which lists the permitted and conditionally permitted uses in the Specific Plan area, provided the Planning Director determines the changes to be consistent with the objectives and intent of the Specific Plan.
5. Minor modification of conceptual design criteria for architectural features and materials, landscape treatments, lighting, signage, and sustainable design strategies.
6. Revisions to roadway alignment when the change results in centerline shift of less than 250 feet.
7. Revisions to infrastructure facility sizing and precise location for dry utilities, water, sewer, and storm drainage improvements subject to approval of the City Engineer.
8. Changes to the Phasing Plan, provided infrastructure is available to serve the phase as determined by the City Engineer.
9. Revisions to exhibits in the Specific Plan that do not substantially change its intent or character.
10. Modifications of a similar nature to those listed above, which are deemed minor by the Planning Director and conform to the purpose and intent of this Specific Plan and The Ontario Plan.

6.5.2 Specific Plan Amendments

Proposed changes to this Specific Plan that do not meet the criteria for a Minor Modification shall be subject to a formal Specific Plan Amendment application process pursuant to Section 4.01.035 of the Ontario Development Code and California Government Code Section 65450, et seq.

If the proposed amendment requires supplemental environmental analysis pursuant to CEQA, the applicant shall adhere to the City's adopted procedures and CEQA Guidelines.

6.6 Subdivision Maps

Development within the Specific Plan area may require the processing of tentative and final tract or parcel maps and/or lot line adjustments or mergers. Subdivision maps and lot changes shall be reviewed and approved pursuant to Section 4.02.085 of the Ontario Development Code and other applicable City codes

and regulations, California Government Code Section 66410 et seq. (Subdivision Map Act), as well as the provisions of this Specific Plan.

6.7 Development and Land Use Review Procedures

Review procedures for development and land use within the Specific Plan area shall be as provided in this Specific Plan and in accordance with the Ontario Development Code.

6.7.1 Development Plan Review

Development proposed within the Specific Plan area shall be subject to Development Plan review pursuant to Section 4.02.025 of the Ontario Development Code. The review is intended to ensure compliance with the provisions of this Specific Plan, protect the integrity and character of the physical composition of the City, and encourage high quality development.

6.7.2 Conditional Use Permit

A Conditional Use Permit shall be required for uses deemed "conditionally permitted" in Table 4.1 (Allowable Uses). Applications for a Conditional Use Permit shall be processed pursuant to Section 4.02.015 of the Ontario Development Code.

6.7.3 Administrative Use Permit

An Administrative Use Permit shall be required for uses deemed "administratively permitted" in Table 4.1 (Allowable Uses). Applications for an Administrative Use Permit shall be processed pursuant to Section 4.03.015 of the Ontario Development Code.

6.7.4 Appeals

Appeals of decisions of the Development Advisory Board, Zoning Administrator, Planning Director, or the Planning Commission regarding implementation of this Specific Plan may be made by the applicant or other aggrieved party pursuant to Division 2.04 of the Ontario Development Code.

6.8 Development Agreement

Approval of a statutory development agreement authorized pursuant to California Government Code Section 65864 et seq. shall be required by this Specific Plan. The Development Agreement shall include, but not be limited to, methods for financing, acquisition, and construction of necessary infrastructure. The Development Agreement shall be fully executed prior to recordation of the first Final Map.

6.9 Specific Plan Phasing

Implementation of this Specific Plan is anticipated to occur in ~~two~~ one phase~~s~~, as discussed in Chapter 3.1~~0~~1, Phasing Plan:

Phase 1: Phase 1 consists of the construction of Buildings 1 through ~~8~~ 10 as numbered in the Conceptual Site Plan. This phase may be developed in several sub-phases in response to market demands and according to the logical and orderly completion of infrastructure improvements.

~~**Phase 2:** Phase 2 consists of the development of PAs 3, 4, & 5.~~

~~These phases may be developed as sub-phases and may occur either sequentially or concurrently with one another.~~

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All the Specific Plan required infrastructure can be found in Section 3.3 (Figure 3.7 and 3.7a) for Potable Water, Section 3.4 (Figure 3.9) for Recycled Water, Section 3.5 (Figure 3.11) for the Sewer Plan, Section 3.7 (Figure 3.13) for the Fiber Optic Plan, and Section 3.8 (Figure 3.14) for the Storm Drain Plan. Phasing will be determined per separate Development Agreement.

6.9.1 Phasing Objectives

Development phasing shall meet the following objectives:

1. The orderly build-out of the project based upon market and economic conditions;
2. The provision of adequate parking, infrastructure, and public facilities concurrent with the development of each phase; and
3. The protection of the public health, safety, and welfare.

6.9.2 Findings for Modification of the Phasing Plan

The Planning Director shall have the authority to approve modification of the Phasing Plan, subject to the following findings:

1. The modification is consistent with the Policy Plan (General Plan);
2. The modification will not adversely affect the implementation of the Specific Plan;
3. The modification will not be detrimental to public health, safety, and general welfare; and
4. The modification will not delay the construction of infrastructure improvements necessary to serve the development.

6.10 Financing of Public Improvements

The financing of the construction, operation, and maintenance of public infrastructure improvements, facilities, and services within the Specific Plan area shall be provided through a combination of mechanisms. Final determination of the scope of improvements, maintenance responsibilities, and funding sources shall be specified in the approved Development Agreement, executed prior to recordation of the first Final Map.

Financing options may include, but are not limited to, the following:

1. Private capital investment by the project developer, the property owner(s), or a Property Owners Association.
2. Private capital investment by a consortium of property owners and/or developers of the project and/or surrounding area.
3. Community Facilities District (CFD) established pursuant to the Mello-Roos Community Facilities District Act of 1982, or other special district, to provide funding for the construction of public facilities or the provision of public services. City Council approval shall be a prerequisite for use of special district financing mechanisms.
4. Development Impact Fee (DIF) credits to be applied for infrastructure completed by the project developer.
5. Enhanced Infrastructure Financing District to fund infrastructure development through tax increment financing pursuant to Senate Bill 628.
6. Community Revitalization and Investment Authorities (CRIA) to fund infrastructure development through tax increment financing pursuant to Assembly Bill 2.

6.11 Maintenance Plan

Final determination of maintenance responsibilities for the public and private improvements constructed in association with this Specific Plan shall be specified in the approved Development Agreement, which shall be executed prior to recordation of the first Final Map. However, it is anticipated that maintenance shall be generally shared by three entities as described below and outlined in Table 6.1, Maintenance Responsibilities.

6.11.1 City of Ontario, Community Facilities District & Other Special District

The establishment of a community facilities district, landscape and lighting district, or other special district to fund the maintenance of public facilities shall be at the City's discretion. It is anticipated that public maintenance shall include the following:

1. Right-of-way for public streets within the Specific Plan area (Grove Avenue, Eucalyptus Avenue, Merrill Avenue, ~~Campus Ave~~ and Bon View Avenue) shall be dedicated ~~in fee simple~~ to the City of

Ontario per the provisions of this Specific Plan (Chapter 3, Development Plan) and as approved by the City Engineer.

2. Landscape improvements and public streetlights within the public right-of-way shall be maintained through a landscape and lighting district or other special maintenance district established by the City.
3. The City shall maintain off-site infrastructure improvements, including water, sewer, and storm drainage facilities.
4. The City shall maintain NPDES facilities located within the curb-to-curb area of public streets. Operation and maintenance requirements for NPDES stormwater runoff source control and treatment control Best Management Practices shall be identified in the approved Water Quality Management Plan for the project.

6.11.2 Property Owners Association

A Property Owners Association (POA) may be established for the maintenance of common areas, including such improvements as on-site landscape areas and parking and drive aisles within South Ontario Logistics Center. It is anticipated that improvements maintained by the POA would include the following:

1. Driveways;
2. On-site open spaces, landscape areas, common areas, parking lots, and walkways;
3. Landscaping within setback/landscape buffer areas along ~~Campus~~ Bon View Avenue;
4. NPDES facilities within landscape setbacks and on-site common areas;
5. Property identification signage and architectural elements located within the landscape buffer;
6. Fencing and walls, including graffiti removal; and
7. Water, sewer, recycled water facilities and storm drainage facilities located on-site and constructed by the developer are considered privately owned and to be maintained by the property owners or the Property Owner Associations. The Property Owners Association(s) shall maintain permanent on-site water quality basins, trenches, swales and biotreatment filters required by the San Bernardino County MS4 Permit and Water Quality Management Plan.

Table 6.1: Maintenance Responsibilities

Area of Responsibility	City or Special District	Property Owners or POA	Utility
Master Planned Roadways: Grove Avenue, Eucalyptus Avenue, Merrill Avenue~~, Campus Ave~~ and Bon View Avenue			
Curb-to-curb improvements	☐		
Bon View- landscaping within the public right-of-way (parkways)		☐	

Table 6.1: Maintenance Responsibilities

Area of Responsibility	City or Special District	Property Owners or POA	Utility
Behind the curb improvements - landscaping within the public right-of-way (parkways) and sidewalks and neighborhood edge	☐		
Other Improvements			
Traffic Signals and Traffic Control Signs on public streets	☐		
Street lights in the public right-of-way	☐		
Drive aisles		☐	
On-site parking areas		☐	
Common open space		☐	
Landscaping within setback/landscape buffer areas		☐	
Monument signage		☐	
Walls and fences		☐	
Stormwater drainage/water quality control facilities within the curb-to-curb area of public streets and Merrill and Bon View public storm drain proposed behind the curb	☐		
Stormwater drainage/water quality control facilities behind the curb		☐	
Water, recycled water, and sewer infrastructure in the public right-of-way	☐		
Dry utilities: electricity, natural gas, communication systems			☐
City of Ontario Fiber Optic Conduit (in Ontario Ranch Streets)	☐		

6.12 Additional Entitlement Requirements

Currently, there are no existing City utilities, nor any improvement plans for City utilities in the vicinity of the Specific Plan area. Several miles of new infrastructure are required to provide City utility services to the Specific Plan area. In order to ensure orderly expansion of the City Utility Systems and other City infrastructure, the following additional entitlement requirements are imposed upon all subdivision maps and developments within the Specific Plan area.

6.12.1 Conceptual Design Report

Prior to approval of any entitlement applications (subdivision maps, Development Plan Reviews, etc.), a conceptual design report shall be prepared and submitted to the Development Agency Engineering Department and the Utilities Engineering Department for review and approval of the extent of all public improvements required for the project. The study shall identify existing and future rights-of-ways (ROW) and infrastructure improvements and establish all vertical and horizontal alignments for each utility. The report shall include cross-sections, profiles, and any supporting details needed to demonstrate that utilities can be adequately accommodated in the public ROW. The study shall account for all utility conflicts, right-of-way variations, existing obstructions, and the timing of utility installation. Utilities cannot be located along an alignment that conflicts with existing conditions (e.g. electrical poles, private property, etc.) unless the applicant accepts the responsibility of modifying the existing conditions (e.g. undergrounding, relocation, ROW acquisition, etc.).

6.12.2 Preliminary Design Report

As a condition of entitlement (subdivision map, Development Plan Review, etc.) within the Specific Plan area and prior to submittal of Infrastructure Improvements Plans, a Preliminary Design Report (PDR) for all public infrastructure shall be submitted and approved by the Development Agency Engineering Department and the Utilities Engineering Department. The PDR shall include the following:

Conceptual Design Compliance: A discussion modifying or confirming the conceptual design established in the project's Conceptual Design Report shall be included. The study shall confirm all rights-of-ways (ROW), infrastructure improvements, and vertical and horizontal alignments for each utility.

Street Cross Sections and Profiles: Street cross sections and profiles shall be provided for each public street, private street and Public Utility Easement (PUE) containing a public utility and at any points along the alignments where the ROW varies. The cross sections shall show the location and size of each utility and shall annotate the property/ROW lines, the type of finished surface material, the distance of each utility from centerline, the depth from finished surface to top of pipe, and the distance between utilities (outside wall to outside wall).

Constructability Review: The report shall include a discussion of the constructability issues along the proposed alignment and identify the recommended construction methods that may be utilized. The study shall perform field investigation (field survey and potholing) in order to identify potential utility conflicts, right-of-way variations, existing obstructions, and constructability issues created by the timing of utility installation.

Supporting Details: The PDR shall include any supporting details needed to demonstrate that utilities can be adequately accommodated in the public ROW, including the placement of large appurtenances, clearance from existing obstructions, etc.

30% Design Drawings: The PDR findings shall be incorporated into a 30% design plan set and included in the PDR.

Western Trunk Sewershed Scope: In order to qualify for Development Impact Fees (DIF) and to assure that the Western Trunk Sewer (WTS) is designed to serve its entire Sewer Master Plan Tributary Area, the PDR shall include the WTS and all the Master Plan Trunk Sewers connecting to the WTS. The PDR shall include: the WTS from the Kimball Interceptor to the Whispering Lakes Pump Station at Riverside Drive and Carpenter Avenue; the Euclid Trunk Sewer from the WTS in Merrill Avenue to Chino Avenue; the Bon View Trunk Sewer from the WTS in Merrill Avenue to Chino Avenue; the Grove Trunk Sewer from the WTS in Merrill Avenue to Chino Avenue; and the Walker Trunk Sewer from the WTS in Schaeffer Avenue to Chino Avenue.

Horizontal and Vertical Alignment Studies: Horizontal and vertical alignment studies shall demonstrate the entire sewershed and subsewersheds can be sewered.

Sewer Sizing Hydraulic Calculations: Sewer sizing hydraulic calculations shall demonstrate the proposed trunk sewer designs can accommodate the Master Plan Flows to meet the Master Plan Design Criteria.

6.12.3 Utilities Systems Map (USM)

Prior to approval of any entitlement application (subdivision maps, Development Plan Reviews, etc.), as part of the entitlement application a Conceptual Utilities Systems Map (USM) shall be prepared and submitted to the Development Agency Engineering Department and the Utilities Engineering Department for review and approval. The USM is a summary plan sheet exhibit that shows all the public offsite infrastructure requirements and demands for the Development Project (and/or Subdivision), the onsite private infrastructure improvements, and the interaction between the public and private utilities systems. As a Condition of Approval for the Development Project (and/or Subdivision), the Conceptual Utilities Systems Map shall be updated into a Final Utilities Systems Map to reflect the changes that occur between entitlement and Final Plan and Permit Approval. Reference the Ontario Municipal Utilities Company Utilities Engineering Department's Utilities Systems Map (USM) Requirements for details.

6.12.4 Integrated Waste Management Report (IWMR) and Solid Waste Handling Plan (SWHP)

Prior to approval of any entitlement application (subdivision maps, Development Plan Reviews, etc.), as part of the entitlement application a Conceptual Integrated Waste Management Report (IWMR) and a Conceptual Solid Waste Handling Plan (SWHP) shall be prepared and submitted to the Development Agency Engineering Department and the Utilities Engineering Department for review and approval. The SWHP summary plan sheet exhibit that demonstrates the project site's design conformance with the Integrated Waste Department's requirements, including the requirements for Sizing of Storage, Location of Collection Areas, Accessibility for Collection Vehicles, and Collection of Sorted/Diverted Waste Types. The IWMR is a report that presents project specific information that is not able to be demonstrated within the Solid Waste Handling Plan, including discussions on: project solid waste operations; project compliance with all applicable laws, statues, policies, and requirements; and, conformance with all the Integrated Waste Department's requirements, including the requirements for Sizing of Storage, Location of Collection Areas, Accessibility for Collection Vehicles, and Collection of Sorted/Diverted Waste Types. As a Condition of Approval for the Development Project (and/or Subdivision), the Conceptual SWHP and the a Conceptual IWMR shall be updated into a Final SWHP and Final IWMR to reflect the changes that occur between entitlement and Final Plan and Permit Approval. The SWHP and IWMR may be required to be updated from whenever there are new occupants, new uses or changes to existing uses, Tenant Improvements, Business Licenses, and Certificates of Occupancy. Reference the Ontario Municipal Utilities Company Utilities Engineering Department's Integrated Waste Management Report (IWMR) and Solid Waste Handling Plan (SWHP) Requirements for details.

7.0 GENERAL PLAN CONSISTENCY

California Government Code (Title 7, Division 1, Chapter 3, Article 8, Section 65440-65457) permits the adoption and administration of specific plans as an implementation tool for elements contained within a jurisdiction's local General Plan. Approval of this Specific Plan is based on the finding that the regulations, guidelines, and programs contained within this Specific Plan are consistent with The Ontario Plan. The Ontario Plan establishes the direction and vision for the City of Ontario and provides a single comprehensive document to shape its future. The Ontario Plan provides for policies to accommodate change over its 30-year lifespan. 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 following sections demonstrate the South Ontario Logistics Center Specific Plan implements the goals and policies of the City's Policy Plan (General Plan).

7.1 Land Use Element

GOAL LU1:	A community that has a spectrum of housing types and price ranges that match the jobs in the City and that make it possible for people to live and work in Ontario and maintain a quality of life.

Policy LU1-2 Sustainable Community Strategy

We integrate state, regional, and local Sustainable Community/Smart Growth principles into the development and entitlement process.

The Specific Plan encourages the efficient use of energy resources in design, product selection, and operational techniques. The Design Guidelines in Chapter 5 address lighting, bicycle parking, sustainable landscaping, and sustainable design strategies. Landscape provisions require the use of drought-resistant vegetation and shade trees to conserve water and reduce heat islands. The sustainable design strategies include design and construction of energy efficient buildings to reduce air, water, and land pollution and environmental impacts from energy production and consumption. Protecting water quality, reducing runoff, and reducing water demand for landscaping are promoted in the Development Plan in Chapter 3 through the recycled water plan and storm drainage facilities source control and treatment practices.

Policy LU1-3 Adequate Capacity

We require adequate infrastructure and services for all development.

The Specific Plan establishes a Phasing Plan that is coordinated with affected infrastructure providers and ensures that uses on the project site are adequately served. The Specific Plan requires infrastructure development to occur in a timely manner. Potable and recycled water, sewer, fiber optic communications, and storm drain infrastructure improvements that ultimately serve the Specific Plan area are addressed in Chapter 3, Development Plan. Infrastructure and services will be consistent with City of Ontario infrastructure master plans and the approved development agreement.

GOAL LU2: Compatibility between a wide-range of uses.

Policy LU2-3 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.

Uses within the Specific Plan are required to comply with federal, state, and local regulations pertaining to the use, storage, disposal, and transport of hazardous materials, toxic substances, and other pollutants.

Policy LU2-6 Infrastructure Compatibility

We require infrastructure to be aesthetically pleasing and in context with the community character.

The Specific Plan design guidelines (Chapter 5) support high-quality development that complements the desired community character. Landscaped areas separate parking areas to keep parking lots from being the dominant visual element of the site. The Specific Plan also establishes landscape setback requirements (Chapter 4, Land Use and Development Standards) and conceptual streetscape design (Chapter 5, Design Guidelines) along all roadways within the Specific Plan area to create safe and attractive streets for pedestrians, cyclists, and motorists and ensure a cohesive pattern of development.

Policy LU2-9 Methane Gas Sites

We require sensitive land uses and new uses on former dairy farms or other methane-producing sites to be designed to minimize health risks.

The Specific Plan incorporates into its Implementation Plan (Chapter 6) requirements for development to comply with the mitigation measures identified in the project environmental impact report, including those for soil remediation and proper venting to address the potential existence of methane gases within the Specific Plan area.

GOAL LU5: Integrated airport systems and facilities that minimize negative impacts to the community and maximize economic benefits.

Policy LU5-7 ALUCP Consistency with Land Use Regulations

We comply with state law that requires policy plan/general plans, specific plans, and all new development be consistent with the policies and criteria set forth within an Airport Land Use Compatibility Plan for any public use airport.

The Specific Plan area is within the Ontario International Airport Influence Area and the Chino Airport Influence Area. The Specific Plan discusses compliance with the ALUCP requirements for the Ontario Airport and the Chino Airport in Chapter 2, Section 2.2, Airport Influence Areas.

7.2 Community Design Element

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

Policy CD1-2 Growth Areas

We require development in growth areas to be distinctive and unique places within which there are cohesive design themes.

The Specific Plan design guidelines (Chapter 5, Design Guidelines) and development standards (Chapter 4, Land Use and Development Standards) ensure high quality, cohesive, attractive, and appropriately-scaled

development that complements and integrates into the Ontario Ranch community and adds value to the City.

GOAL CD2: 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 developments 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;
- Exterior building materials that are visually interesting, high quality, durable, and appropriate for the architectural style.

The Specific Plan design guidelines (Chapter 5) ensure that: 1) scale, massing, fenestration, materials, and colors are consistent with the building's architectural style and compatible with the overall design in the Specific Plan area; 2) articulation is provided through elements such as cornices, parapets, expression lines, and changes in materials and/or colors; 3) use of a variety of colors, materials, and/or textures on each building is appropriate to the architectural features or massing.

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 identify through improvements to the public right-of-way such as sidewalks, street trees, parkways, curbs, street lighting, and street furniture.

Chapter 3, Section 3.2, Street Plan, addresses connectivity, street improvements, pedestrian and bicycle plans, and transit. In Chapter 5, Section 5.3, Landscape Design, the Specific Plan identifies street improvements and streetscape including parkways, street trees, sidewalks, landscape buffers, and street lighting for Grove Avenue, Eucalyptus Avenue, Merrill Avenue, and Bon View Avenue within the Specific Plan area, which are consistent with the Circulation Element of The Ontario Plan. The Specific Plan streetscape design creates an aesthetically pleasing view for pedestrians, cyclists, and motorists, screens parking and loading areas from the public right-of-way, and visually integrates the development into the surrounding Ontario Ranch community.

Policy CD2-6 Connectivity

We promote development of local street patterns and pedestrian networks that create and unify neighborhoods, rather than divide them, and create cohesive and continuous corridors, rather than independent "islands".

The Specific Plan creates an efficient street system by providing convenient connections with adjacent land uses in compliance with the vision of The Ontario Plan Circulation Element. The design of Specific Plan street sections (Chapter 3.2: Street Plan) and streetscape (Chapter 5.3, Landscape Design) provides road improvements including sidewalks, trails and bikeways to promote connectivity and supplement vehicular transportation.

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.

The Specific Plan is committed to sustainable design strategies that integrate principles of environmental stewardship into the design, construction, and operation process. The Specific Plan incorporates sustainability principles into its design guidelines (Chapter 5.8, Sustainable Design Strategies), such as drought tolerant landscaping, skylights in warehouse/distribution buildings to provide natural light and reduce lighting demand, high performance dual pane glazing in office storefronts, and LED products for energy efficient site lighting. Design strategies include the design and construction of energy efficient buildings to reduce air, water, and land pollution and environmental impacts from energy production and consumption. The use of recycled water to irrigate landscape is required by the Specific Plan's Recycled Water Plan (Chapter 3.4), consistent with the City of Ontario Recycled Water Master Plan.

Policy CD2-9 Landscape Design

We encourage durable landscaping materials and designs that enhance the aesthetics of structure, create and define public and private spaces, and provide shade and environmental benefits.

Consistent with the vision for Ontario Ranch as outlined in the Ontario Ranch Streetscape Master Plan, the Specific Plan (Chapter 5.3, Landscape Design) provides for landscaped setbacks and landscaped parkways adjacent to bike lanes and sidewalks, defining these public spaces. The landscaped setbacks and parkways include drought-tolerant plants featuring colorful shrubs and groundcovers, ornamental grasses and

succulents, evergreen and deciduous trees, and species native to Southern California or naturalized to the arid climate to promote durable plant materials. The plant selection complements the design theme of the Specific Plan area. Parking lot landscaping reduces associated heat buildup, improves aesthetics, and integrates into onsite landscape design and adjacent streetscapes. Swaled landscape areas retain/infiltrate stormwater run-off to improve water quality and promote groundwater recharge. Shade trees thoughtfully located near expanses of paving, building walls, roofs, and windows reduce the impacts of heat gain.

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.

The Specific Plan establishes design guidelines to ensure high-quality development and a sense of place. As discussed in Chapter 5.3, Landscape Design, Grove, Eucalyptus, Merrill and Bon View Avenues feature landscaped setbacks that provide attractive entries into the site. Entry monument signage is predominantly placed to identify the South Ontario Logistics Center.

Policy CD2-12 Site and Building Signage

We encourage the use of sign programs that utilize complementary materials, colors, and themes. Project signage should be designed to effectively communicate and direct users to various aspects of the development and complement the character of the structure.

The Specific Plan (Chapter 5.7, Signage) requires approval of a comprehensive sign program to address parcel identification, building identification and directional signage within the Specific Plan area. A comprehensive sign program will integrate project signage with the overall design of the site and structures to create a unified visual statement. A comprehensive sign program provides flexible application of sign regulations to provide incentive and latitude in the design and display of multiple signs. Industrial uses on the site will also be appropriately signed to give direction to loading and receiving, visitor parking, and other special uses.

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 CD3-1 Design

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

The Specific Plan (Chapter 3.2, Street Plan) coordinates street, sidewalk, trail, and bikeway designs to serve onsite land uses and extend access to the surrounding area in compliance with The Ontario Plan Mobility Element. The Specific Plan specifies street improvements for Grove Avenue, Eucalyptus Avenue, Merrill Avenue, and Bon View Avenue. The Specific Plan streetscape design (Chapter 5.3, Landscape Design) provides an aesthetically pleasing view for pedestrians, cyclists, and motorists, screens parking and loading areas from the public right-of-way, and integrates the development into the surrounding community.

Policy CD3-5 Paving

We require sidewalks and road surfaces to be of a type and quality that contributes to the appearance and utility of streets and public places.

The Specific Plan development standards (Chapter 4, Land Use and Development Standards) require that design and materials for sidewalks and road surfaces within the Specific Plan area be approved by the City's Engineering Department. Specific Plan design guidelines (Chapter 5) encourage the use of enhanced paving to mark major building entries and paving materials that possess a high level of solar reflectivity to reduce the heat island effect.

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

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 consistency maintained.

The Specific Plan includes a Maintenance Responsibility Matrix in Chapter 6, Implementation, identifying the parties responsible for maintenance of roadways, parkways, trails, sidewalks, common areas, walls and monuments, infrastructure, and utilities within the Specific Plan area. Privately owned buildings will be maintained as specified by the Property Owners Association (Chapter 6.11.2).

Policy CD5-2 Maintenance of Infrastructure

We require the continued maintenance of infrastructure.

The Specific Plan includes a Maintenance Responsibility Matrix in Chapter 6, Implementation, identifying the parties responsible for maintenance of roadways, parkways, trails, sidewalks, common areas, walls and monuments, infrastructure, and utilities within the Specific Plan area.

7.3 Mobility Element

GOAL M1:	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 Functional Roadway Classification Plan.
- Endeavour to maintain a peak hour Level of Service (LOS) E or better at all intersections.
- Be compatible with the streetscape and surrounding land uses.
- Be maintained in accordance with best practices and our Right-of-Way Management Plan

The Specific Plan complies with the Functional Roadway Classification Plan of the Mobility Element and, therefore, aims to comply with federal, state, and local design and safety standards; meet the needs of multiple transportation modes and users; and maintain a Level of Service of E or better at all intersections addressed in the project environmental impact report. The Specific Plan site design strives to minimize the effects of truck traffic on nearby uses.

Policy M1-2 Mitigation of Impacts

We require development to mitigate its traffic impact.

The Specific Plan requires in Chapter 1.6, California Environmental Quality Act Compliance, and in Chapter 6.4.4, Consistency with CEQA, that projects within the Specific Plan area comply with all mitigation measures, conditions, and project design features identified in the project environmental impact report. Chapter 5.1, Site Design, provides guidelines to ensure buildings, structures, and loading facilities are designed so loading and unloading activities occur on-site without extending beyond the property line.

GOAL M2: A system of trails and corridors that facilitate and encourage bicycling and walking.

Policy M2-1 Bikeway Plan

We maintain our Multipurpose Trails & Bikeway Corridor Plan to create a comprehensive system of on- and off-street bikeways that connect residential areas, businesses, schools, parks, and other key destination points.

The Specific Plan includes a Circulation Plan in Chapter 3 to provide connectivity to the trails and bikeway corridors identified in the Ontario Multipurpose Trails and Bikeway Corridor Plan, including installation of a Class II Bikeway along Merrill Avenue and multipurpose trails along Grove, Eucalyptus, and Merrill Avenues.

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.

The Specific Plan street sections and streetscape designs (Chapter 3.2, Street Plan and Chapter 5.3, Landscape Design) provide for construction of five-foot wide public pedestrian sidewalks for Grove Avenue, Eucalyptus Avenue, Merrill Avenue, and Bon View Avenue to connect with existing and planned pedestrian circulation systems. Pedestrian sidewalks are separated from vehicular travel lanes by a landscaped parkway. The Specific Plan area street improvements are consistent with the City's Ontario Ranch Streetscape Master Plan.

GOAL M3: A public transit system that is a viable alternative to automobile travel and meets basic transportation needs of the transit dependent.

Policy M3-2 Transit Facilities at New Development

We require new development to provide transit facilities, such as bus shelters, transit bays and turnouts, as necessary.

The Specific Plan discusses in Chapter 3.2.11, Transit, that the City is coordinating with regional transit agencies to implement Bus Rapid Transit (BRT) service to target destinations and along corridors.

GOAL M4:	An efficient flow of goods through the City that maximizes economic benefits and minimizes negative impacts.

Policy M4-1 Truck Routes

We designate and maintain a network of City truck routes that provide for the effective transport of goods while minimizing negative impacts on local circulation and noise-sensitive land uses, as shown in the Truck Routes Plan.

The Specific Plan is designed to enable easy access to the truck route network and to encourage its industrial users to implement effective goods movement strategies. The Land Use and Circulation Plans for the Specific Plan area (Chapter 3, Development Plan) are designed to focus trucks on the designated Merrill Avenue truck route. The design guidelines in Chapter 5.1, Site Design, stipulate buildings, structures, and loading facilities be designed to ensure that loading and unloading activities and maneuvering of freight vehicles occurs on-site without extending beyond the property line.

7.4 Environmental Resources Element

GOAL ER1:	A reliable and cost effective system that permits the City to manage its diverse water resources and needs.

Policy ER1-3 Conservation

We require conservation strategies that reduce water usage.

The Specific Plan incorporates water conservation strategies into its development plan and design guidelines. The use of recycled water to irrigate landscape areas is required consistent with the City of Ontario Recycled Water Master Plan (Chapter 3, Development Plan). Landscape and irrigation plans are encouraged to use water conservation features such as drought-tolerant plant species native or adapted to the region and drip irrigation (Chapter 5, Design Guidelines). The Specific Plan encourages the design

and construction of energy efficient buildings to reduce air, water, and land pollution and environmental impacts from energy production and consumption.

Policy ER1-5 Groundwater Management

We protect groundwater quality by incorporating strategies that prevent pollution, require remediation where necessary, capture and treat urban run-off, and recharge the aquifer.

In Chapter 3.8, Storm Drainage Plans, the Specific Plan stipulates that prior to issuance of grading or construction permits, a Storm Water Pollution Prevention Plan (SWPPP) be prepared and approved by the City. The SWPPP will identify and detail appropriate Best Management Practices (BMPs) to prevent pollutant discharge into storm drain systems and natural drainages and aquifers. In addition to the preparation of a SWPPP, a WQMP will be prepared and approved that will enforce long-term BMPs to prevent pollutant discharges into storm drain systems for the life of the project. Chapter 5.8.2, Water Quality, requires the provision of on-site landscape swales to collect and treat stormwater run-off.

Policy ER1-6 Urban Run-off Quantity

We encourage the use of low impact development strategies to intercept run-off, slow the discharge rate, increase infiltration, and ultimately reduce discharge volumes to traditional storm drain systems.

The Specific Plan (Chapter 3.8, Storm Drainage Plan) incorporates low impact development strategies including landscape designs that promote water retention; permeable surface designs in parking lots and areas with low traffic; parking lots that drain to landscaped areas to provide treatment, retention, or infiltration; and limited soil compaction during grading.

Policy ER1-7 Urban Run-off Quality

We require the control and management of urban run-off, consistent with Regional Water Quality Control Board regulations.

In Chapter 3.8, Storm Drainage Plan, the Specific Plan specifies that prior to issuance of grading or construction permits, a Water Quality Management Plan (WQMP) is required to minimize stormwater runoff and provide on-site opportunities for groundwater recharge integrated into project design and amenities. The grading and drainage of the Specific Plan area will be designed to retain/infilter, harvest &

re-use or biotreat surface runoff to comply with the current requirements of the San Bernardino County NPDES Stormwater Program's WQMP for significant new development projects.

Policy ER1-8 Wastewater Management

We require the management of wastewater discharge and collection consistent with waste discharge requirements adopted by the Regional Water Quality Control Board.

In Chapter 3.5, Sewer Plan, the Specific Plan provides for design of a wastewater system consistent with City and Regional Water Quality Control Board requirements. The Specific Plan includes a network of new public sewer mains consistent with the City of Ontario's Ultimate Sewer System Plan.

GOAL ER3:	Cost-effective and reliable energy system sustained through a combination of low impact building, site and neighborhood energy conservation and diverse sources of energy generation that collectively helps to minimize the region's carbon footprint.

Policy ER3-1 Conservation Strategy

We require conservation as the first strategy to be employed to meet applicable energy-saving standards.

The Specific Plan incorporates energy-saving conservation strategies into its design guidelines (Chapter 5) by addressing lighting, bicycle parking, sustainable landscaping, and energy efficiency. Sustainable design strategies (Chapter 5.8) include design and construction of energy efficient buildings to reduce air, water, and land pollution and environmental impacts from energy production and consumption.

Policy ER3-3 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.

The Specific Plan's Sustainable Design Strategies (Chapter 5.8) include the use of passive design to improve building energy performance through skylights, building orientation, landscaping, and use of select colors.

GOAL ER4:	Improved indoor and outdoor air quality and reduced locally generated pollutant emissions.

Policy ER4-4 Indoor Air Quality

We comply with State Green Building Codes relative to indoor air quality.

The Specific Plan requires development projects in the Specific Plan area to comply with the State of California Building Code as adopted and implemented by the City. The Specific Plan's Sustainable Design Strategies (Chapter 5.8) include the design and construction of energy efficient buildings to reduce air, water, and land pollution.

GOAL ER5:	Protected high value habitat and farming and mineral resources extraction activities that are compatible with adjacent development.

Policy ER5-2 Entitlement and Permitting Process

We comply with state and federal regulations regarding protected species.

The Specific Plan acknowledges that development projects within the Specific Plan area shall comply with the mitigation measures of the project environmental impact report.

7.5 Safety Element

7.5.1

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

Policy S1-1 Implementation of Regulations and Standards

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

The Specific Plan requires development projects to comply with the State of California Building Code as adopted and implemented by the City.

Policy S1-2 Entitlement and Permitting Process

We follow state guidelines and the California Building Code to determine when development proposals must conduct geotechnical and geological investigations.

The Specific Plan acknowledges that projects within the Specific Plan area shall comply with state guidelines and the California Building Code. Research of available maps indicates that the Specific Plan site is not located within an Alquist-Priolo Earthquake Fault Zone. Furthermore, there was no visible evidence of faulting during geotechnical investigation.

GOAL S2: Minimized risk of injury, loss of life, property damage and economic and social disruption caused by flooding and inundation hazards.

Policy S2-1 Entitlement and Permitting Process

We follow State guidelines and building code to determine when development proposals require hydrological studies prepared by a State-certified engineer to assess the impact that the new development will have on the flooding potential of existing development down-gradient.

The Specific Plan acknowledges that projects within the Specific Plan area shall comply with applicable mitigation measures of the project environmental impact report, state guidelines, and the California Building Code regarding flooding and inundation hazards.

GOAL S3: Reduced risk of death, injury, property damage and economic loss due to fires, accidents and normal everyday occurrences through prompt and capable emergency response.

Policy S3-8 Fire Prevention through Environmental Design

We require new development to incorporate fire prevention consideration in the design of streetscapes, sites, open spaces and buildings.

The Specific Plan acknowledges that projects within the Specific Plan area shall comply with the City's development review process, which provides for review by the City's Fire Department and potential redesign to incorporate fire prevention design elements within streetscapes, sites, open spaces, and buildings.

GOAL S4: An environment where noise does not adversely affect the public's health, safety, and welfare.

Policy S4-1 Noise Mitigation

We utilize the City's Noise Ordinance, building codes and subdivision and development codes to mitigate noise impacts.

The Specific Plan acknowledges that projects within the Specific Plan area shall comply with mitigation measures of the project environmental impact report, the City's noise ordinance, subdivision and development codes, and the California Building Code to mitigate noise impacts.

GOAL S5: Reduced risk of injury, property damage and economic loss resulting from windstorms and wind-related hazards.

Policy S5-2 Dust Control Measures

We require the implementation of Best Management Practices for dust control at all excavation and grading projects.

The Specific Plan acknowledges that projects within the Specific Plan area shall comply with mitigation measures of the project environmental impact report, the construction management plan, and subdivision and development codes regarding dust control.

GOAL S6: Reduced potential for hazardous materials exposure and contamination.

Policy S6-9 Remediation of Methane

We require development to assess and mitigate the presence of methane, per regulatory standards and guidelines.

The Specific Plan acknowledges that projects within the Specific Plan area shall comply with mitigation measures of the project environmental impact report.

GOAL S7:	Neighborhoods and commercial and industrial districts that are kept safe through a multi-faceted approach of prevention, suppression, community involvement, and a system of continuous monitoring.

Policy S7-4 Crime Prevention through Environmental Design (CPTED)

We require new development to incorporate CPTED in the design of streetscapes, sites, open spaces and buildings.

The Specific Plan acknowledges that projects within the Specific Plan area shall comply with the City's development review process, which provides for review by the City's Police Department and potential redesign to incorporate crime prevention design elements in streetscapes, sites, open spaces, and buildings. Parcel lighting (Chapter 5.6, Lighting) addresses illumination of parking lots, loading dock areas, pedestrian walkways, building entrances, signage, and architectural and landscape features. A key provision includes the installation of ground or low mounted fixtures to provide for safety and convenience along pedestrian walkways, entrances, activity areas, steps, ramps, and special features. Chapter 5.1, Site Design, also encourages delineation of pedestrian access to on-site buildings from adjacent streets and parking areas by marking building entrances with signage, prominent architectural features, and/or landscaping features.

7.6 Community Economics Element

GOAL CE1:	A complete community that provides for all incomes and stages of life.

Policy CE1-1 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.

The Specific Plan anticipates the creation of jobs in warehousing, logistics, light manufacturing, and administration within the Specific Plan area, which helps improve the region's jobs-housing balance. Actual job creation depends on the type of land uses ultimately developed on the site as a wide-range of commercial, office, and industrial uses are permitted in the Specific Plan. The Land Use Plan (Chapter 3.1) implements the vision of The Ontario Plan by providing opportunities for employment in manufacturing, distribution, research and development, service, and supporting retail at intensities designed to meet the demand of current and future market conditions.

Policy CE1-5 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.

In Chapter 3.1, Land Use Plan, the Specific Plan provides for the construction of over 3.1 million square feet of business park and industrial development in compliance with City and regional planning goals and strategies that facilitate goods movement throughout the SCAG region.

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

Policy CE2-1 Development Projects

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

The Specific Plan contains design guidelines in Chapter 5 to guide future development consistent with the vision for Ontario Ranch. The guidelines ensure high quality, cohesive and attractive development that complements and integrates into the community and adds value to the City. The Specific Plan also establishes landscape setbacks along the roadways within the Specific Plan area to create safe and attractive streets for pedestrians, cyclists, and motorists.

Policy CE2-2 Development Review

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

The Specific Plan establishes a land use plan (Chapter 3.1) and design guidelines (Chapter 5) addressing site design, building design, and landscape design that ensure high-quality, functional and sustainable development that is regionally competitive and appropriate for the Ontario Ranch community.

Policy CE2-5 Private Maintenance

We require adequate maintenance, upkeep, and investment in private property because proper maintenance on private property protects property values.

The Specific Plan includes a Maintenance Responsibility Matrix (Chapter 6.11) identifying the public, private, or utility providers responsible for maintenance of roadways, parkways, trails, sidewalks, common areas, walls and monuments, infrastructure, and utilities within the Specific Plan area. A Property Owners Association will be established for the maintenance of on-site common areas, including such improvements as landscape areas and drive aisles.

Policy CE2-6 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.

The Specific Plan includes a Maintenance Responsibility Matrix (Chapter 6.11) identifying the public, private, or utility providers responsible for maintenance of roadways, parkways, trails, sidewalks, common areas, walls and monuments, infrastructure, and utilities within the Specific Plan area. Right-of-way for public streets and infrastructure improvements within the Specific Plan area shall be dedicated to the City of Ontario for maintenance purposes. Landscape improvements and public streetlights within the public right-of-way shall be maintained through a landscape and lighting district or other special maintenance district established by the City. Dry utilities such as electricity, natural gas, and communication systems will be maintained by the appropriate utility company.

CITY OF ONTARIO PLANNING DEPARTMENT

LAND DEVELOPMENT DIVISION CONDITIONS OF APPROVAL

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

Date Prepared: 4/7/2023

File No: PSPA22-008

Related Files: PZC23-001

Project Description: A request to amend the South Ontario Logistics Center Specific Plan, including map and textual changes to remove a portion of the Specific Plan, in conjunction with a Zone Change (File No. PZC23-001) to establish the SP(AG) zoning district on the Project site. The Project site is generally located south of Eucalyptus Avenue, north of Merrill Avenue, west of Bon View Avenue, and east of Campus Avenue**.** (APNs: 1054-051-01, 1054-051-02, 1054-061-01, 1054-061-02, 1054-251-01, 1054-251-02, 1054-301-01, and 1054-301-02); **submitted by Grove Land Venture, LLC.**

Prepared By: Alexis Vaughn, Associate Planner
Phone: 909.395.2416 (direct)
Email: avaughn@ontarioca.gov

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

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

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

2.1 Specific Plan Amendment. The following shall be submitted to the Planning Department within 30 days following City Council approval of the Specific Plan Amendment:

(a) Three copies of the final Specific Plan document (color, double-sided, bound);

(b) One CD or flash drive containing:

(i) A complete Microsoft Word copy of the final Specific Plan document, including all required revisions (broken down by chapters);

(ii) A complete PDF copy of the final Specific Plan document, including all required revisions (one complete PDF including all chapters, OCR); and

(iii) A complete electronic website version of the final Specific Plan document, including all required revisions (PDFs broken down by chapters, OCR).

2.2 Signs.

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

(b) On-site posting of public noticing shall be provided pursuant to Code Section 2.03.010.C.4, which consists of one or more large, 6-foot-tall, freestanding public notification signs. The sign face shall measure 4 feet tall by 8 feet wide, in a format approved by the Planning Director. The sign shall be posted no later than ten calendar days prior to the Planning Commission hearing date and removed no later than fourteen calendar days following the City Council hearing date, unless otherwise required by the Planning Director. The format is available on the City's website.

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

2.4 Additional Fees.

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

2.5 Related Applications. Specific Plan Amendment (File No. PSPA22-008) approval shall not be final and complete until such time that related File No. PZC23-001 has been approved by the City Council.

RESOLUTION NO. PC23-030

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ONTARIO, CALIFORNIA, RECOMMENDING THAT THE CITY COUNCIL APPROVE FILE NO. PZC23-001, A REQUEST TO ESTABLISH THE SP(AG) ZONING DISTRICT ON THE 71.6-ACRE PROJECT SITE GENERALLY LOCATED SOUTH OF EUCALYPTUS AVENUE, NORTH OF MERRILL AVENUE, WEST OF BON VIEW AVENUE, AND EAST OF CAMPUS AVENUE, IN CONJUNCTION WITH A SPECIFIC PLAN AMENDMENT TO REMOVE SAID LAND FROM THE SOUTH ONTARIO LOGISTICS CENTER SPECIFIC PLAN (FILE NO. PSPA22-008), AND MAKING FINDINGS IN SUPPORT THEREOF—APNS: 1054-051-01, 1054-051-02, 1054-061-01, 1054-061-02, 1054-251-01, 1054-251-02, 1054-301-01, AND 1054-301-02.

WHEREAS, the CITY OF ONTARIO ("Applicant") has filed an Application for the approval of a Zone Change, File No. PZC23-001, as described in the title of this Resolution (hereinafter referred to as "Application" or "Project"); and

WHEREAS, the Application applies to 71.6 acres of land owned by the County of San Bernardino and is generally located south of Eucalyptus Avenue, north of Merrill Avenue, west of Bon View Avenue, and east of Campus Avenue, currently within the South Ontario Logistics Center Specific Plan (“Specific Plan”), and is presently partially improved with agricultural uses and partially vacant; and

WHEREAS, the property to the east of the Project site is located within the Specific Plan and is currently vacant, as the site is under entitlement review for industrial development. The property to the west of the Project site is located within the Ontario Ranch Business Park Specific Plan and is currently vacant, as the site is under entitlement review for industrial development. The property to the south of the Project site is located within the City of Chino and is developed with the Chino Airport. The property to the north of the Project site is located within the Medium Density Residential (5.1-11 dwelling units per acre) zoning district and is partially developed with agricultural and dairy land uses and is partially vacant; and

WHEREAS, the Zone Change application has been filed in conjunction with a Specific Plan Amendment, File No. PSPA22-008, and approval of the Zone Change application is contingent on City Council approval of the related Specific Plan Amendment; and

WHEREAS, on March 1, 2022, the City Council approved the South Ontario Logistics Center Specific Plan (File No. PSP19-001) and associated Environmental Impact Report (State Clearinghouse No. 2021010318), inclusive of the Project site; and

WHEREAS, a writ of mandate challenging the Specific Plan project was filed on March 30, 2022, and a settlement agreement was entered into by the Applicant and the challenger on October 14, 2022; and

WHEREAS, a major term of the settlement agreement was to remove the San Bernardino County-owned parcels (Project site) from the Specific Plan. Thus, the applicant filed for a Specific Plan Amendment on December 6, 2022, to remove the 71.6 acres of San Bernardino County-owned land from the Specific Plan. Subsequently, the City initiated a Zone Change Amendment to re-establish zoning on the 71.5-acre Project site to replace the Specific Plan zoning; and

WHEREAS, the Zone Change consists of map changes to re-establish the SP(AG) (Specific Plan – Agricultural Overlay) Zoning District on the Project site, following approval of the Specific Plan Amendment; and

WHEREAS, the environmental impacts of this Project were previously reviewed in conjunction with File No. PSP19-001, the South Ontario Logistics Center Specific Plan for which an Environmental Impact Report — State Clearinghouse No. 2021010318 — (hereinafter referred to as "Certified EIR") was adopted by the City Council on March 1, 2022, and this Application introduces no new significant environmental impacts. The Certified EIR analyzed the impacts of the status quo (SP (AG) (Specific Plan – Agricultural Overlay)) as an alternative to establishment of the South Ontario Logistics Center Specific Plan; 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, 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 25, 2023, 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 Ordinance 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 previous Certified EIR and supporting documentation. Substantial changes are not proposed with the Project which would require major or any revisions to the previous EIR due to the involvement of no new significant environmental effects or no new substantial increase in the severity of previously identified significant effects. As the Project is reverting the zoning designation back to the status quo (SP (AG) Overlay), impacts of which were analyzed in the EIR as an alternative to establishment of the South Ontario Logistics Center Specific Plan. 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 File No. PSP19-001, the South Ontario Logistics Center Specific Plan for which a Certified EIR was adopted by the City Council on March 1, 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 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, 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, therefore, finds and determines that the Project, when implemented in conjunction with the conditions of approval, will be consistent with the policies and criteria set forth within the ONT ALUCP; and

(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, therefore, finds and determines that the Project, when implemented in conjunction with the conditions of approval, will be consistent with the policies and criteria set forth within the California Airport Land Use Planning Handbook and the 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 Section 1 through 4, 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.*** The proposed Zone Change is in response to a settlement agreement affecting the related South Ontario Logistics Center Specific Plan ("Specific Plan"), for which a Specific Plan Amendment (File No. PSPA22-008) was filed. While the original Specific Plan area is consistent with the goals, policies, plans and exhibits of the Vision, Policy Plan (General Plan) and City Council Priorities components of The Ontario Plan, the proposed reversion to the original Zoning District satisfies these items as well. The proposed Zone Change to re-establish the original zoning of SP(AG) (Specific Plan – Agricultural Overlay) is also consistent with the goals, policies, plans, and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan, as it allows for interim agricultural land uses to occur on the Project site until such time that a Specific Plan or Specific Plan Amendment is adopted for the land.

(2) ***The proposed Zone Change would not be detrimental to the public interest, health, safety, convenience, or general welfare of the City.*** The proposed Zone Change will not be detrimental to the public interest, health, safety, convenience, or general welfare of the City. The related Specific Plan Amendment proposes to remove a portion of land from the Specific Plan area, in conjunction with a Zone Change to re-establish the original zoning of SP(AG) (Specific Plan – Agricultural Overlay). The proposed agricultural SP(AG) Zoning District was previously reviewed in the Environmental Impact Report for the South Ontario Logistics Center Specific Plan, as it was the "status quo" at the time and represented a "no project" alternative. The proposed re-zoning to SP(AG) will not impose any additional impacts to the public interest, health, safety, convenience, or general welfare of the City above and beyond what currently exists at large in the region. The southern region of the City, south of Riverside Drive and known as Ontario Ranch, is predominantly characterized as agricultural with clusters of residential, commercial, and industrial development.

(3) ***The proposed Zone Change will not adversely affect the harmonious relationship with adjacent properties and land uses.*** While the proposed Zone Change and related Specific Plan Amendment will result in a piece of land inconsistent

with the larger industrial corridor, which generally spans from Euclid Avenue to the Cucamonga Creek Channel and from Eucalyptus Avenue to Merrill Avenue, reverting the land to the SP(AG) Zoning District will not adversely affect the harmonious relationship with adjacent properties and land uses, as the area surrounding the Project site is largely characterized by properties also located within the SP(AG) area. Additionally, properties located in neighboring industrial specific plans to the east and west are still phasing out the existing agricultural land uses while the properties are under development.

(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.*** No physical changes or development projects are proposed for the Project site as a result of the Zone Change or related Specific Plan Amendment, and the site will be reverted to the Zoning District in effect prior to adoption of the Specific Plan. Any future development on the Project site must be in conjunction with an approved Specific Plan or Specific Plan Amendment. Further, the Project site is large enough to support a new Specific Plan, should integration into an adjacent Specific Plan fail to occur in the future. Lastly, should the Project site be developed in the future, it is physically suitable (including, but not limited to, parcel size and shape, access, and availability of utilities) for industrial development in keeping with the remainder of the industrial corridor in which it is located.

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 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 Ordinance.

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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 25th day of April 2023, 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:

Rudy Zeledon
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. PC23-030, was duly passed and adopted by the Planning Commission of the City of Ontario at their regular meeting held on April 25, 2023, by the following roll call vote, to wit:

AYES: Anderson, Dean, DeDiemar, Gage, Lampkin, Ricci

NOES: None

ABSENT: None

ABSTAIN: None

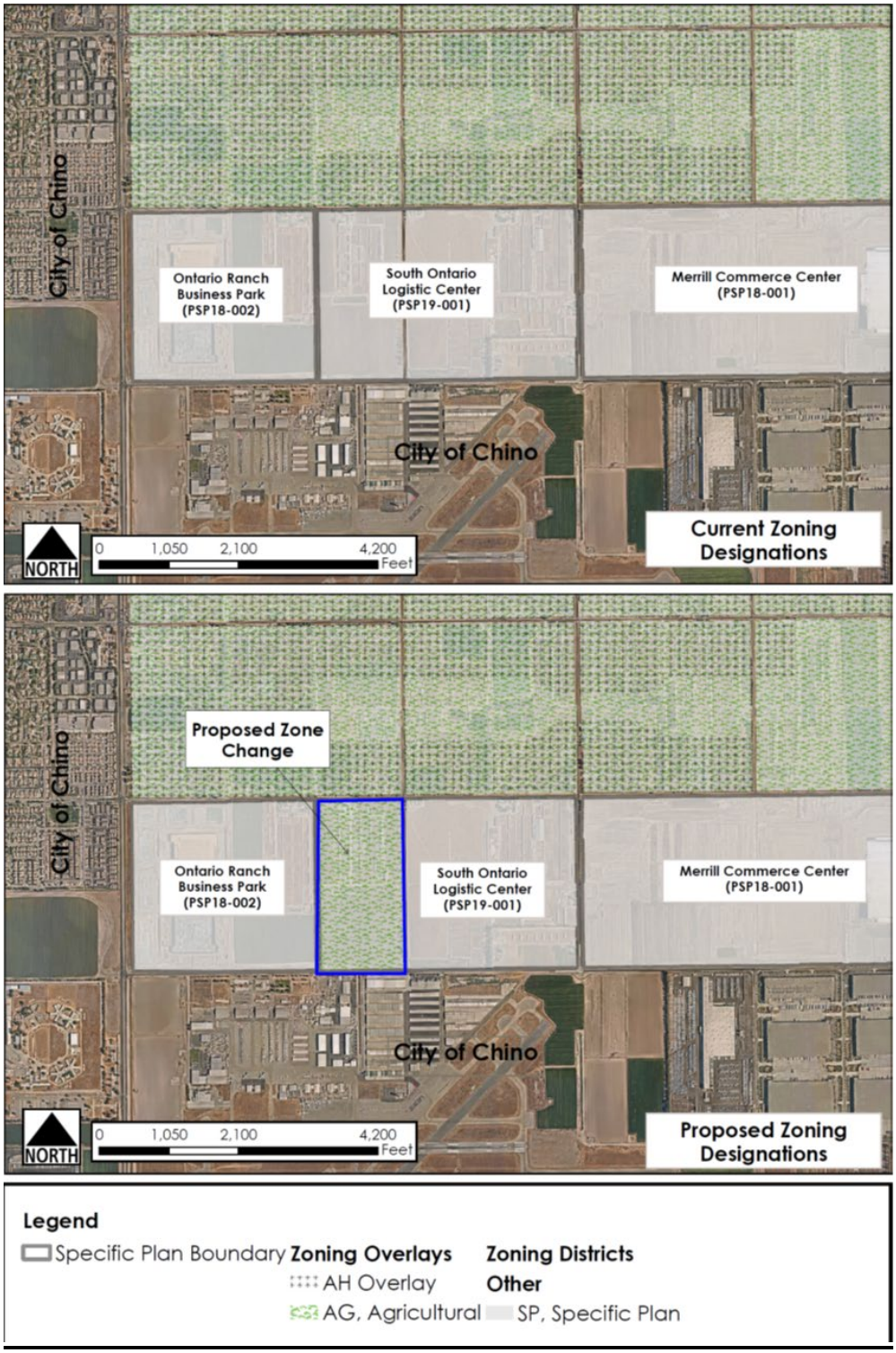
Gwen Berendsen
Secretary Pro Tempore

ATTACHMENT A:

File No. PZC23-001;
Zone Change Exhibit

(Document follows this page)

Attachment A: File No. PZC23-001 Zone Change Exhibit



LAND DEVELOPMENT DIVISION
CONDITIONS OF APPROVAL

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

Date Prepared: 4/7/2023

File No: PZC23-001

Related Files: PSPA22-008

Project Description: A request to establish the SP(AG) zoning district on the project site, in conjunction with a request to amend the South Ontario Logistics Center Specific Plan, including map and textual changes to remove a portion of the Specific Plan (File No. PSPA22-008). The Project site is generally located south of Eucalyptus Avenue, north of Merrill Avenue, west of Bon View Avenue, and east of Campus Avenue**.** (APNs: 1054-051-01, 1054-051-02, 1054-061-01, 1054-061-02, 1054-251-01, 1054-251-02, 1054-301-01, and 1054-301-02); **submitted by Grove Land Venture, LLC.**

Prepared By: Alexis Vaughn, Associate Planner
Phone: 909.395.2416 (direct)
Email: avaughn@ontarioca.gov

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

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

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

2.1 Signs.

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

(b) On-site posting of public noticing shall be provided pursuant to Code Section 2.03.010.C.4, which consists of one or more large, 6-foot-tall, freestanding public notification signs. The sign face shall measure 4 feet tall by 8 feet wide, in a format approved by the Planning Director. The sign shall be posted no later than ten calendar days prior to the Planning Commission hearing date and removed no later than fourteen calendar days following the City Council hearing date, unless otherwise required by the Planning Director. The format is available on the City's website.

2.2 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.

2.3 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.

2.4 Related Applications. Zone Change (File No. PZC23-001) approval shall not be final and complete until such time that related File No. PSPA22-008 has been approved by the City Council.

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, APPROVING FILE NO. PSPA22-008, AMENDING THE SOUTH ONTARIO LOGISTICS CENTER SPECIFIC PLAN, INCLUDING MAP AND TEXTUAL CHANGES TO REMOVE A 71.6-ACRE PORTION OF LAND GENERALLY LOCATED SOUTH OF EUCALYPTUS AVENUE, NORTH OF MERRILL AVENUE, WEST OF BON VIEW AVENUE, AND EAST OF CAMPUS AVENUE FROM THE SPECIFIC PLAN, AND MAKING FINDINGS IN SUPPORT THEREOF - APNS: 1054-051-01, 1054-051-02, 1054-061-01, 1054-061-02, 1054-251-01, 1054-251-02, 1054-301-01, AND 1054-301-02.

WHEREAS, GROVE LAND VENTURE, LLC. ("Applicant") has filed an Application for the approval of a Specific Plan Amendment, File No. PSPA22-008, as described in the title of this Resolution (hereinafter referred to as "Application" or "Project"); and

WHEREAS, the Application applies to 71.6 acres of land owned by the County of San Bernardino and is generally located south of Eucalyptus Avenue, north of Merrill Avenue, west of Bon View Avenue, and east of Campus Avenue, currently within the South Ontario Logistics Center Specific Plan, and is presently partially improved with agricultural uses and partially vacant; and

WHEREAS, the property to the east of the Project site is located within the South Ontario Logistics Center Specific Plan and is currently vacant, as the site is under entitlement review for industrial development. The property to the west of the Project site is located within the Ontario Ranch Business Park Specific Plan and is currently vacant, as the site is under entitlement review for industrial development. The property to the south of the Project site is located within the City of Chino and is developed with the Chino Airport. The property to the north of the Project site is located within the Medium Density Residential (5.1-11 dwelling units per acre) zoning district and is partially developed with agricultural and dairy land uses and is partially vacant; and

WHEREAS, the Specific Plan Amendment has been filed in conjunction with a Zone Change application, File No. PZC23-001, and approval of the Specific Plan Amendment is contingent on City Council approval of the related Zone Change application; and

WHEREAS, on March 1, 2022, the City Council approved the South Ontario Logistics Center Specific Plan (File No. PSP19-001) and associated Environmental Impact Report (State Clearinghouse No. 2021010318), inclusive of the Project site; and

WHEREAS, a writ of mandate challenging the Specific Plan project was filed on March 30, 2022, and a settlement agreement was entered into by the Applicant and the challenger on October 14, 2022; and

WHEREAS, a major term of the settlement agreement was to remove the San Bernardino County-owned parcels (Project site) from the Specific Plan. Thus, the Applicant filed for a Specific Plan Amendment on December 6, 2022, to remove the 71.6 acres of San Bernardino County-owned land from the Specific Plan. Subsequently, the City initiated a Zone Change Amendment to re-establish zoning on the 71.6-acre Project site to replace the Specific Plan zoning; and

WHEREAS, the Specific Plan Amendment consists of map and text changes to accommodate removal of the Project site from the overall Specific Plan area, including adjustments to the Specific Plan boundaries, total acreage and buildout, development phasing, street and landscape sections, circulation, and utilities (see Attachment A – Specific Plan Amendment Redlined Document). The Specific Plan has also been updated to reflect more current and accurate development information within the remainder of the specific plan area. No changes are proposed to the general development and design standards, aside from removal of those which no longer apply; and

WHEREAS, the environmental impacts of this Project were previously reviewed in conjunction with File No. PSP19-001, the South Ontario Logistics Center Specific Plan for which an Environmental Impact Report — State Clearinghouse No. 2021010318 — (hereinafter referred to as "Certified EIR") was adopted by the City Council on March 1, 2022, and this Application introduces no new significant environmental impacts. The Certified EIR analyzed the impacts of the status quo (SP (AG) (Specific Plan – Agricultural Overlay)) as an alternative to establishment of the South Ontario Logistics Center Specific Plan; 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 City Council 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, 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 (“ONT”), 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 Project is also located within the Airport Influence Area of Chino Airport, pursuant to the Chino Airport Overlay Zoning District (hereinafter referred to as "CNO OZD") and Reference I, Chino Airport Land Use Compatibility Plan (hereinafter referred to as CNO ALUCP) established in the City of Ontario Development Code; and

WHEREAS, as the decision-making body for the Application, the City Council has reviewed and considered the facts and information contained in the Application and supporting documentation against the ONT ALUCP and CNO ALUCP compatibility factors, including Safety, Airspace Protection, Overflight. As a result, the City Council, therefore, finds and determines that the Project, when implemented in conjunction with the conditions of approval, will be consistent with the policies and criteria set forth within the ONT ALUCP and the CNO ALUCP.

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

WHEREAS, on April 25, 2023, the Planning Commission of the City of Ontario conducted a hearing to consider the Project, and concluded said hearing on that date, voting to issue Resolution No. PC23-029 recommending the City Council approve the Application; and

WHEREAS, on May 16, 2023, the City Council 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 City Council of the City of Ontario, as follows:

SECTION 1. ***Environmental Determination and Findings.*** As the decision-making body for the Project, the City Council has reviewed and considered the information contained in the previous Certified EIR and supporting documentation. Substantial changes are not proposed with the Project which would require major or any revisions to the previous EIR due to the involvement of no new significant environmental effects or no new substantial increase in the severity of previously identified significant effects. Based upon the facts and information contained in the previous Certified EIR and supporting documentation, the City Council finds as follows:

(1) The environmental impacts of this project were previously reviewed in conjunction with File No. PSP19-001, the South Ontario Logistics Center Specific Plan for which a Certified EIR was adopted by the City Council on March 1, 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 City Council; 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 City Council, and the specific findings set forth in Section 1, above, the City Council finds that the preparation of a subsequent or supplemental Certified EIR is not required for the Project, as the Project:

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

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

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

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

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

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

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

SECTION 3. ***Housing Element Compliance.*** Pursuant to the requirements of California Government Code Chapter 3, Article 10.6, commencing with Section 65580, as the decision-making body for the Project, the City Council finds that based on the facts and information contained in the Application and supporting documentation, at the time

of Project implementation, the project is consistent with the Housing Element of the Policy Plan (General Plan) component of The Ontario Plan, as the Project site is not one of the properties in the 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 body for the Project, the City Council 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 City Council, therefore, finds and determines that the Project, when implemented in conjunction with the conditions of approval, will be consistent with the policies and criteria set forth within the ONT ALUCP; and

(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 decision-making body for the Project, the City Council 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 City Council, therefore, finds and determines that the Project, when implemented in conjunction with the conditions of approval, will be consistent with the policies and criteria set forth within the California Airport Land Use Planning Handbook and the Chino ALUCP.

SECTION 5. ***Concluding Facts and Reasons.*** Based upon the substantial evidence presented to the City Council during the above-referenced hearing, and upon the specific findings set forth in Section 1 through 4, above, the City Council 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.*** The Specific Plan Amendment is in response to a settlement agreement and is to remove a portion of land from the South Ontario Logistics Center Specific Plan ("Specific Plan") area. While the original Specific Plan area is consistent with the goals, policies, plans and exhibits of the Vision, Policy Plan (General Plan) and City Council Priorities components of The Ontario Plan, the proposed reversion to the original Zoning District satisfies these items as well. The Specific Plan Amendment was filed in conjunction with a Zone Change to re-establish the original zoning of SP(AG) (Specific Plan – Agricultural Overlay), which is also consistent with the goals, policies, plans, and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan, as it allows for interim agricultural land uses to occur on the Project site until such time that a Specific Plan or Specific Plan Amendment is adopted for the land.

(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 Specific Plan Amendment will not be detrimental to the public interest, health, safety, convenience, or general welfare of the City. The Specific Plan Amendment proposes to remove a portion of land from the Specific Plan area, in conjunction with a Zone Change to re-establish the original zoning of SP(AG) (Specific Plan – Agricultural Overlay). The proposed agricultural SP(AG) Zoning District was previously reviewed in the Environmental Impact Report for the South Ontario Logistics Center Specific Plan, as it was the "status quo" at the time and represented a "no project" alternative. The proposed re-zoning to SP(AG) will not impose any additional impacts to the public interest, health, safety, convenience, or general welfare of the City above and beyond what currently exists at large in the region. The southern region of the City, south of Riverside Drive and known as Ontario Ranch, is predominantly characterized as agricultural with clusters of residential, commercial, and industrial development.

(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.*** While the proposed Specific Plan Amendment will result in a piece of land inconsistent with the larger industrial corridor, which generally spans from Euclid Avenue to the Cucamonga Creek Channel and from Eucalyptus Avenue to Merrill Avenue, reverting the land to the SP(AG) Zoning District will not adversely affect the harmonious relationship with adjacent properties and land uses, as the area surrounding the Project site is largely characterized by properties also located within the SP(AG) area. Additionally, properties located in neighboring industrial specific plans to the east and west are still phasing out the existing agricultural land uses while the properties are under development.

(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.*** No physical changes or development projects are proposed for the Project site as a result of the Specific Plan Amendment, and the site will be reverted to the Zoning District in effect prior to adoption of the South Ontario Logistics Center Specific Plan. Any future development on the Project site must be in conjunction with an approved Specific Plan or Specific Plan Amendment. Further, the Project site is large enough to support a new Specific Plan, should integration into an adjacent Specific Plan fail to occur in the future. Lastly, should the Project site be developed in the future, it is physically suitable (including, but not limited to, parcel size and shape, access, and availability of utilities) for industrial development in keeping with the remainder of the industrial corridor in which it is located.

SECTION 6. ***City Council Action.*** Based upon the findings and conclusions set forth in Sections 1 through 5, above, the City Council hereby APPROVES the herein described Application, "Attachment A: Specific Plan Amendment Redlined Document," and subject to each and every condition set forth in the Department report attached hereto as “Attachment B: Conditions of Approval” 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.

PASSED, APPROVED, AND ADOPTED this 16th day of May 2023.

_____
PAUL S. LEON, MAYOR

ATTEST:

_____
SHEILA MAUTZ, CITY CLERK

APPROVED AS TO FORM:

_____
BEST BEST & KRIEGER LLP
CITY ATTORNEY

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

I, SHEILA MAUTZ, City Clerk of the City of Ontario, DO HEREBY CERTIFY that foregoing Resolution No. 2023- was duly passed and adopted by the City Council of the City of Ontario at their regular meeting held May 16, 2023, by the following roll call vote, to wit:

AYES: COUNCIL MEMBERS:

NOES: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

_____
SHEILA MAUTZ, CITY CLERK

(SEAL)

The foregoing is the original of Resolution No. 2023- duly passed and adopted by the Ontario City Council at their regular meeting held May 16, 2023.

_____
SHEILA MAUTZ, CITY CLERK

(SEAL)

ATTACHMENT A:

File No. PSPA22-008
Specific Plan Amendment Redlined Document

(Specific Plan Amendment Redlined Document to follow this page)

SOUTH ONTARIO LOGISTICS CENTER

SPECIFIC PLAN

City of Ontario

Specific Plan

Developer

~~Real Estate Development Associates, LLC~~Grove Land Venture, LLC

4450 MacArthur Blvd., Suite 100

Newport Beach, CA 92660

(949) 216-7300

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South Ontario Logistics Center Specific Plan

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1.0 INTRODUCTION

The South Ontario Logistics Center Specific Plan (this "Specific Plan") is one of the initial industrial specific plans implementing the vision outlined by the City of Ontario for the Ontario Ranch area (formerly New Model Colony). The Ontario Ranch area covers 8,200 acres of the former 14,000-acre San Bernardino Agricultural Preserve, which was historically used for dairy or cattle farming by descendants of Dutch, French Basque, Portuguese, and Mexican families.

The Agricultural Preserve was divided in 1999, with portions incorporated into the three adjacent cities of Chino, Chino Hills, and Ontario. The City of Ontario named its portion the *New Model Colony* after the original *Model Colony of Ontario* established by the Chaffey Brothers, William and George Jr., in 1882. The original Model Colony was founded on innovative land development principles that included the distribution of water rights with land purchases (Mutual Water Company), a grand boulevard (Euclid Avenue), and an agricultural college (Chaffey College, established 1885).

Within Ontario Ranch, the City of Ontario promotes innovative land development principles to continue the legacy of the Model Colony. The land use plan for Ontario Ranch provides for housing, commercial and industrial areas, parks, a lake, a golf course, and trail and bike links. Specific plans are required to guide development in Ontario Ranch to ensure the City objectives are achieved.

On January 26, 2010, the City of Ontario adopted The Ontario Plan, which serves as its new business plan and includes a long-term vision and principle-based policy plan, essentially functioning as the General Plan for the city, including Ontario Ranch.

1.1 Purpose and Intent of the Specific Plan

The South Ontario Logistics Center Specific Plan provides zoning regulations for development of the project site by establishing permitted land use, development standards, infrastructure requirements, and implementation requirements for development. A comprehensive set of design guidelines and development regulations are included to guide and regulate site planning, architectural character, and landscape within the community, ensuring that excellence in community design is achieved during project development. The Specific Plan establishes the procedures and requirements to approve new development within the project site.

The purpose of the Specific Plan is to:

1. Provide a planning framework that responds to the physical and market driven aspects of future development opportunities;
2. Specify adequate and coordinated infrastructure, utilities, and public services for this area of the Ontario Ranch;
3. Promote compatible uses and interfaces with adjacent properties;

4. Ensure the appropriate location and intensity of uses through new development parameters; and
5. Conform with State laws and local ordinances and policies for the preparation of the Specific Plan.

The objectives of the Specific Plan are to:

1. Create a professional, well-maintained, and attractive environment for the development of a multi-purpose business park, light industrial and warehousing/logistics complex.
2. Provide the entitlements and framework for the development of at least 3.5~~5.3~~ million square feet of business park and light industrial uses.
3. Provide employment opportunities for community residents.
4. Facilitate the construction of utilities, roads, and other major infrastructure that are sufficiently sized to adequately serve the Specific Plan area.
5. Expand Ontario's industrial uses in proximity to local airports and regional transportation networks.
6. Create an economic engine to drive future growth in Ontario Ranch, spur infrastructure improvements in the area and implement the Specific Plan vision.

1.2 Project Description

This Specific Plan is the regulatory document for the South Ontario Logistics Center, accommodating up to **3,593,700**~~5,333,518~~ square feet of business park and general industrial uses on approximately 147.85~~219~~ gross acres of land. The Specific Plan addresses consistency with The Ontario Plan; provides a development plan identifying land uses, circulation, infrastructure, streetscape, and landscape plans; establishes allowable uses and development standards for reviewing individual projects; presents design guidelines to create a visually attractive environment; summarizes the development review process; and specifies provisions for administration and implementation of the Specific Plan.

The South Ontario Logistics Center is envisioned to contain business park and industrial buildings supported by public roads and utility infrastructure systems, private driveways, parking lots, truck courts, lighting, landscaping, signage, and other functional and decorative features. The business park uses in smaller buildings are positioned along Eucalyptus Avenue while industrial uses in larger warehouse-style buildings comprise the balance of the site. As designed, building users are expected to be a mixture of local, national, and international businesses that bring job opportunities and economic growth to Ontario. A summary of the land uses is as follows:

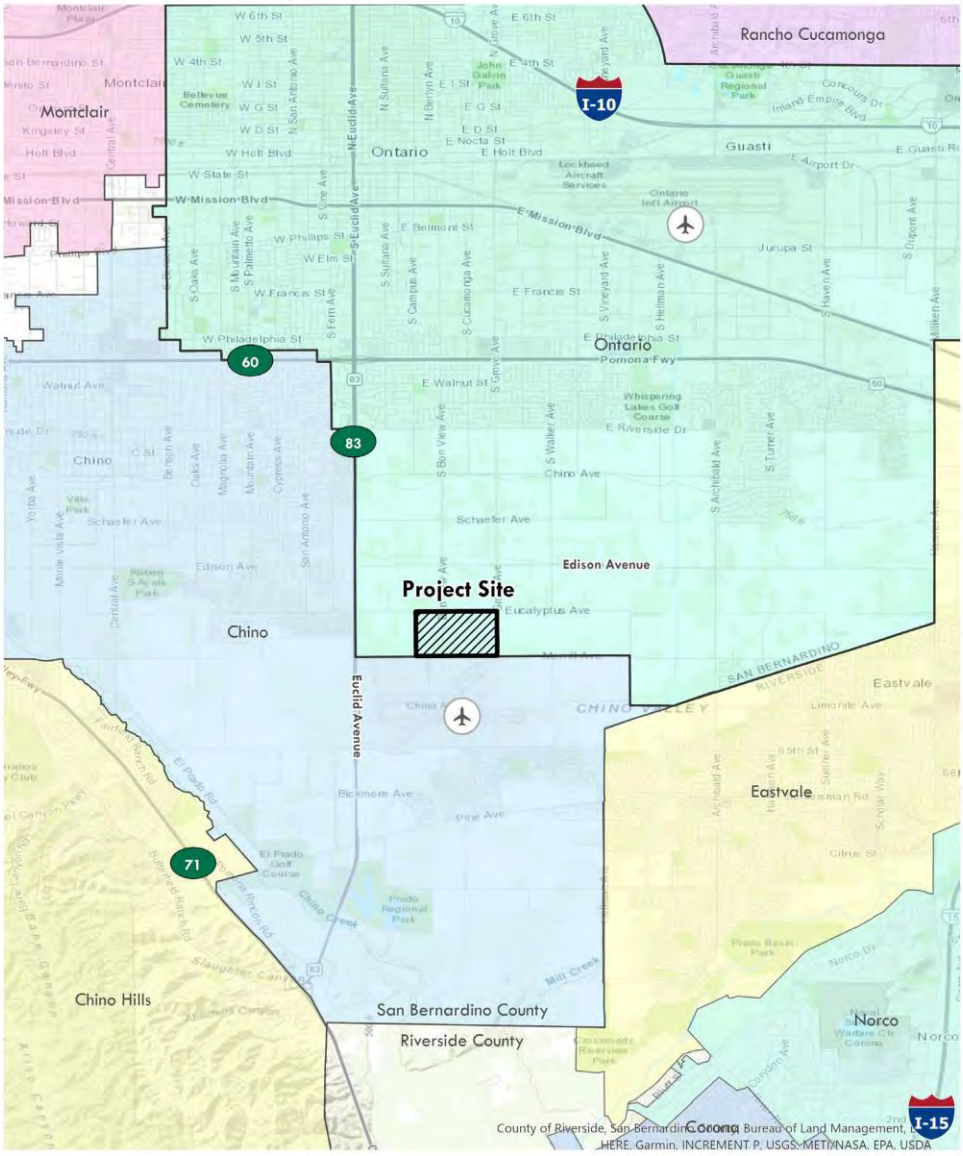
Table 1.0 Land Use Summary

Land Use Designation	Acreage	Maximum Building Square Footage
Business Park Planning Areas	~~35.17~~23.65 AC	618,116.4~~919,048~~ SF
Industrial – General Planning Areas	~~184.22~~124.20 AC	~~4,414,470~~2,975,583.6 SF
Total	~~219.39~~147.85 AC	**3,593,700~~2,541,178~~ SF**

Location and Specific Plan Boundary

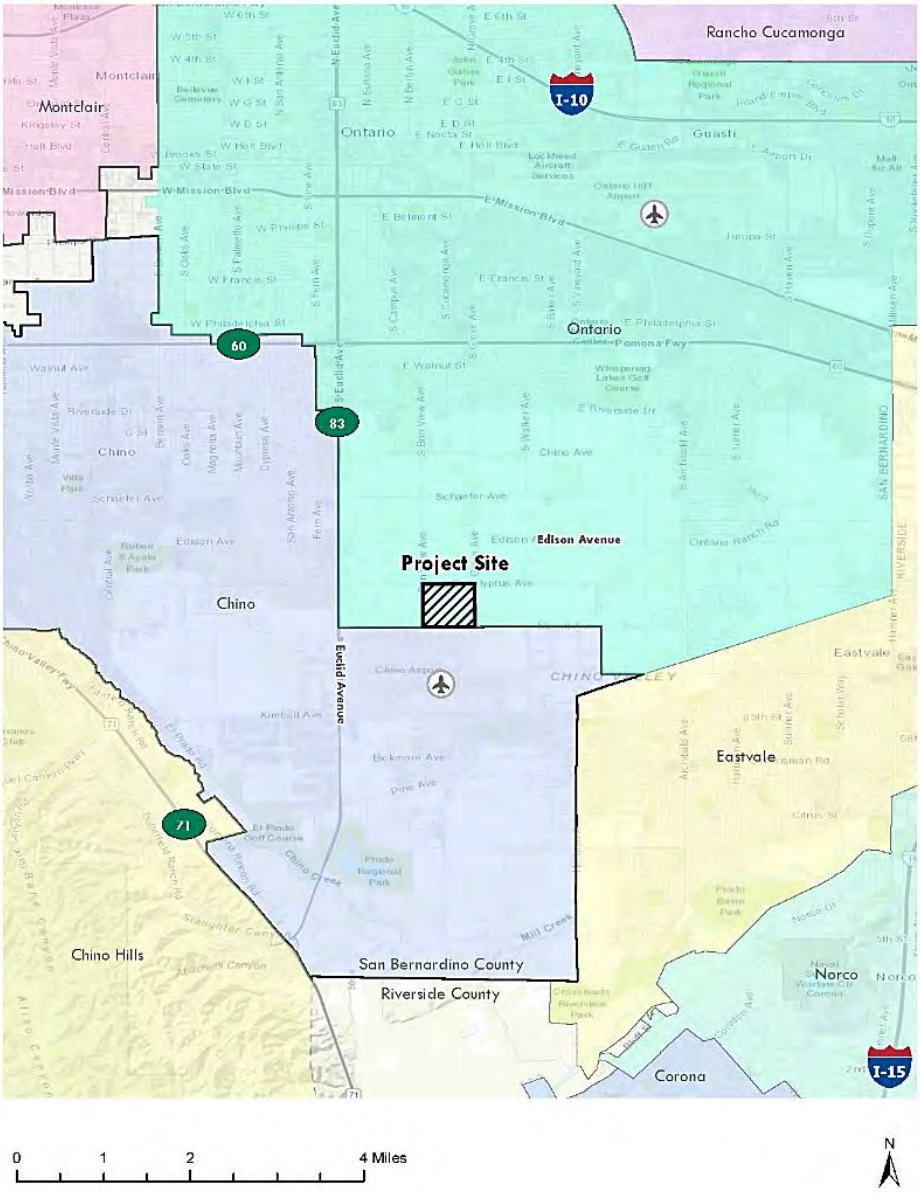
The Specific Plan area is located in the southwestern portion of the city of Ontario within the community called Ontario Ranch (Figure 1.1, Regional Map). The site is approximately 0.80 miles east of State Route 83 (CA-83); 2.97 miles south of State Route 60 (CA-60); 4.5 miles west of Interstate 15 (I-15); and 7.5 miles north of State Route 91 (CA-91) (Figure 1.2, Vicinity Map). The Specific Plan area encompasses 15~~23~~ parcels bounded by Eucalyptus Avenue on the north, Grove Avenue on the east, Merrill Avenue on the south, ~~Campus~~ Bon View Avenue on the west, and consists of the following Assessor Parcel Numbers (APNs): 1054-071-01, -02; 1054-081-03; 1054-091-01, -02; 1054-101-01, -02; 1054-231-01, -02; 1054-241-01, -02; 1054-321-01, -02; 1054-311-01, -02; ~~1054-051-01, -02~~; ~~1054-061-01, -02~~; ~~1054-251-01, -02~~, ~~1054-301-01, -02.~~ (Figure 1.3, Specific Plan Boundary).

Regional Map



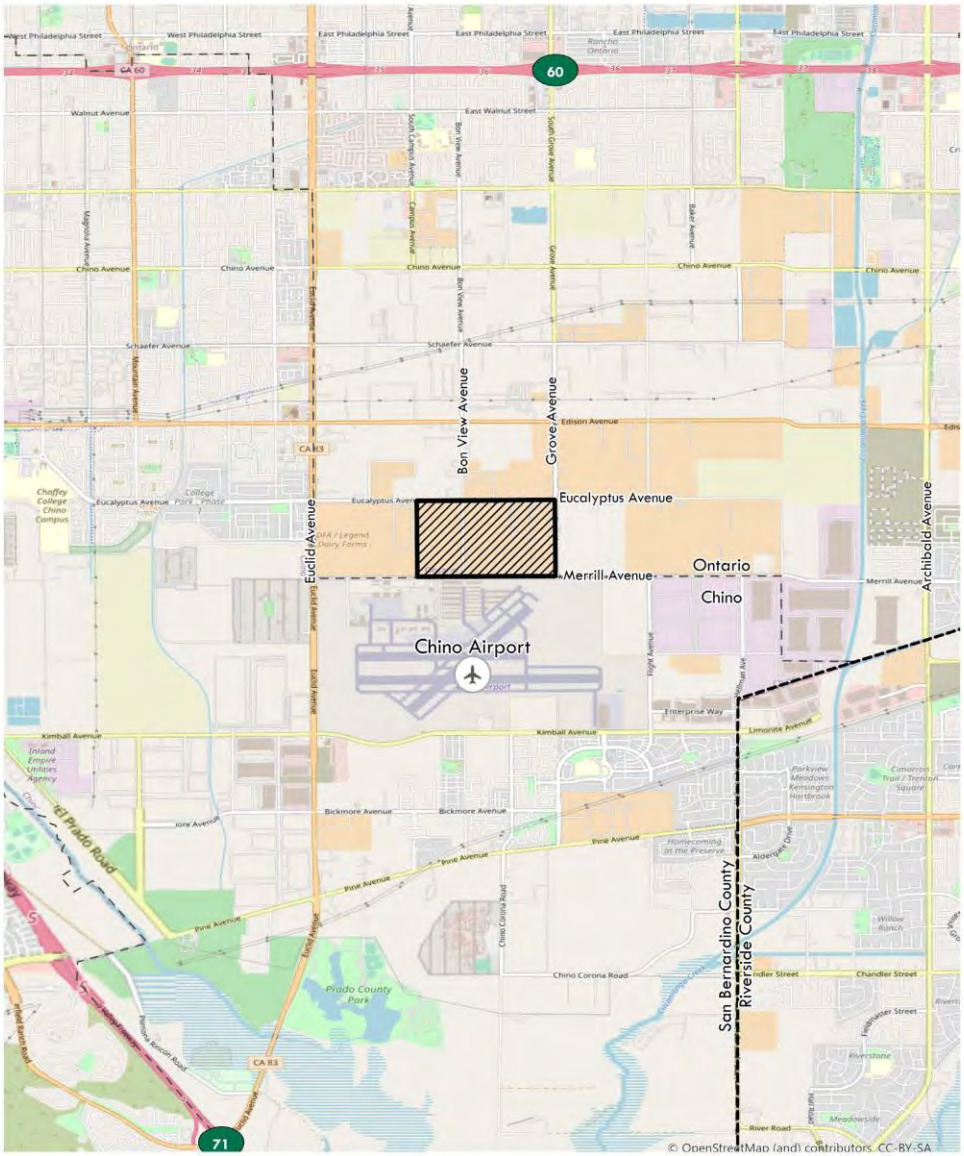
South Ontario Logistics Center Specific Plan **Figure 1.1**

Regional Map



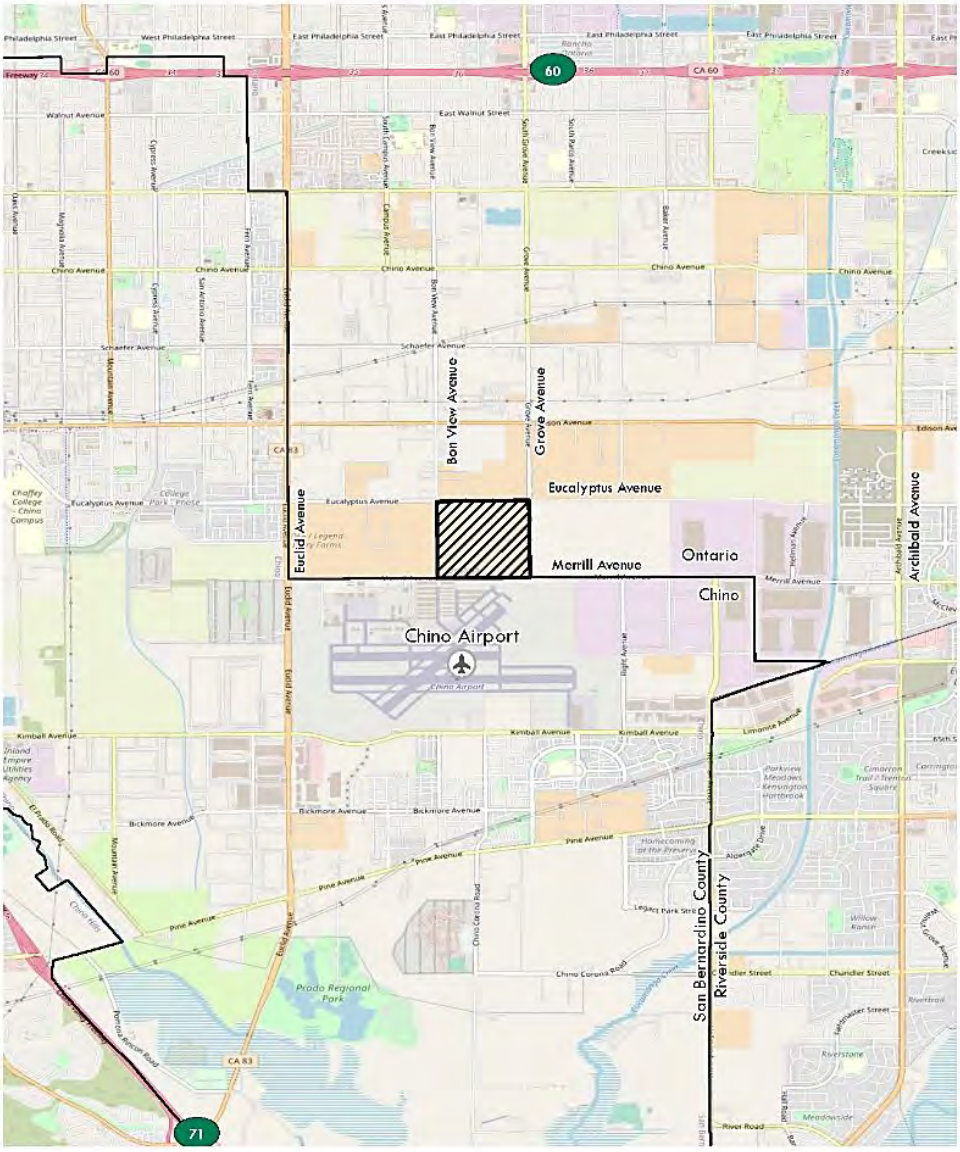
South Ontario Logistics Center Specific Plan **Figure 1.1**

Vicinity Map



South Ontario Logistics Center Specific Plan **Figure 1.2**

Vicinity Map



South Ontario Logistics Center Specific Plan **Figure 1.2**

Specific Plan Boundary



South Ontario Logistics Center Specific Plan **Figure 1.3**

Specific Plan Boundary



South Ontario Logistics Center Specific Plan **Figure 1.3**

Employment Generation

At build-out, the South Ontario Logistics Center is anticipated to create hundreds of jobs in warehousing, logistics, light manufacturing, and administration. Actual job creation depends on the type of land uses ultimately developed, as a wide range of office, business park, and industrial uses are permitted. For example, e-commerce uses such as internet merchant fulfillment would yield more jobs than a distribution warehouse since many e-commerce companies employ labor-intensive picking and packing operations. Employment opportunities will range from entry level to highly skilled labor, adding to Ontario's competitive advantage in the region. South Ontario Logistics Center will also provide expanded opportunities for start-up businesses.

Infrastructure Framework

In cooperation with adjacent property owners and developers, the Specific Plan will help establish the necessary framework to enable the continued growth and development of Ontario Ranch. The Specific Plan identifies master planned domestic water, recycled water, sewer, storm drain and fiber optic infrastructure.

Community Compatibility

The Specific Plan land use plan designates the northern frontage along Eucalyptus Avenue as Business Park, which provides for smaller scale buildings with less intense uses. The Industrial designation is applied to the remainder of the Specific Plan area, which is adjacent to the Chino Airport across Merrill Avenue.

1.3 Specific Plan Requirements

The range of topics addressed in a specific plan is left to the discretion of the decision-making body. However, all specific plans must, at a minimum, address the following:

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 the above identified items.

1.4 Authority and Scope of the Specific Plan

The Ontario Plan requires approval of a ~~s~~Specific ~~p~~Plan for development within Ontario Ranch to guide development of the project site, ensure unified districts and neighborhoods, and implement the City's goals and policies. The City of Ontario has zoned the project site SP (Specific Plan) Zoning District with an AG (Agriculture) Overlay District. This Specific Plan provides zoning regulations to govern development of

the site and shall take precedence over the City of Ontario Development Code. However, in instances where the Specific Plan is silent, the Development Code shall prevail.

The California Government Code (Title 7, Division 1, Chapter 3, Article 8, Sections 65450 through 65457) grants the City the authority to adopt a specific plan by ordinance (a regulatory plan) or resolution (a policy driven plan). This Specific Plan is a regulatory document, providing land use and design guidance adopted by ordinance.

As a regulatory plan, this document serves as zoning law for the land within the Specific Plan area. Development plans, site plans, and tentative tract and parcel maps must be consistent with this Specific Plan and The Ontario Plan. The topics covered in this Specific Plan include land use, infrastructure, development standards, design guidelines, and implementation measures. The minimum requirements of a specific plan are established by California Government Code Sections 65450 through 65457 and City of Ontario Code Sections 9-1.2100 to 9-1.2125.

No local public works project may be approved, no tentative map or parcel map for which a tentative map was not required may be approved, and no zoning ordinance may be adopted or amended within an area covered by a specific plan unless it is consistent with the adopted specific plan (California Government Code Section 65455). The California Government Code also requires compatibility with local, regional and other planning measures. For example, the Specific Plan must be consistent with any applicable comprehensive airport land use plan (ALUP) (California Government Code Section 65302.3). After adoption, any identification of inconsistency must be followed by amendment of either the existing plans and regulations or the Ss~~s~~pecific P~~p~~lan itself. Failure to correct inconsistencies can result in the inability to enforce specific plan regulations and policies.

1.5 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 South Ontario Logistics Center, 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 & recreation, community economics, community design, and social resources.
- The City of Ontario Development Code, which governs over topics on which this Specific Plan's development regulations are silent. (Where the requirements of this Specific Plan differ from the requirements of the Ontario Development Code, this Specific Plan takes precedence.)
- The South Ontario Logistics Center Development Agreement, which specifies methods for the financing, acquisition, and construction of infrastructure systems and provides assurance that development of the property may proceed subject to Ontario's rules and regulations in effect at the time of this Specific Plan's approval.
- The Airport Land Use Compatibility Plans for Ontario International Airport (ONT) and Chino Airport. ~~The City of Ontario is currently preparing an Airport Land Use Compatibility Plan for Chino Airport which relies on the California Airport Land Use Planning Handbook published by Caltrans Division of Aeronautics, that~~

~~is expected to be adopted in 2021. The Chino Airport Land Use Compatibility Plan will establish policies and criteria for the four types of compatibility impacts which include safety, noise, airspace protection, and overflight.~~ Projects within the Specific Plan boundary shall be required to be consistent with the policies and criteria of the Airport Land Use Compatibility Plans for Ontario International Airport and Chino Airport.

- The Mitigation Monitoring and Reporting Program (MMRP) that is part of the South Ontario Logistics Center's Environmental Impact Report (EIR) prepared in compliance with the California Environmental Quality Act. The MMRP stipulates measures that are required to be implemented to mitigate the environmental effects of the commerce center's construction and operation.

1.6 California Environmental Quality Act Compliance

The Specific Plan is a discretionary project and is subject to the requirements of the California Environmental Quality Act (CEQA). Pursuant to State and local CEQA guidelines, an Environmental Impact Report (EIR) addressing the impacts associated with the development of a project must be considered and certified by the City prior to approval of a s~~S~~pecific p~~P~~lan.

To address potential environmental impacts, it is anticipated that an EIR will be prepared. The EIR will analyze the potential environmental impacts of the adoption and implementation of the Specific Plan and any concurrently processed permits. The EIR for the Specific Plan will be helpful in dealing with concurrently processed implementing projects (such as development within the Specific Plan and/or related infrastructure provision) and subsequent activities within the Specific Plan area. With a detailed analysis of the Specific Plan and associated development, many subsequent activities, such as grading permits or other development permits, could be found to be within the scope of the project described in the EIR, and no further environmental documents would be required.

1.7 Organization of this Specific Plan

The Specific Plan is organized by chapter as follows:

1. **Introduction.** This chapter states the purpose and intent of the Specific Plan, introduces the proposed project, summarizes specific plan requirements, and explains the scope and authority of the Specific Plan and its compliance with CEQA.

2. **Existing Conditions.** This chapter explains the baseline conditions for the project site including current and surrounding land uses, airport influence, circulation, utilities, and environmental conditions.

3. **Development Plan.** This chapter establishes the overall development concept for the Specific Plan including the land use plan, infrastructure plans for water, sewer, drainage, and circulation, and the provision of public services such as fire, police, and solid waste disposal.

4. **Land Use and Development Regulations.** This chapter establishes the land use designations and regulations for the Specific Plan. Upon adoption of this Specific Plan, the land use and development standards within this chapter serve as the legal zoning for the Specific Plan area.

5. **Design Guidelines.** This chapter provides direction for site planning, architecture, and landscape design in the Specific Plan area.

6. **Administration and Implementation.** This chapter provides requirements for development review and administration of the Specific Plan including amendment procedures and implementation priorities.

7. **The Ontario Plan Consistency.** This chapter describes the Specific Plan's conformance with The Ontario Plan.

2.0 EXISTING CONDITIONS

The following sections document the conditions prior to the adoption of this Specific Plan, including land uses, airport influence areas, Williamson Act contracts, land use designations, circulation, and environmental conditions.

2.1 Existing and Surrounding Land Uses

The Specific Plan area is occupied by agricultural uses, including a dairy farm, row crops, and vacant land. Approximately six residences that house the dairy owner and workers are also located within the Specific Plan area. Dairy farming and agriculture have been the primary uses of the property since the 1930s or earlier.

Figure 2.1 shows the existing uses in the vicinity, which include:

- North across Eucalyptus Avenue: dairy farm and agricultural row crops
- South across Merrill Avenue: Chino Airport (City of Chino)
- East across Grove Avenue: dairy farm and agricultural row crops
- West across Bon View ~~Campus~~ Avenue: dairy farm and agricultural row crops

The Ontario Plan designates the surrounding areas in Ontario Ranch for business park, commercial, and residential uses.

2.2 Airport Influence Areas

Ontario International Airport Influence Area

The Ontario International Airport Land Use Compatibility Plan (ONT ALUCP) was adopted by the Ontario City Council on April 19, 2011. The intent of a compatibility plan is to avoid conflicts between airport operations and surrounding land uses. The Specific Plan area is not within the safety, noise impact, or airspace protection zones of the ONT ALUCP; however, it is within the Airport Influence Area, as is the entire City of Ontario. While a Real Estate Transaction Disclosure policy is not required for non-residential land, developers or tenants may purchase a Natural Hazard Disclosure report that would indicate that the property is in an Airport Influence Area.

Chino Airport Overlay Zoninge District

The Specific Plan area is within Safety Zone 1, 3 and 6 of the Chino Airport Overlay ~~(Generic Safety Zones for General Aviation Airports from the Caltrans Division of Aeronautics – California Airport Land Use Planning Handbook)~~ Zoning District and Reference I, Chino Airport Land Use Compatibility Plan as shown in Figure 2.2 Airport Influence Areas.

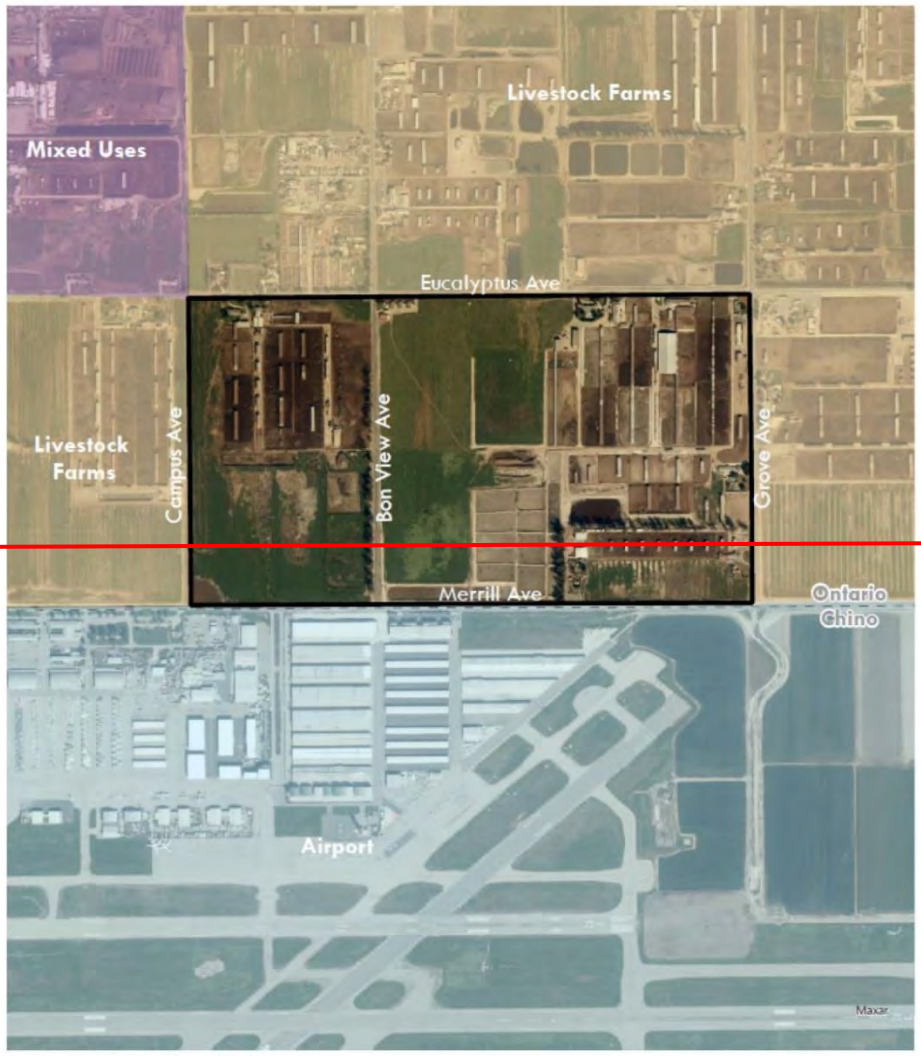
The following open land and occupancy limit requirements shall apply in Chino Airport Safety Zones, as established by the Chino Airport Land Use Compatibility Plan.

Zone 1: No buildings shall be located in Safety Zone 1.
Zone 3: ~~At least~~ 15% of the zone shall remain as open land* and occupancy shall be limited to 100 people per acre on average and a maximum of 300 people in any one acre.

Zone 6: ~~At least~~ 10% of the zone shall remain as open land* or an open area every ¼ mile to ½ mile is required; occupancy shall be limited to 300 people per acre on average and a maximum of 1,200 people in any one acre.

* Open land is defined as areas at least 300 feet long by 75 feet wide (about 0.5 acre) that are relatively level and free of tall vertical objects such as structures, overhead lines/wires, and large trees and poles greater than 4 inches in diameter and taller than 4 feet above the ground. Parking lots can be considered as acceptable open lands. In the Specific Plan area, surrounding roads (Eucalyptus, ~~Campus~~ Bon View, Grove Avenue, and Merrill Avenues), drive aisles, and truck parking lots can be considered as acceptable open lands in urbanized settings.

Existing Surrounding Land Uses



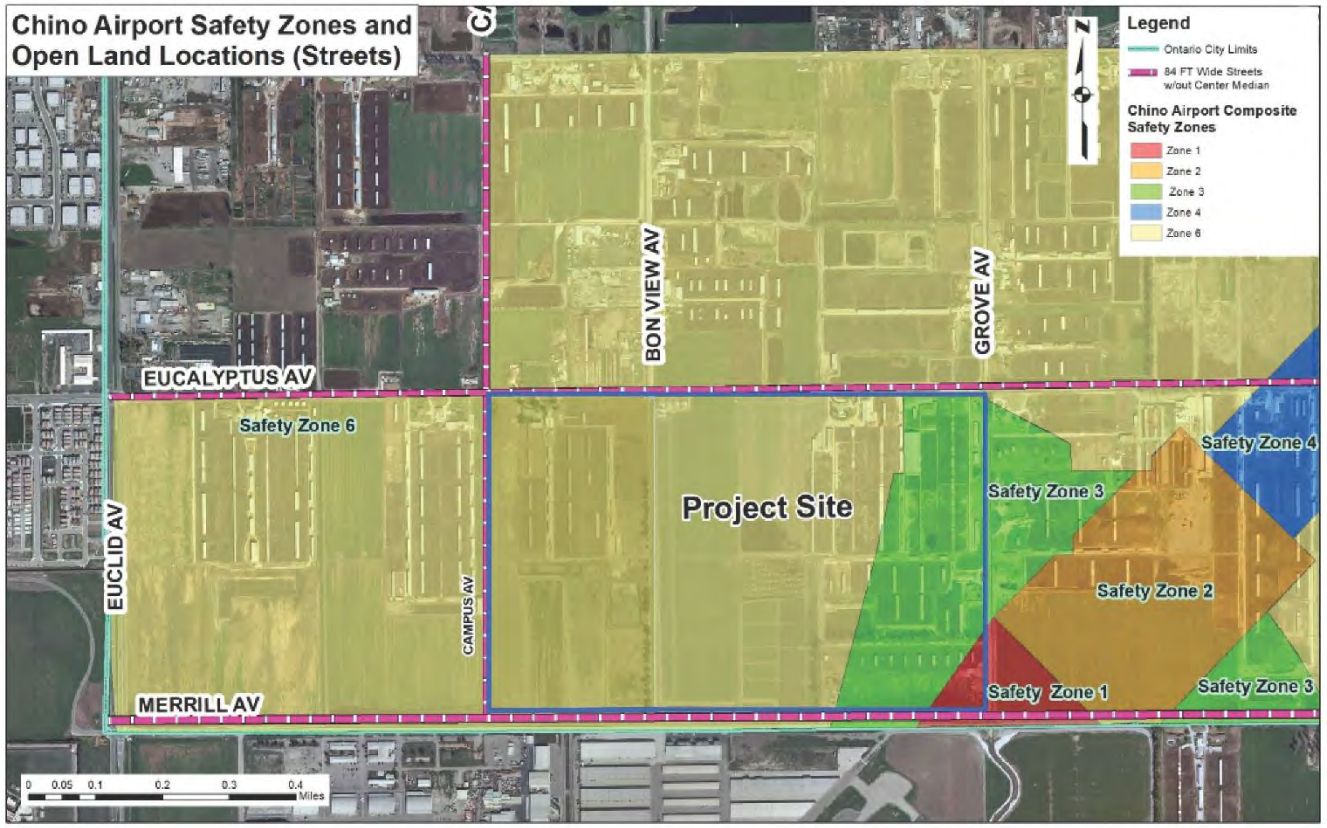
South Ontario Logistics Center Specific Plan **Figure 2.**

Existing Surrounding Land Uses



South Ontario Logistics Center Specific Plan **Figure 2.1**

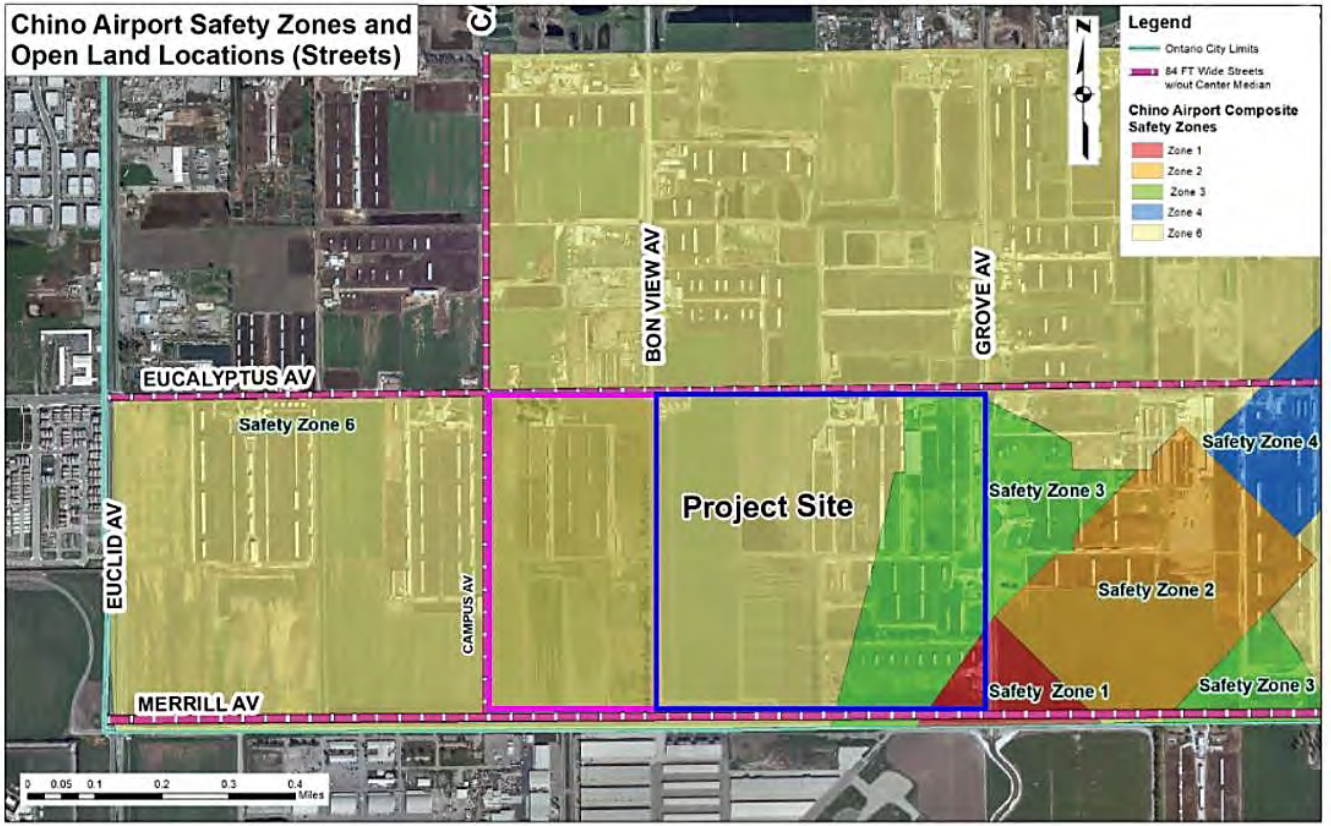
Airport Influence Areas



South Ontario Logistics Center Specific Plan

Figure 2.2

Airport Influence Areas



South Ontario Logistics Center Specific Plan

Figure 2.2

2.3 Williamson Act Contracts

The California Land Conservation Act of 1965, commonly referred to as the Williamson Act, enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space use. In return, landowners receive property tax assessments that are much lower than normal because they are based upon farming and open space uses as opposed to full market value. The motivation for the Williamson Act is to promote voluntary land conservation, particularly farmland conservation. ~~At the time this Specific Plan was prepared (2021), there is an active Williamson Act Contract (Contract #72-392) on APN 1054-051-01, 02 and 1054-061-01, 02. However, a notice of non-renewal was recorded, starting the process to terminate this Contract. As one of the discretionary actions associated with the South Ontario Logistics Specific Plan, these existing Williamson Act Contracts will be cancelled. Cancellation would comply with provisions and requirements identified at Government Code (GC) §51280 et seq. The City would be required to make the required statutory findings (GC §51282(a)). The landowner would be required to pay the requisite cancellation fee.~~ There are no active Williamson Act contracts within the Specific Plan area.

2.4 Existing Ontario Plan and Zoning Land Use Designations

The Ontario Plan existing land use designations and existing zoning map designations for the Specific Plan area (prior to adoption of the South Ontario Logistics Center Specific Plan) are shown in Figure 2.3.

The Ontario Plan existing land use designations are:

- Business Park (0.6 Floor Area Ratio (FAR))
  Assessor Parcel Number (APN): 1054-231-02; 1054-321-01, -02; 1054-311-02.~~; 1054-331-01; 1054-301-01, -02.~~

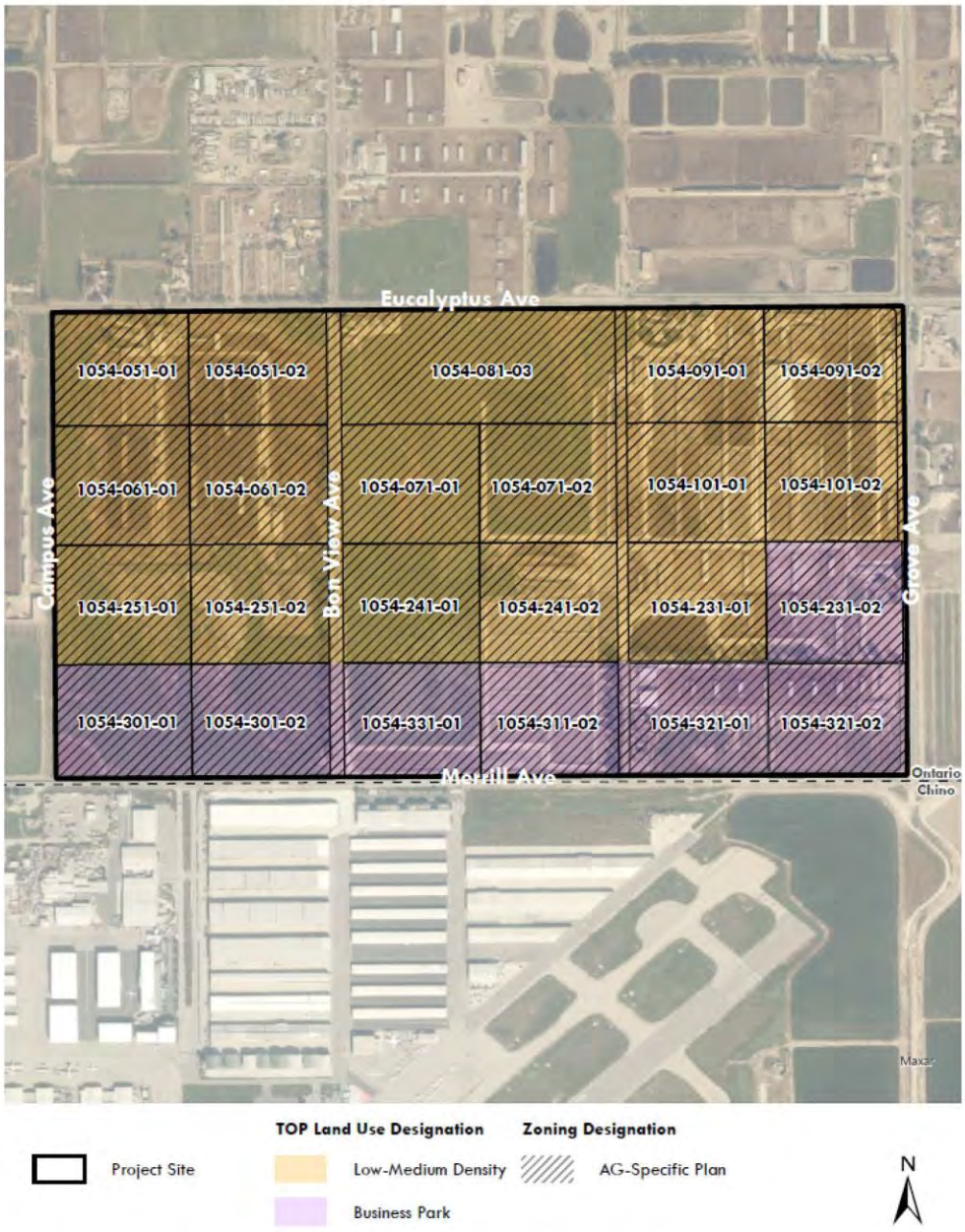
- Low-Medium Density Residential (5.1 – 11 dwelling units per acre)
  APN: 1054-071-01, -02; 1054-081-03; 1054-091-01, -02, 1054-101-01, -02; 1054-231-01; 1054-241-01, -02.~~, 1054-2512-01, -02, 1054-061-01, -02, 1054-051-01, -02.~~

- Chino Airport Overlay
  APN: 1054-101-02; 1054-231-01, -02; 1054-311-02, 1054-321-01, -02 and portions of 1054-091-02; 1054-101-01; 1054-241-02; 1054-311-01

The project includes an application for a General Plan Amendment to change the land use designations to Industrial and Business Park, as discussed in Chapter 3, Development Plan.

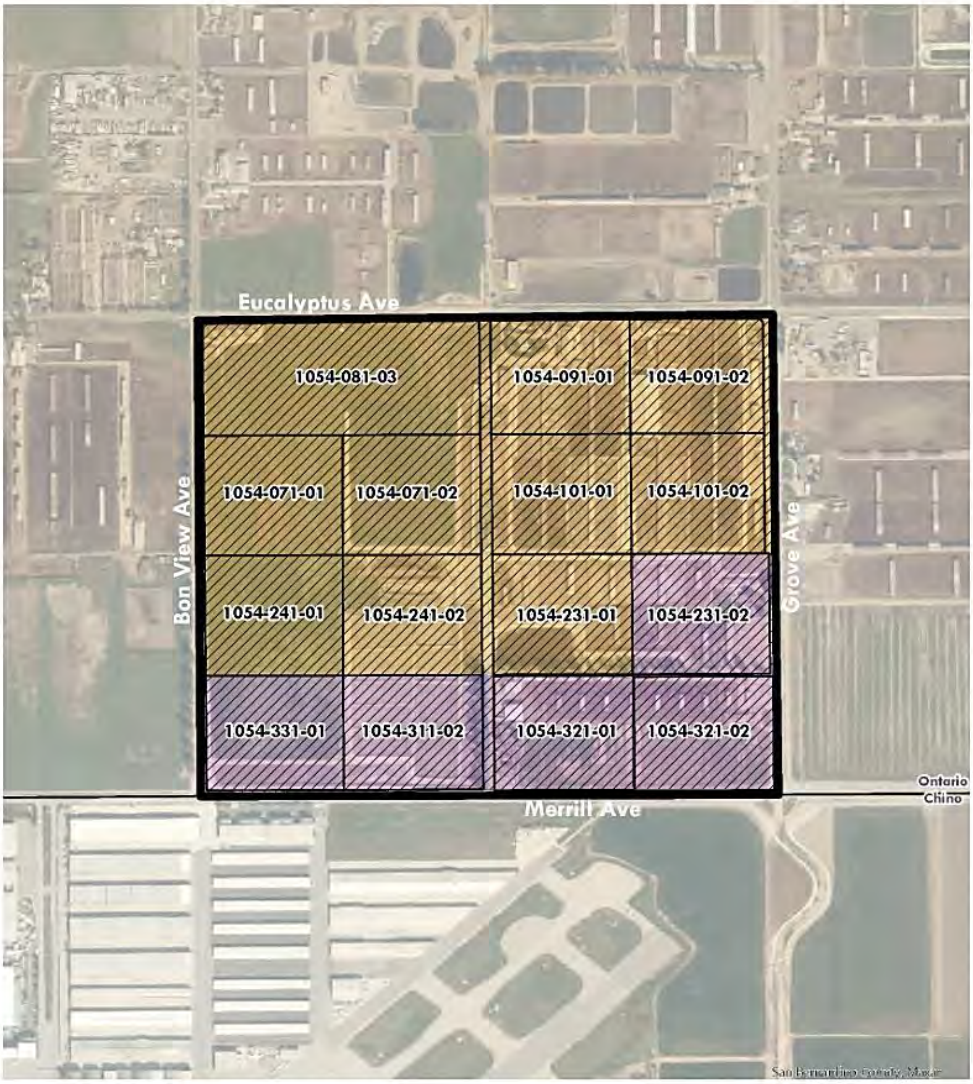
The existing zoning designation is SP (Specific Plan) Zoning District with an AG (Agriculture) Overlay District. The AG Overlay indicates that the land can continue to be used for agricultural uses, but the SP District designation requires approval of a specific plan by the City for urban development of the project site.

Existing TOP Land Use and Zoning



South Ontario Logistics Center Specific Plan **Figure 2.3**

Existing Top Land Use and Zoning



South Ontario Logistics Center Specific Plan **Figure 2.3**

2.5 Existing Circulation

The Specific Plan area is located approximately three miles south of State Route 60 via State Route 83 (Euclid Avenue), which is located west of the Specific Plan area, as shown in Figure 1.1 and Figure 1.2-.

Vehicular circulation in the Specific Plan area is provided by Eucalyptus Avenue on the north, Merrill Avenue on the south, Grove Avenue on the east, and ~~Campus~~ Bon View Avenue on the west.

Grove, Eucalyptus, ~~Campus~~ and Merrill Avenues do not provide fully dedicated rights-of-way as specified in The Ontario Plan and lack major street and parkway improvements.

Bon View Avenue is a fully dedicated street but lacks street and parkway improvements.

The site currently takes access from multiple drive entrances off Grove Avenue and Eucalyptus Avenue. There are no site access points from Merrill and Bon View Avenues due to dirt berms along these property lines.

There is an existing unused dedicated paper street (Cucamonga Avenue) that runs north/south through the center of the site that will be vacated.

There ~~are no traffic signals located at the street intersections bordering the site.~~is an existing traffic signal at Merrill Avenue and Grove Avenue; there are no other traffic signals located at the street intersections bordering the site.

No sidewalks exist adjacent to the site.

2.6 Existing Environmental Conditions

Topography

The topography of the site is moderately flat, sloping from the northeast to the southwest with approximately a 17-foot drop in elevation.

Geology, Soils, and Seismicity

A geotechnical feasibility study included boring to depths of 20 to 30± feet and trenching to depths of 5 to 10± feet. Manure was present at the ground surface at two of the trenches with thicknesses of 4½ to 5± inches. Highly organic topsoil materials were encountered at some of the boring and trench locations, which consisted of silty fine sands and contained manure and/or other fibrous organic material. A 6±-inch-thick surficial layer of aggregate base was observed at the ground surface at one of the borings.

Artificial fill soils were encountered beneath the AB layer and at the ground surface at one of the boring locations, extending to depths of 2½ to 3± feet. The fill soils consisted of medium dense fine sand with trace silt, fine gravel, and AC fragments. Native alluvial soils were encountered at the ground surface or beneath the fill, topsoil, and manure at ~~all of~~all the boring and trench locations. The near-surface alluvium generally consisted of loose to medium dense fine sands and silty fine sands to fine sandy silts, extending to depths of 4½ to 8½± feet below ground surface. Beneath these soils, the borings encountered stiff to very stiff clayey silts, silty clays, and sandy clays with occasional layers of medium dense silty sands, sandy silts, and clayey sands, extending to at least the maximum depth explored of 30± feet below existing site grades. Free water was not encountered during the drilling of any of the borings.

The subject site is located in an area that is subject to strong ground motions due to earthquakes. Research of available maps indicates that the Specific Plan area is not located within an Alquist-Priolo Earthquake Fault Zone. Furthermore, no evidence of faulting was identified during the geotechnical investigation. Therefore, the possibility of significant fault rupture on the site is considered low.

The potential for other geologic hazards such as seismically induced settlement, lateral spreading, tsunamis, inundation, seiches, flooding, and subsidence affecting the site is considered low. Research of the San Bernardino County Land Use Services website indicates that the subject site is not located within a zone of liquefaction susceptibility. Based on the mapping performed by San Bernardino County and the conditions encountered at the boring locations, liquefaction is not considered to be a design concern for development within the Specific Plan area.

Hydrology

Storm runoff from the site generally drains from north to south. Onsite detention areas are located in the central and southerly portions of the site.

The site surface drains southerly to a dirt swale located adjacent to Merrill Avenue, then westerly to a set of four corrugated steel pipes, then southerly to an earthen channel adjacent to Euclid Avenue.

Areas north of the project site drain southerly towards Eucalyptus Avenue and then westerly towards Euclid Avenue. Eucalyptus Avenue is not fully improved, so it is possible that offsite flows from the north enter the project site.

According to Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps, the project site is not located within a flood hazard zone.

Biological Resources

The Specific Plan area generally represents low biological resource value due to highly disturbed site conditions and historic dairy/agricultural use, resulting in low biological diversity. The entire site has been disturbed by agricultural use and no native habitat was present.

There is limited vegetation on the majority of the site; the vegetation that exists is generally non-native grasses and weeds. Project site contains approximately 6394 acres of agriculture fields. These fields are currently fallow. The agriculture fields are disturbed and dominated by non-native species of grasses and plants. Species observed include Avenasp., Bromussp., Russian thistle (Salsola tragus) and alfalfa (Medicago sativa).

The site contains approximately 107.4569.84 acres of disturbed agriculture infrastructure. These areas contain no native habitat and are currently used for containing livestock. These areas are mostly developed with agricultural use structures or residential buildings. Vegetation within these areas consists of non-native ornamental plant species.

The project site contains approximately 1519.0 acres of areas stock/retention ponds and channels. These ponds and channels are man-made and fed by wells. The ponds are dry and dominated by upland species such as bromus and Russan thistle, but the stock pond drainage channels contain grasses such as Burmda (Cynodon dactylon) and curly dock (Rumex crispus).

2.7 Existing Ground Water Wells

In compliance with the Chino Basin Water Master's Well Procedure for Developers, a well use/destruction plan and schedule for all existing private/agricultural wells shall be submitted to the City of Ontario for approval prior to the issuance of permits for any construction activity. 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 (residential to the domestic water system and agricultural to the recycled water system) when available. Wells shall be destroyed/abandoned per the California Water Resource Guidelines and require permitting from County Health Department. The locations of existing wells are shown in Figure 2.4, “Existing Ground Water Wells”. A copy of such permit and Form DWR 188 Well Completion Form shall be provided to the Development Engineering Department and the Utilities Engineering Department prior to issuance of grading and/or building permits. If the Developer proposes temporary use of an existing agricultural well for purposes other than agriculture, such as grading, dust control, etc., the developer shall make a formal request to the City of Ontario for such use prior to issuance of permits for any construction activity. Upon approval, the Developer shall enter into an agreement with the City of Ontario and pay any applicable fees as set forth by the agreement.

Existing Ground Water Wells



South Ontario Logistics Center Specific Plan **Figure 2.4**

Existing Ground Water Wells



South Ontario Logistics Center Specific Plan **Figure 2.4**

3.0 DEVELOPMENT PLAN

This chapter provides the framework to guide development of the South Ontario Logistics Center Specific Plan. The chapter presents the proposed planning areas, infrastructure plans, and public services to support the project.

3.1 Land Use Plan

The Specific Plan consists of ~~five~~ two Planning Areas accommodating a variety of industrial-serving commercial, low-intensity office, technology, light manufacturing, and warehouse/distribution uses that are compatible with the site's location within Safety Zone 1, 3 and 6 of the Chino Airport Influence Area. Chino Airport Runway 21 Runway Protection Zone and CFR Part 77 height restriction of the Chino Airport. The Land Use Plan implements the vision of The Ontario Plan by providing opportunities for employment in manufacturing, distribution, and research and development at intensities designed to meet the demand of current and future market conditions. A list of allowable uses by Planning Area is presented in Chapter 4 (Land Use and Development Standards).

Figure 3.1a (Land Use Plan) identifies the location of the land use designations for the proposed Project area. The Specific Plan zoning mirrors the TOP Land Use Districts and is identified along with the ~~five~~ two Planning Areas in Figure 3.1b.

BP (Business Park) Zoning District: The BP zoning district accommodates industrial-serving commercial, low intensity office uses, and certain light industrial uses. Development within this district is typically multi-tenant in nature; however, single-tenant buildings are not precluded.

IG (Industrial - General) Zoning District: The IG zoning district accommodates storage and warehousing uses located in larger buildings on larger sites. Uses may include e-commerce, high cube warehouses, or distribution. A wide range of manufacturing and assembly uses are also permitted in this district.

Table 3.1 provides the maximum allowable gross building area for each Planning Area at its associated floor area ratio. Development standards (found in Chapter 4), such as setbacks, parking, landscaping, infrastructure, and site design, may reduce the maximum gross square footage.

Table 3.1 Maximum Specific Plan Build-Out

Planning Area	Maximum Floor Area Ratio[1]	Site Acreage	Maximum Building Square Footage
Planning Area 1: Business Park	0.60	23.65	~~618,076~~618,116.4 SF
~~Planning Area 3: Business Park~~	~~0.60~~	~~11.52~~	~~300,972 SF~~
Planning Area 2: Industrial - General	0.55	~~106.71~~124.20	~~2,556,442~~ 2,975,583.6 SF
~~Planning Area 4: Industrial - General~~	~~0.55~~	~~60.06~~	~~1,438,914 SF~~
~~Planning Area 5: Industrial – General~~	~~0.55~~	~~17.45~~	~~419,114 SF~~
TOTAL		~~219.39~~147.85	~~5,333,518~~3,593,700

Note:
1. Provided the General Plan Amendment application submitted in conjunction with this Specific Plan to designate PAs 1 ~~and 3~~ as Business Park and PA~~s~~ 2~~,4, and 5~~ as Industrial – General is approved.

TOP Land Use Plan



South Ontario Logistics Center Specific Plan **Figure 3.1a**

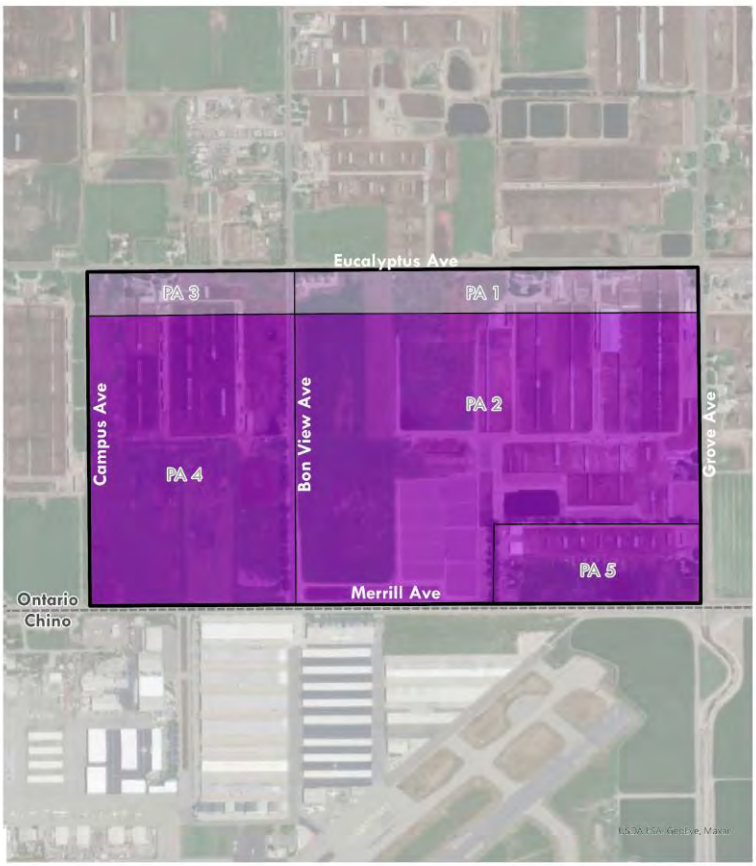
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Top Land Use Plan



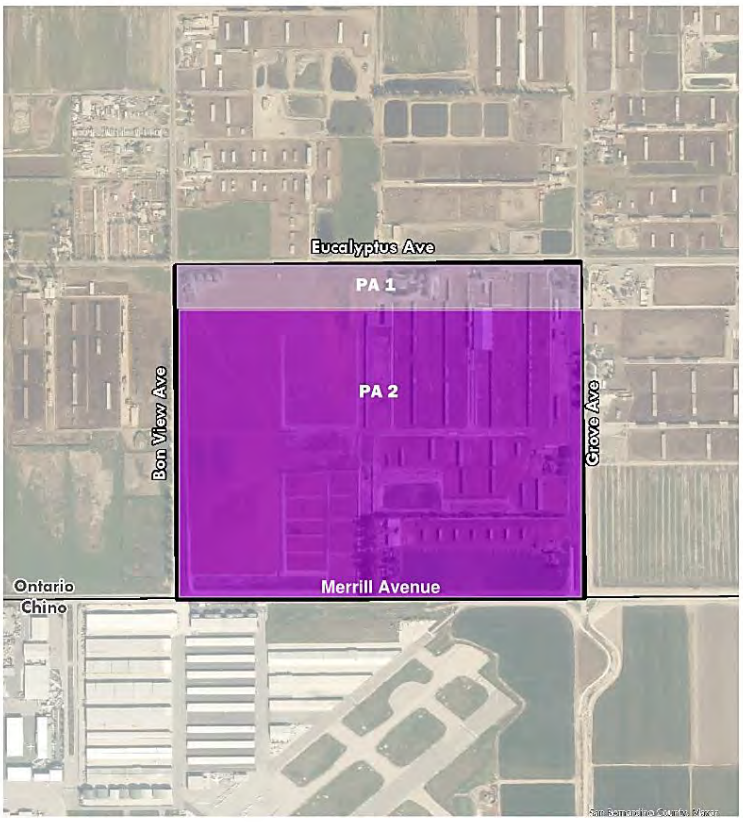
South Ontario Logistics Center Specific Plan **Figure 3.1a**

Proposed Specific Plan Land Use Plan



South Ontario Logistics Center Specific Plan **Figure 3.1b**

Proposed Specific Plan Land Use Plan



South Ontario Logistics Center Specific Plan **Figure 3.1b**

3.2 Street Plan

The Street Plan (Figure 3.2) facilitates movement of vehicles, pedestrians and cyclists within the Specific Plan area, consistent with the City of Ontario's Roadway Classification System, shown in Figure 3.3.

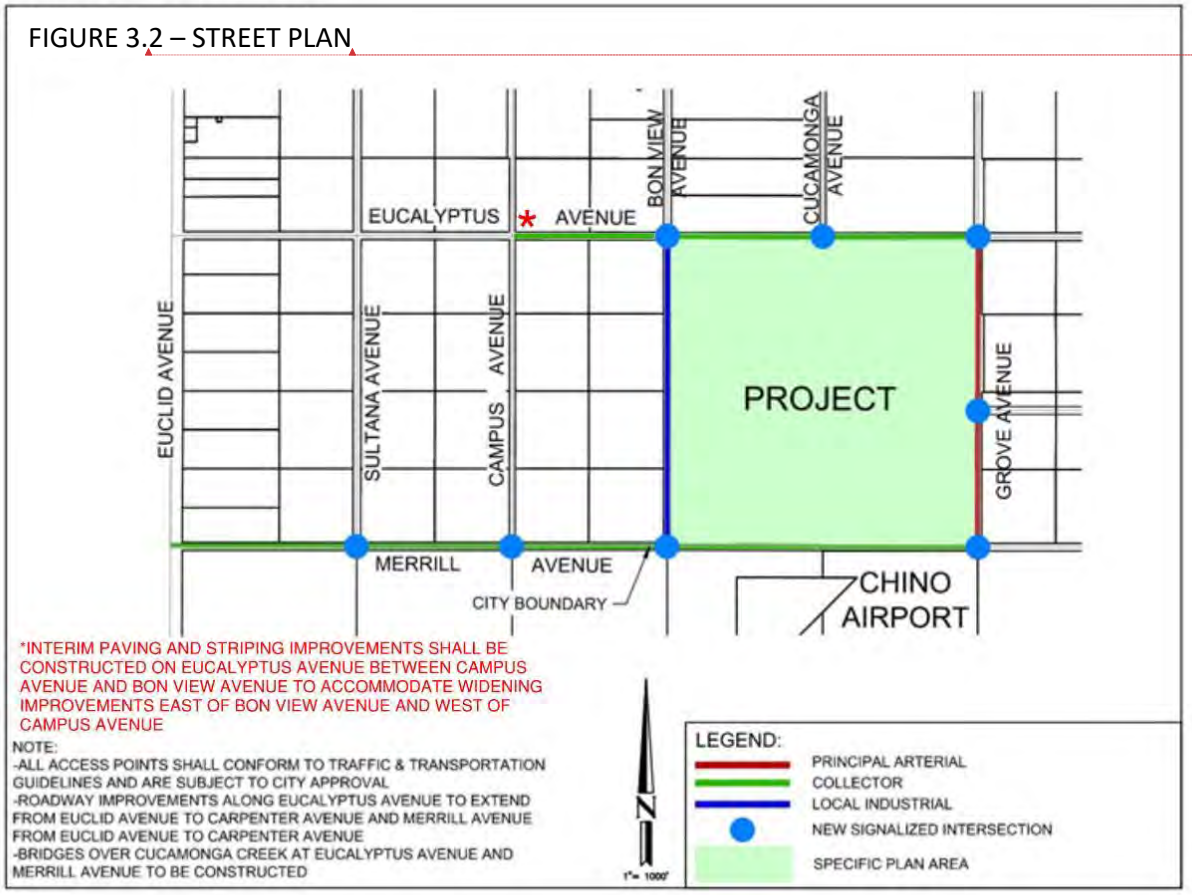
Figures 3.4 and 3.4a presents typical street cross sections for Grove, Eucalyptus, Merrill, and Bon View Avenue., ~~and Campus Avenues.~~ Preliminary improvement responsibilities are indicated in the cross sections; however, final fair share responsibilities for street improvements shall be as determined in a Development Agreement with the City. Conceptual streetscape design is presented in Chapter 5 (Design Guidelines). Road surface, sidewalk, and trail improvements within the Specific Plan area shall be approved by the City's Engineering Department.

FIGURE 3.2 - STREET PLAN



NOTE
- NEW SIGNALIZED INTERSECTION AT MERILL A AVENUE AND BON VIEW AVENUE INTERSECTION PER TIA
-ALL ACCESS POINTS SHALL CONFORM TO TRAFFIC & TRANSPORTATION GUIDELINES AND ARE SUBJECT TO CITY APPROVAL
-ROADWAY IMPROVEMENTS ALONG EUCALYPTUS AVENUE TO EXTEND FROM EUCLID AVENUE TO CARPENTER AVENUE AND MERRILL AVENUE FROM EUCLID AVENUE TO CARPENTER AVENUE
-BRIDGES OVER CUCAMONGA CREEK AT EUCALYPTUS AVENUE AND MERRILL AVENUE TO BE CONSTRUCTED

FIGURE 3.2 – STREET PLAN

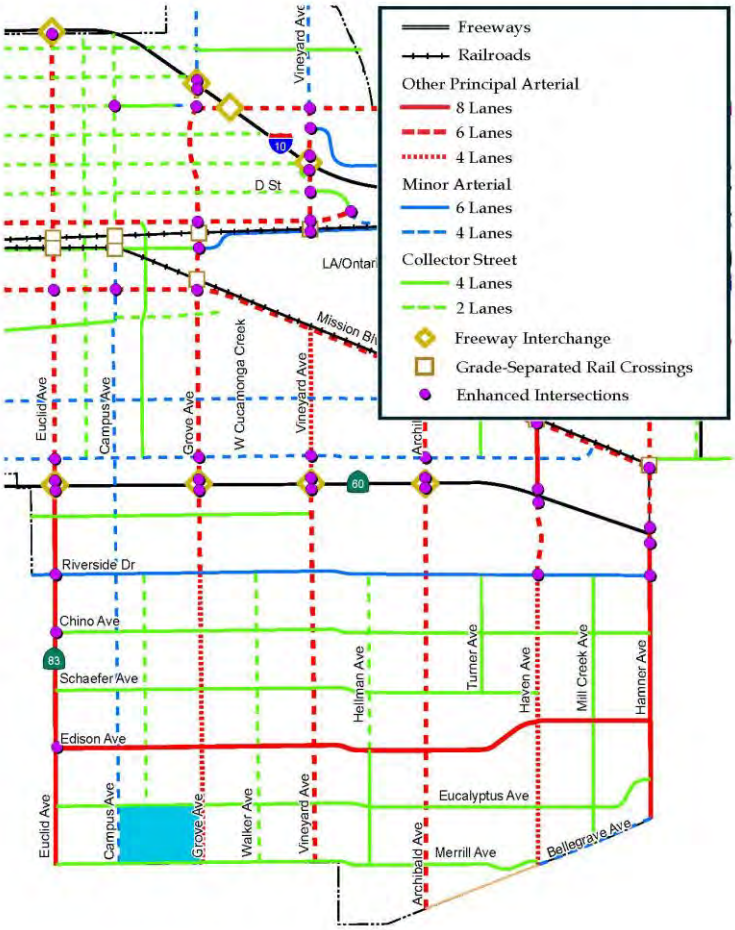


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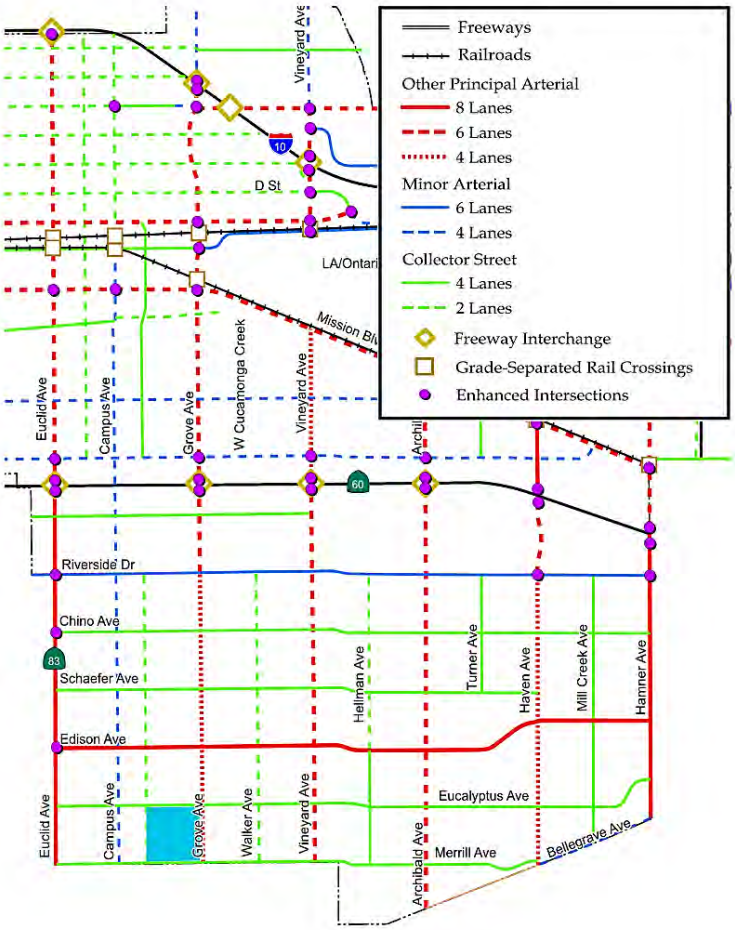
City of Ontario Roadway Classification Plan

Figure M-2



South Ontario Logistics Center Specific Plan **Figure 3.3**

City of Ontario Roadway Classification Plan



South Ontario Logistics Center Specific Plan **Figure 3.3**

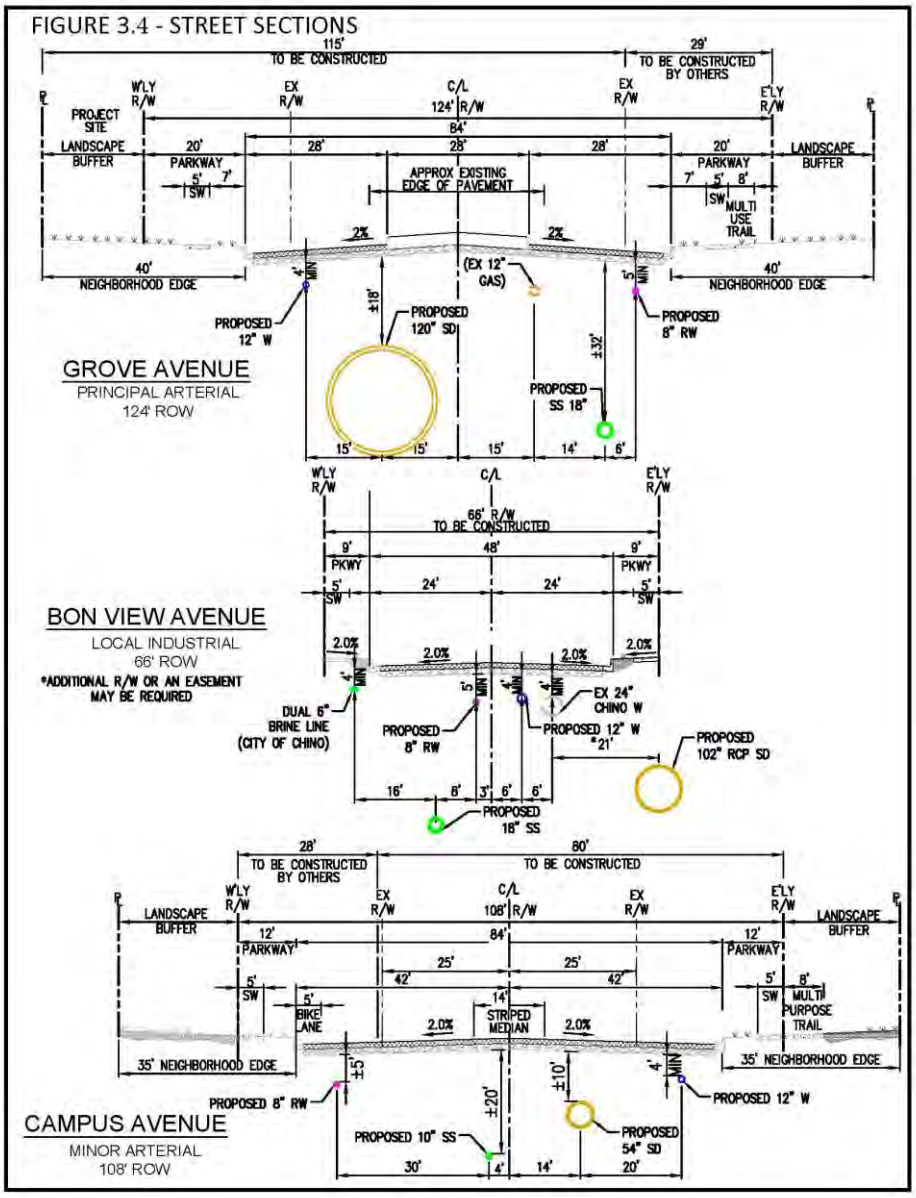
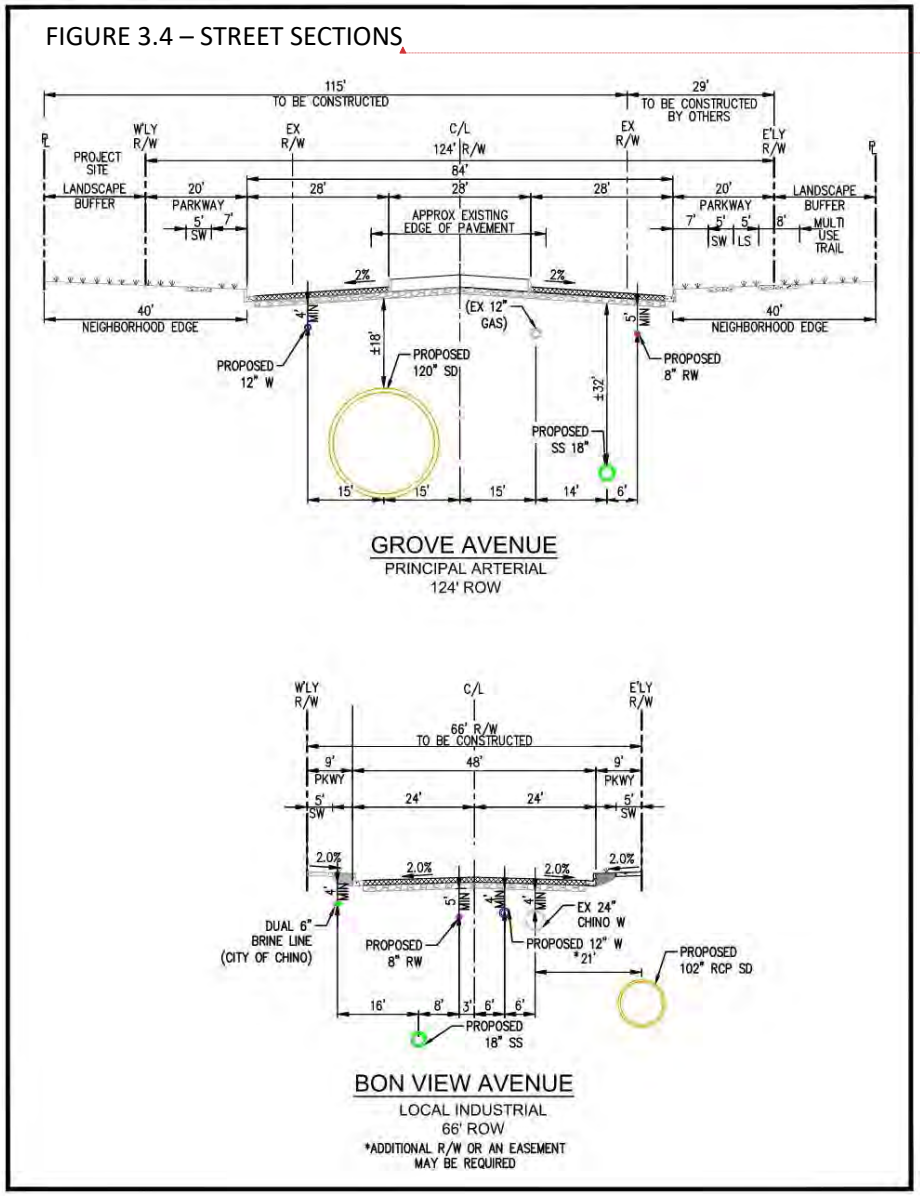
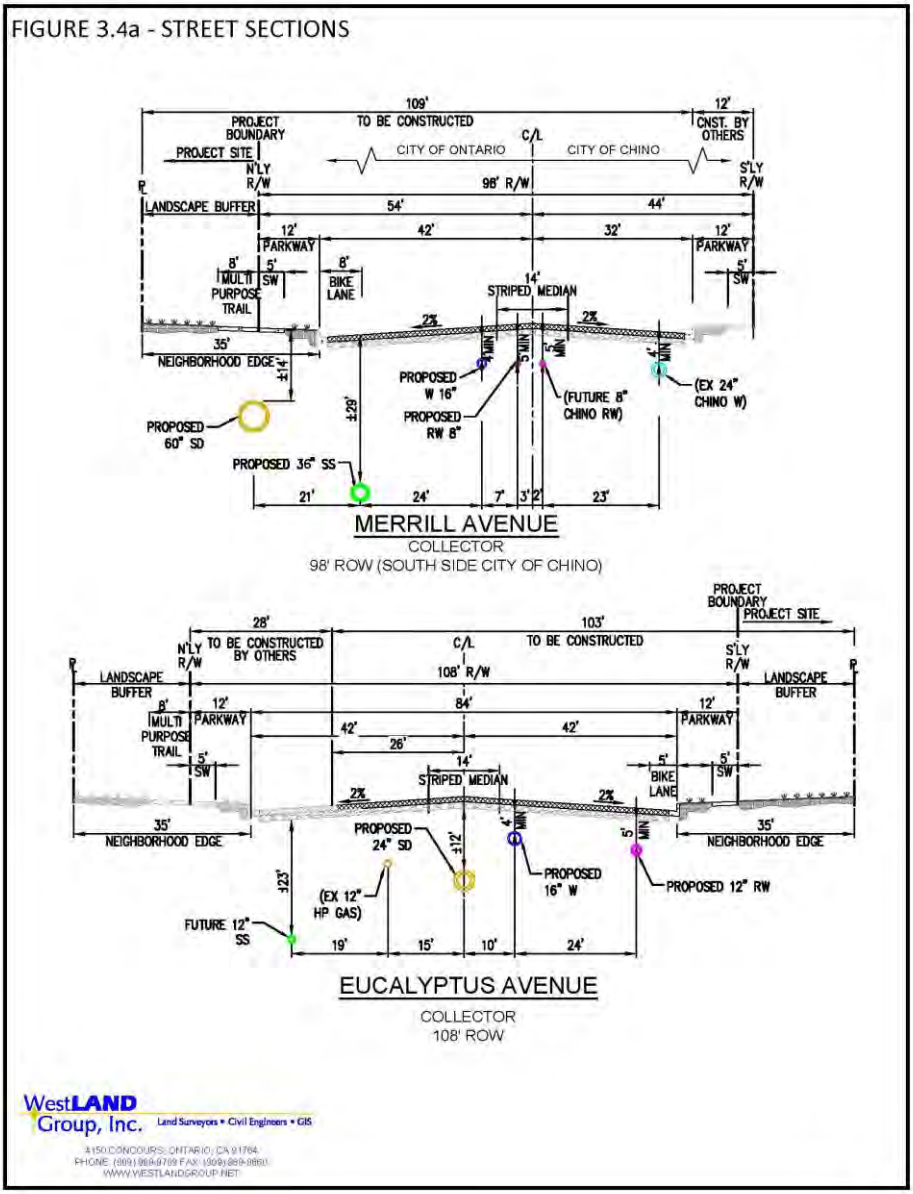

FIGURE 3.4 - STREET SECTIONS
GROVE AVENUE
PRINCIPAL ARTERIAL
124' ROW
BON VIEW AVENUE
LOCAL INDUSTRIAL
66' ROW
*ADDITIONAL R/W OR AN EASEMENT MAY BE REQUIRED
CAMPUS AVENUE
MINOR ARTERIAL
108' ROW

FIGURE 3.4 – STREET SECTIONS



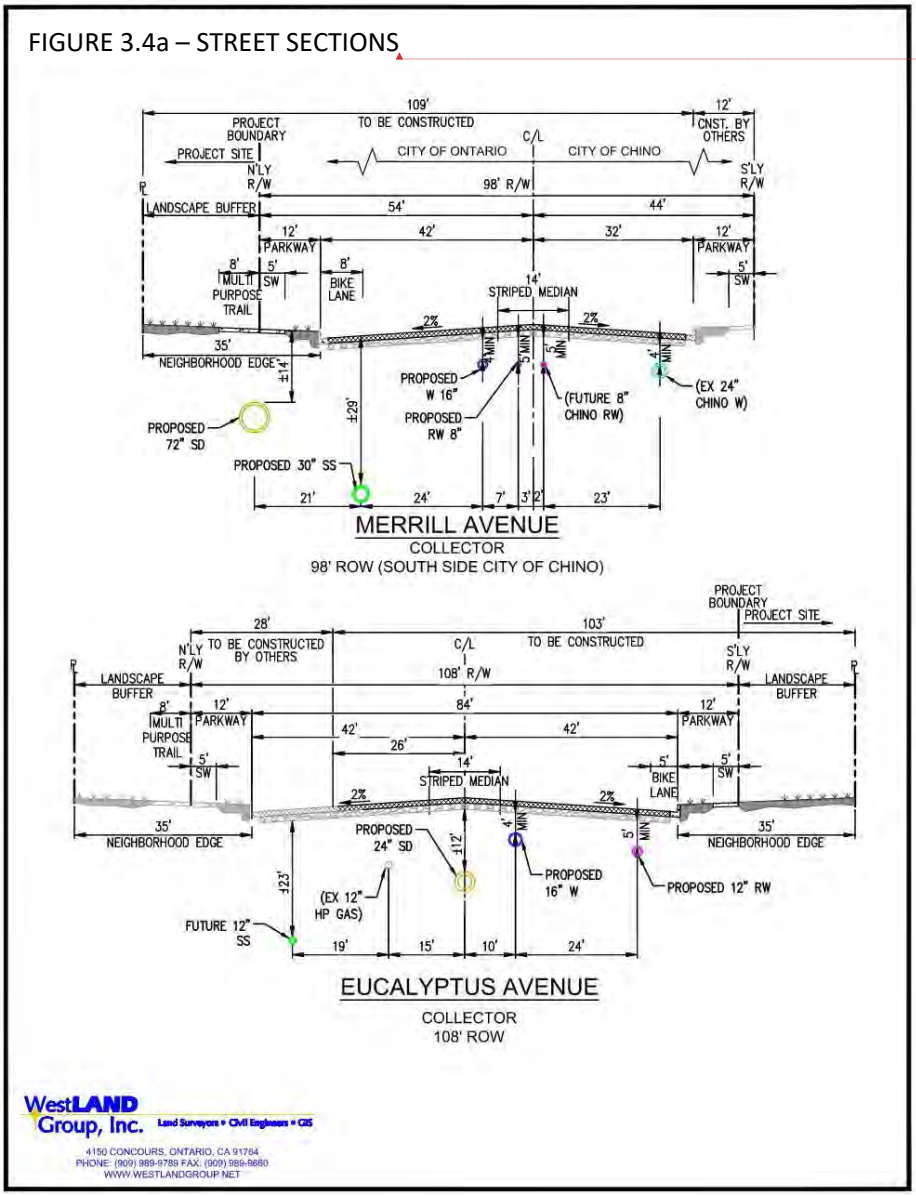
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FIGURE 3.4a - STREET SECTIONS



WestLAND Group, Inc. Land Surveyors • Civil Engineers • GIS
4150 CONCOURS, ONTARIO, CA 91764
PHONE: (909) 989-9709 FAX: (909) 989-9860
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FIGURE 3.4a – STREET SECTIONS



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3.2.1 Grove Avenue

Grove Avenue is located along the eastern boundary of the Specific Plan area and is designated as an Other Principal Arterial in The Ontario Plan's Functional Roadway Classification Plan. Grove Avenue is designed with a 124-foot wide right-of-way, a 28-foot wide center median, and 28-foot wide pavement from median to curb face. The existing street right-of-way varies; therefore, a varied street dedication of 10 to 29 feet is required. An additional 20 feet dedication for the following neighborhood edge is required.

The Grove Avenue streetscape design illustrated in Chapter 5, Design Guidelines, specifies 20-foot wide parkways that include a five-foot wide sidewalk and 20-foot wide landscape buffer setbacks. The east side also includes an eight-foot wide decomposed granite multipurpose trail. Together, the parkways and landscape buffer setbacks create 40-foot wide neighborhood edges as specified in the *Ontario Ranch Colony Streetscape Master Plan*.

3.2.2 Eucalyptus Avenue

Eucalyptus Avenue is located along the northern boundary of the Specific Plan area, providing east/west access to the site. Eucalyptus Avenue is designated by the Functional Roadway Classification Plan as a four-lane Collector Street. The Specific Plan specifies an 108-foot wide right-of-way with 84 feet of pavement including curb/gutter. An additional 23ft dedication for the neighborhood edge is required.

The Eucalyptus Avenue streetscape design presented in Chapter 5, Design Guidelines, for the south side of the street adjacent to the project site specifies a 12-foot wide parkway including a seven-foot wide curb-adjacent landscaped area and a five-foot wide sidewalk. A five-foot wide Class II on-street bike lane at the edge of the street on the south side is proposed. The north side provides an eight-foot wide on-site multipurpose trail within a 23-foot wide landscape buffer setback. Together, the parkway and landscape buffer setback create a 35-foot wide neighborhood edge, as described in the *Ontario Ranch Colony Streetscape Master Plan*. A 21-foot dedication will be required for Eucalyptus Avenue.

3.2.3 Merrill Avenue

Merrill Avenue is designated as a four-lane Collector Street in the Functional Roadway Classification Plan and provides east-west access to the project's southern boundary. The centerline of this street forms the boundary between the City of Ontario to the north and the City of Chino to the south. The Specific Plan specifies a 98-foot wide right-of-way and 74 feet of pavement including curb and gutter for Merrill Avenue. An additional 23ft dedication for the neighborhood edge is required on the north side.

The Merrill Avenue streetscape design presented in Chapter 5, Design Guidelines, for the north side of the street includes an eight-foot wide Class II on-street bike lane at the edge of the street, a seven-foot wide curb-adjacent landscaped area, a five-foot wide sidewalk and an eight-foot wide multipurpose trail is located within a 23-foot wide landscape buffer setback. Together, these improvements establish a 35-

foot wide neighborhood edge, as specified in the *Ontario Ranch Streetscape Master Plan*. A 21-foot street dedication will be required for Merrill Avenue.

3.2.4 Bon View Avenue

Bon View Avenue is designated as a Local Industrial with a 66-foot wide right-of-way and 48 feet of pavement including curb and gutter. The Bon View Avenue right-of-way exists and no dedication is required.

The Bon View Avenue streetscape presented in Chapter 5, Design Guidelines, specifies 9-foot wide parkways including a five-foot wide sidewalk.

~~### 3.2.5 Campus Avenue~~

~~Campus Avenue is located along the western boundary of the Specific Plan area, providing west access to the site. Campus Avenue is designated as a Minor Arterial Street per the Functional Roadway Classification Plan. The Specific Plan specifies a 108-foot wide right-of-way and will require a 29-foot half-width dedication and a 12-foot parkway including the sidewalk. An additional 23-foot dedication for the neighborhood edge is required.~~

~~The Campus Avenue streetscape presented in Chapter 5, Design Guidelines, specifies a 12-foot parkway with a 5' sidewalk and an 8' multipurpose trail as part of the 35-foot Neighborhood Edge on the east side, while the western side includes a five-foot wide Class II on-street bike lane at the edge of the street.~~

3.2.6 Local Circulation

Final site planning and off-site design shall be subject to City approval. In addition to the typical street section described and depicted, additional right-of-way and geometric enhancements such as additional left turn and right turn lanes, including but not limited to those at intersections, may be required to adequately mitigate impacts identified in the Traffic Impact Analysis/Specific Plan EIR. Local roadway circulation shall accommodate trucks with a double trailer combination wheelbase of 67 feet (known as the WB-67 design vehicle).

Driveways shall conform to access requirements of the City of Ontario Traffic and Transportation Design Guidelines and be to the satisfaction of the City Engineer. Driveway locations, specifically those that are in proximity to master-planned or future traffic signals, shall be located so as not to interfere with queues as projected in the Traffic Impact Analysis for the Specific Plan. The use of surrounding roads, drive aisles and truck parking lots to address the open land requirement for the Chino Airport Overlay zone is discussed in Chapter 2 (Section 2.2: Airport Influence Areas).

Fair share responsibilities for street improvements will be addressed in a Development Agreement with the City.

3.2.7 Traffic Control Devices

Traffic signs regulating, warning, and/or guiding traffic on public roads shall conform to the California Manual on Uniform Traffic Control Devices (MUTCD), latest edition. Traffic-control signs, whether on public or private property, shall conform to the California MUTCD.

3.2.8 Truck Routes

The City of Ontario designates and maintains a network of truck routes that provide for the effective transport of goods while minimizing negative impacts on local circulation and noise-sensitive land uses (Figure 3.5). Merrill Avenue, which runs along the southern boundary of the Specific Plan area, is a designated truck route from Euclid Avenue to Archibald Avenue. PCC pavement shall be installed per City Standard 1207 at signalized intersections along truck routes.

3.2.9 Pedestrian Circulation

Sidewalks will be provided along both sides of the street to improve safety and the pedestrian experience, connect the various parts of the Specific Plan area, and expand access to nearby land uses. Sidewalks shall be five-feet wide, constructed of concrete, and installed in conjunction with adjacent roadway improvements.

3.2.10 Trails and Bike Paths

Trails and bicycle paths provide an additional mode of circulation in and around the Specific Plan area.

The Ontario Plan Mobility Element specifies a Class II bikeway on the north side of Merrill Avenue, and the south side of Eucalyptus~~, and on the west side of Campus Bon View Avenue~~. A Class II bikeway is defined as a dedicated (striped) lane along the street, with no parking allowed in the bike lane. This bike lane provides linkages to the City's bike path system (Figure 3.6).

Eight-foot wide multipurpose trails are provided on the east side of Grove Avenue~~, east side of CampusBon View~~, the north side of Eucalyptus Avenue and the north side of Merrill Avenue (Figure 3.6).

The Specific Plan's trail and bikeway improvements shall be installed in conjunction with street improvements. The City reserves the right to implement bike lanes on Eucalyptus at the discretion of the Traffic and Transportation Division.

3.2.11 Transit

Transit options provide an alternative mode of transportation for motorists and a primary mode for the transit-dependent. The City is coordinating with regional transit agencies to implement Bus Rapid Transit (BRT) service to target destinations and along corridors, including Euclid Avenue west of the Specific Plan area.

Truck Routes



South Ontario Logistics Center Specific Plan **Figure 3.5**

Truck Routes



South Ontario Logistics Center Specific Plan **Figure 3.5**

FIGURE 3.6 - BICYCLE AND PEDESTRIAN PLAN

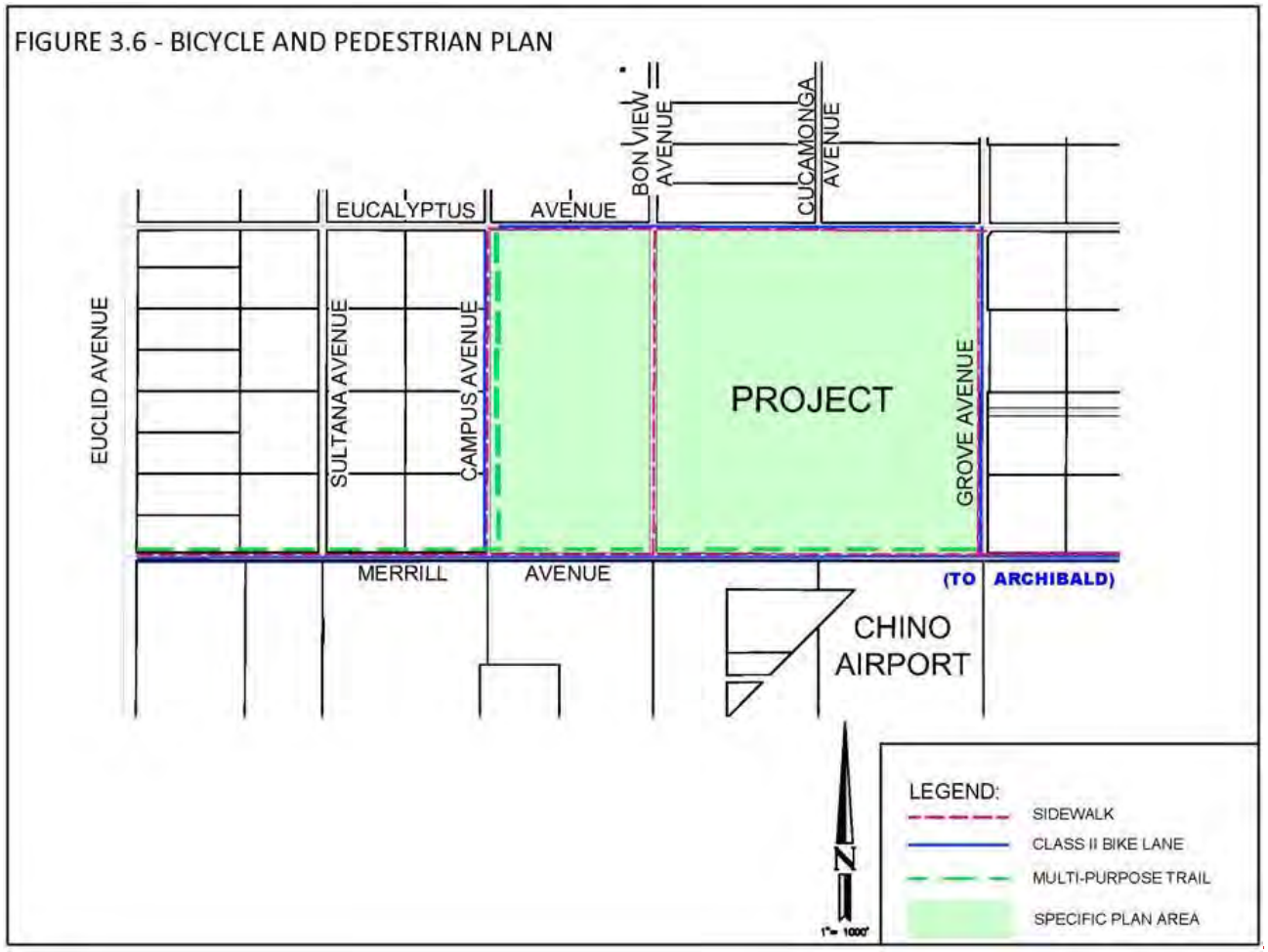
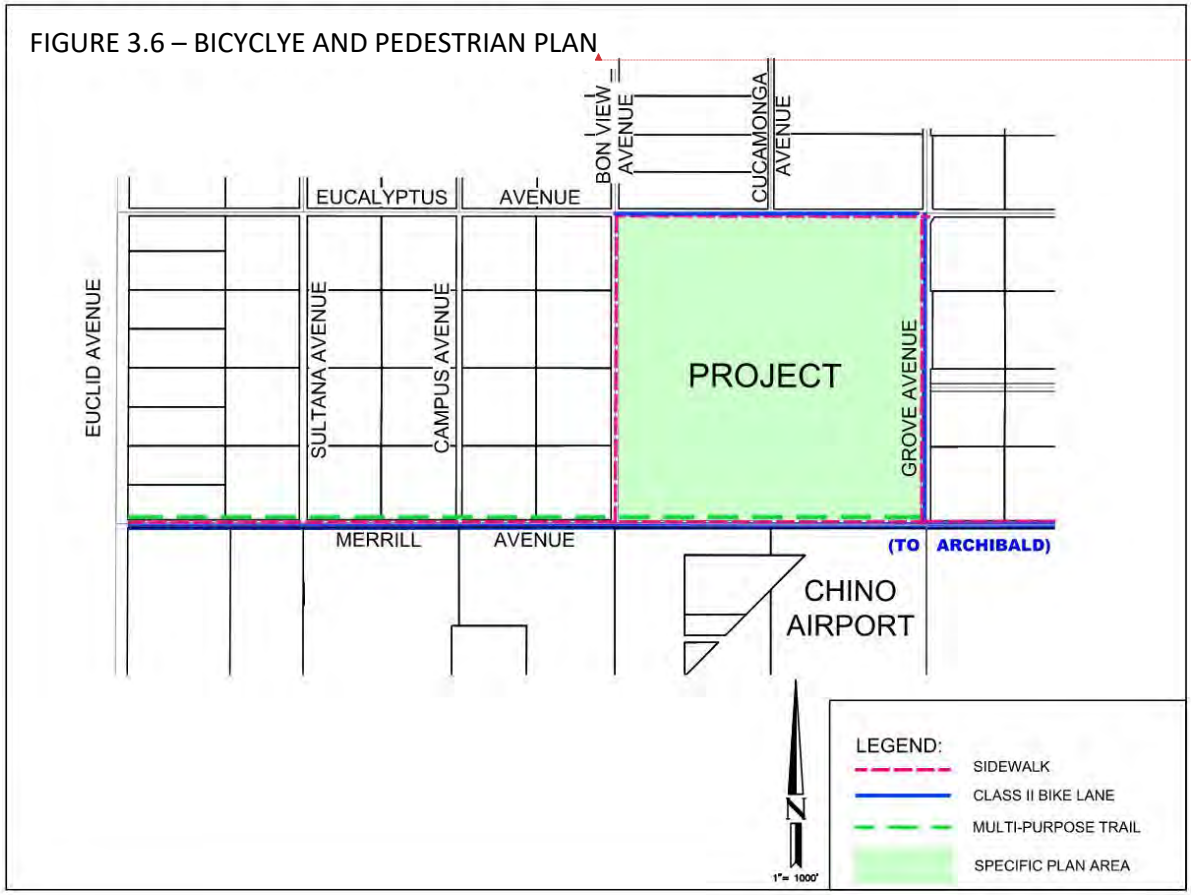


FIGURE 3.6 – BICYCLYE AND PEDESTRIAN PLAN



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3.3 Potable Water Plan

Water service to the Specific Plan area will be provided by the City of Ontario. Potable water is provided by imported water from the Water Facilities Authority (WFA), Chino Basin Desalter Authority (CDA) and groundwater from the Chino Basin, extracted via the City's wells. The WFA was formed in 1980 as a Joint Powers Authority by the Cities of Chino, Chino Hills, Ontario and Upland, and the Monte Vista Water District. It was formed to construct and operate water treatment facilities that provide a supplemental supply of potable water to its member agencies.

Currently there are no City potable water mains or City potable water infrastructure in the vicinity of the Specific Plan Area. Potable Water System Improvements for the Specific Plan area (Figure 3.7a & Figure 3.7b) require the planning, design, and construction of the 925 Pressure Zone (PZ) Phase 2 West Backbone, which includes: Extending the 24-inch potable water main in Eucalyptus Avenue from Carpenter Avenue to Grove Avenue; installing a 30-inch to 42-inch potable water main in Grove Avenue connecting from the 24-inch potable water main in Eucalyptus Avenue and extending to Chino Avenue; installing an 18-inch potable water main in Chino Avenue connecting from the 30-inch to 42-inch potable water main in Grove Avenue and extending to connect to the end point of an existing 18-inch potable water main on the west side of the Cucamonga Channel; installing a 42-inch potable water main in Grove Avenue that ended at Chino Avenue and extending to ~~Philadelphia~~ Francis Street; installing a 42-inch potable water main in ~~Philadelphia~~ Francis Street connecting from the 42-inch potable water main in Grove Avenue and extending to ~~Cucamonga~~ Bon View Avenue; installing a 42-inch potable water main in ~~Cucamonga~~ Bon View Avenue connecting from the 42-inch potable water main in ~~Philadelphia~~ Francis Street and extending to Bon View Avenue Reservoir site and to the Reservoir. At the time this Specific Plan was prepared, the alignment of the 42-inch water line between Chino Avenue and the water reservoir site had not been finalized and is subject to change. This Specific Plan will be required to participate in the future Phase 2 Water System Improvements north of Chino Avenue, as detailed in the development agreement with the City.

In addition to the 925 Pressure Zone (PZ) Phase 2 West Backbone, the Specific Plan area requires the planning, design, and construction of a Secondary Industrial 16-inch Loop between the 925 Pressure Zone (PZ) Phase 2 West Backbone and the Specific Plan area which includes: installing a 16-inch potable water main in Eucalyptus Avenue connecting to the 30-inch to 42-inch 925 Pressure Zone (PZ) Phase 2 West Backbone main in Grove Avenue and extending to ~~Campus~~ Bon View Avenue~~; installing a 12-inch potable water main in Campus Avenue connecting from the 16-inch potable water main in Eucalyptus Avenue and extending to Merrill Avenue~~; installing a 16-inch potable water main in Merrill Avenue connecting from the 12-inch potable water main in ~~Campus~~ Bon View Avenue and extending to ~~Walker~~ Carpenter Avenue.~~; installing a 16-inch potable water main in Walker Ave from the 16-inch potable water main at Merrill Avenue and extending northernly to connect to the existing 24-inch potable water main at Eucalyptus Avenue.~~

The Specific Plan area also requires the planning, design, and construction of the Adjacent Potable Water System, which includes: installing a 12-inch potable water main in Bon View Avenue connecting to the 16inch potable water main in Eucalyptus Avenue and extending to connect to the 16-inch potable water main in Merrill Avenue; and, installing a 12-inch potable water main in Grove Avenue connecting to the

16-inch potable water main in Eucalyptus Avenue and extending to connect to the 16-inch potable water main in Merrill Avenue.

At minimum, the full Potable Water Infrastructure shown on Figure 3.7a and 3.7b shall be completed as Part of Phase 1 of the Specific Plan, which includes 925 Pressure Zone (PZ) Phase 2 West Backbone, the Secondary Loop, and the Adjacent Potable Water System

Water mains required to serve the project will need to be constructed prior to or concurrent with on-site water improvements. Within the project site, a network of 2-inch water lines for domestic water service and 8- to 10-inch water lines for fire service water will be installed. The on-site water system includes connections to the water main in Eucalyptus Avenue, ~~to serve PA 1 and to the main in~~ Merrill Avenue, ~~to serve PA 2~~ Grove Avenue, and Bon View Avenue.

Until the ultimate pipeline network for Ontario Ranch has been completed, there may be instances where construction of improvements to serve a project may not meet the required fire flow demands. Therefore, projects within the Specific Plan area may be required to construct additional pipelines not indicated in the Master Plan or upsize master planned pipelines to meet Fire Department fire flow requirements and/or Water Master Plan criteria. The developer shall submit a hydraulic analysis to the City for review and approval to demonstrate adequate fire flow and adherence to Potable Water Master Plan criteria.

The overall water infrastructure plan to serve the City of Ontario is shown on Figure 3.8. The City's ultimate domestic water system consists of five pressure zones. Most of Ontario Ranch (including the Specific Plan area) is located within the 925 Pressure Zone. The sizing and alignment of potable water lines shall follow the current approved City of Ontario water system plan. Transmission line locations are subject to change, based on City conducted and approved hydraulic analysis. Required potable water infrastructure is subject to change based upon findings of the approved hydraulic study and master plan updates.

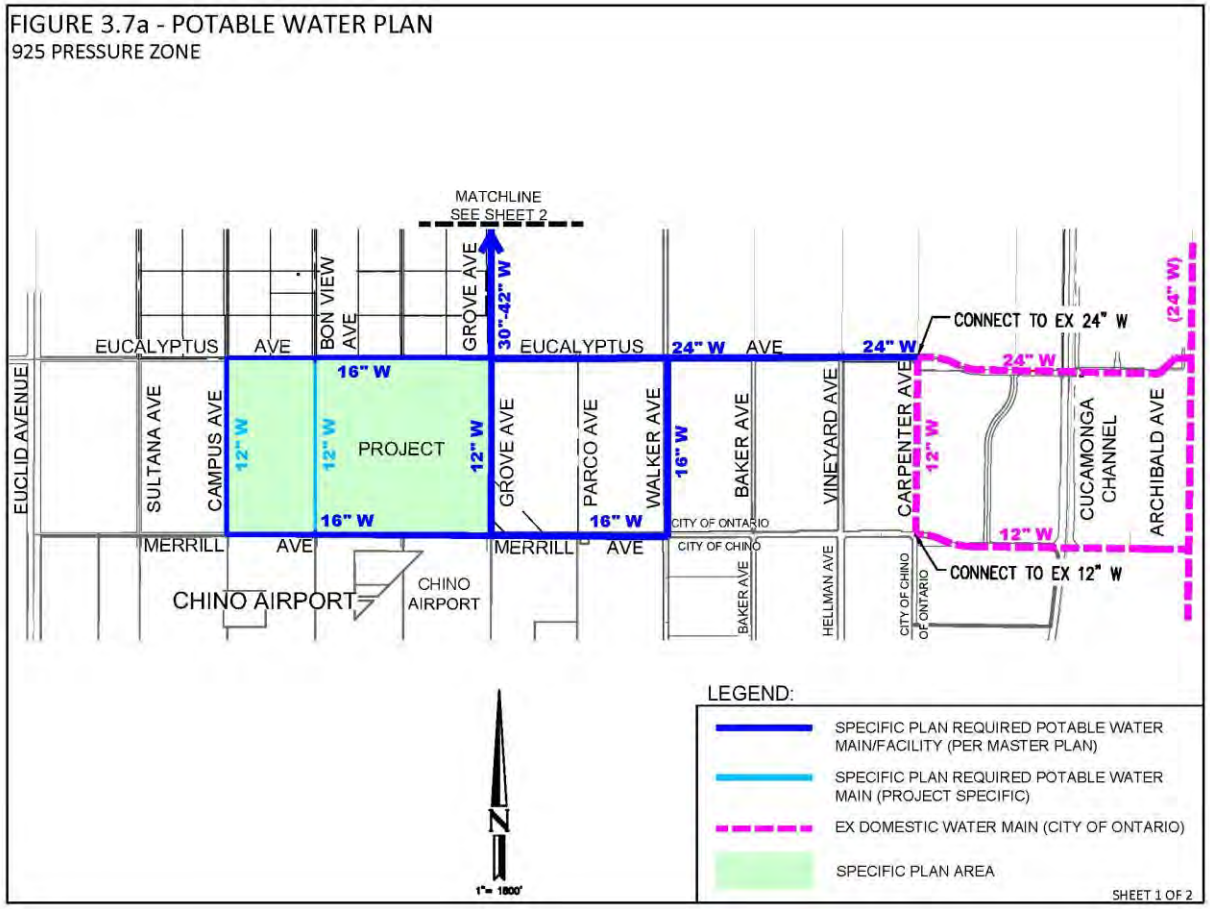
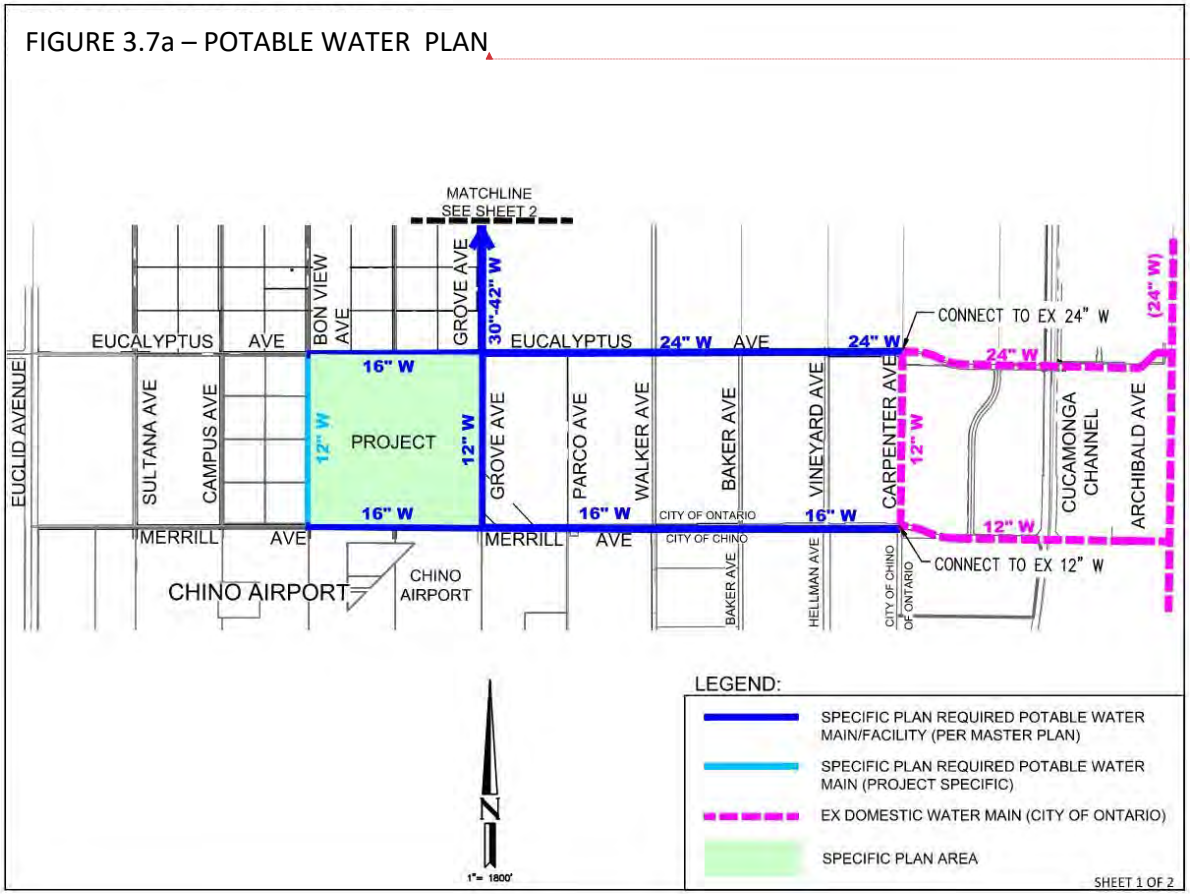
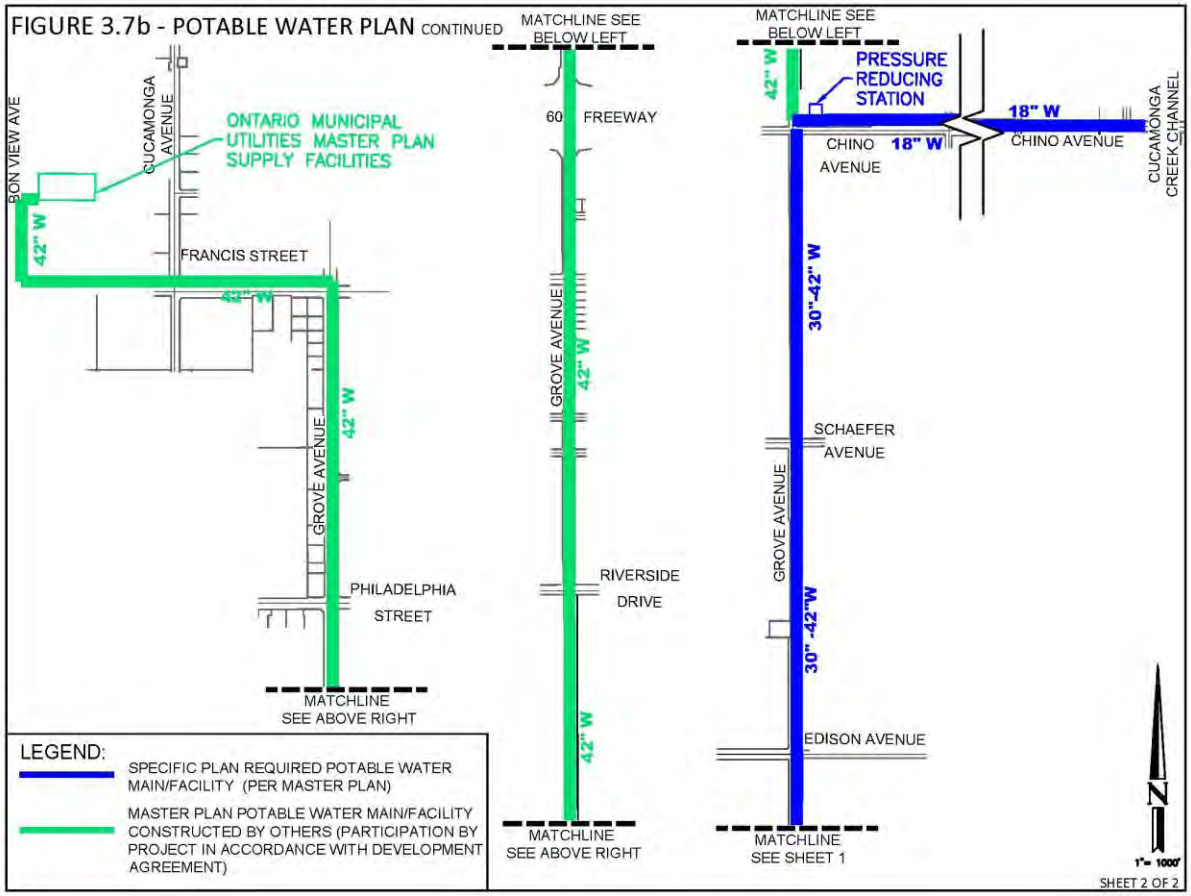

FIGURE 3.7a - POTABLE WATER PLAN
925 PRESSURE ZONE
MATCHLINE
SEE SHEET 2
EUCALYPTUS AVE
BON VIEW AVE
GROVE AVE
30"-42" W
EUCALYPTUS
24" W
AVE
24" W
CONNECT TO EX 24" W
24" W
(24" W)
EUCLID AVENUE
SULTANA AVE
CAMPUS AVE
12" W
16" W
12" W
PROJECT
12" W
GROVE AVE
PARCO AVE
WALKER AVE
16" W
BAKER AVE
VINEYARD AVE
CARPENTER AVE
12" W
CUCAMONGA CHANNEL
ARCHIBALD AVE
16" W
16" W
CITY OF ONTARIO
CITY OF CHINO
12" W
MERRILL
AVE
MERRILL
AVE
CHINO AIRPORT
CHINO AIRPORT
BAKER AVE
HELLMAN AVE
CITY OF CHINO
CITY OF ONTARIO
CONNECT TO EX 12" W
N
1"= 1000'
LEGEND:
SPECIFIC PLAN REQUIRED POTABLE WATER MAIN/FACILITY (PER MASTER PLAN)
SPECIFIC PLAN REQUIRED POTABLE WATER MAIN (PROJECT SPECIFIC)
EX DOMESTIC WATER MAIN (CITY OF ONTARIO)
SPECIFIC PLAN AREA
SHEET 1 OF 2

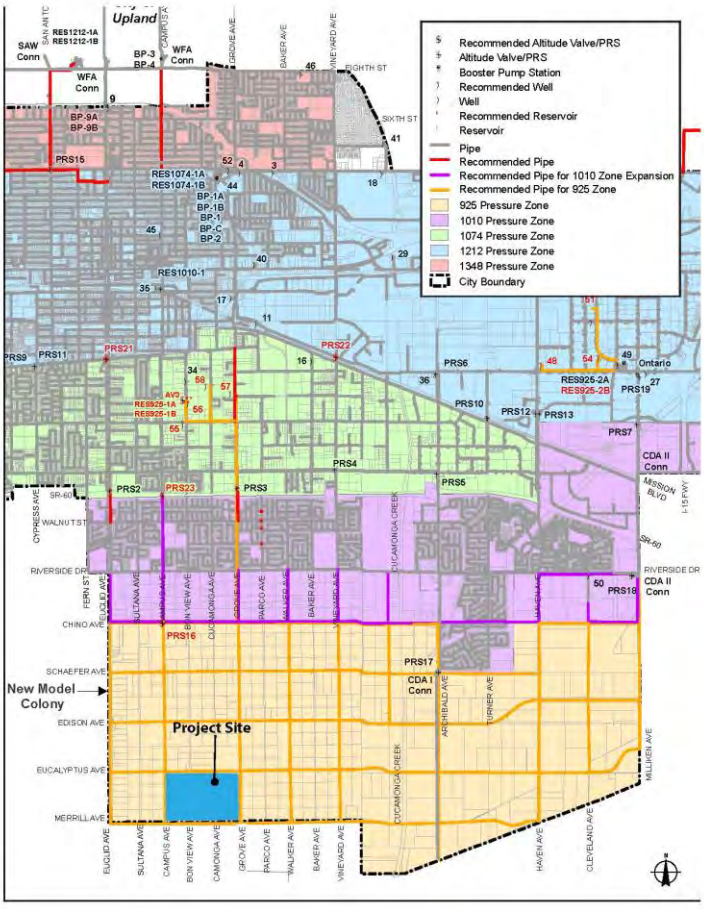
FIGURE 3.7a – POTABLE WATER PLAN



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FIGURE 3.7b - POTABLE WATER PLAN CONTINUED
MATCHLINE SEE BELOW LEFT
MATCHLINE SEE BELOW LEFT
BON VIEW AVE
CUCAMONGA AVENUE
ONTARIO MUNICIPAL UTILITIES MASTER PLAN SUPPLY FACILITIES
42" W
FRANCIS STREET
42" W
GROVE AVENUE
42" W
PHILADELPHIA STREET
MATCHLINE SEE ABOVE RIGHT
60 FREEWAY
GROVE AVENUE
42" W
RIVERSIDE DRIVE
42" W
MATCHLINE SEE ABOVE RIGHT
42" W
PRESSURE REDUCING STATION
18" W
CHINO AVENUE
18" W
CHINO AVENUE
CUCAMONGA CREEK CHANNEL
30"-42" W
SCHAEFER AVENUE
GROVE AVENUE
30"-42"W
EDISON AVENUE
MATCHLINE SEE SHEET 1
LEGEND:
SPECIFIC PLAN REQUIRED POTABLE WATER MAIN/FACILITY (PER MASTER PLAN)
MASTER PLAN POTABLE WATER MAIN/FACILITY CONSTRUCTED BY OTHERS (PARTICIPATION BY PROJECT IN ACCORDANCE WITH DEVELOPMENT AGREEMENT)
N
1"= 1000'
SHEET 2 OF 2

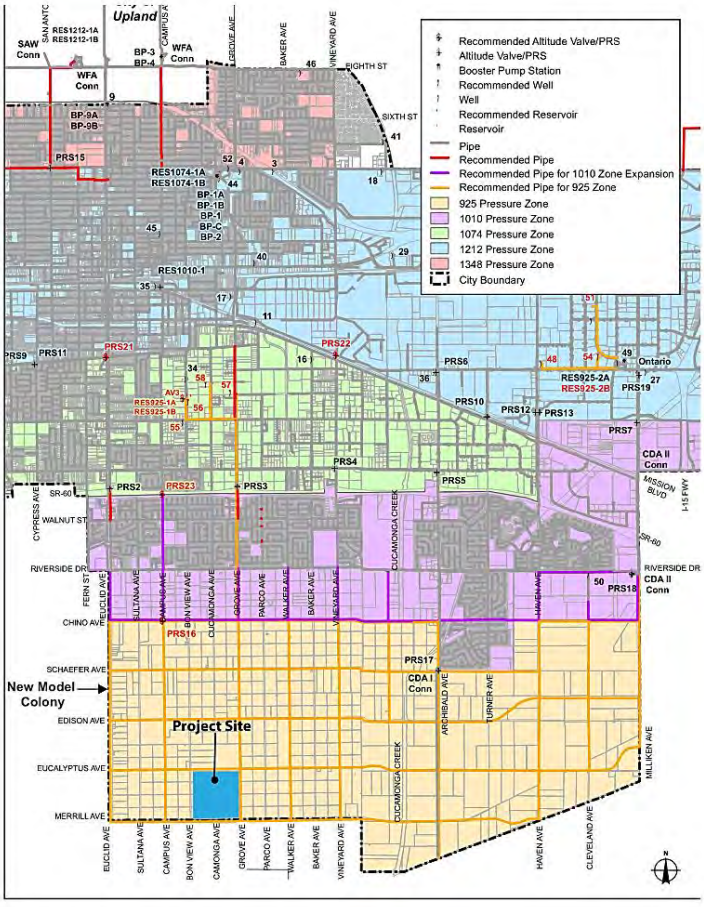
City of Ontario Ultimate Water System



South Ontario Logistics Center Specific Plan **Figure 3.8**

Size and location of waterlines subject to change based on current approved Master Plan as well as City conducted and approved hydraulic analysis.

City of Ontario Ultimate Water System



South Ontario Logistics Center Specific Plan — **Figure 3.8**

3.4 Recycled Water Plan

The City of Ontario Ordinance 2689 requires all new development in Ontario Ranch to connect to and use recycled water for all approved uses, including but not limited to landscape irrigation. Prior to use of recycled water, approval from the City of Ontario and State Water Resources Control Board (SWRCB) is required. Interim connection to potable water is not allowed.

Currently there are no City recycled water mains or City recycled water infrastructure in the vicinity of the Specific Plan Area. Recycled Water is provided to the City of Ontario by the Inland Empire Utility Agency (IEUA) from its four wastewater reclamation plants. The entire Specific Plan area is within the City's master planned 930 Pressure Zone. Recycled Water Infrastructure Improvements for the Specific Plan area (Figure 3.9) require the planning, design, and construction of 930 Pressure Zone (PZ) Recycled Water Master Plan mains, which includes: installing a 12-inch recycled water main in Eucalyptus Avenue connecting to the 8-inch recycled water main in Grove Avenue and extending to connect to the IEUA 30-inch recycled water main in Eucalyptus Avenue at Bon View Avenue; installing an 8-inch recycled water main in Bon-View Avenue to connect to the IEUA 30-inch recycled water main in Eucalyptus Avenue and extending to connect to the 8-inch recycled water main in Merrill Avenue; installing an 8-inch recycled water main in Merrill Avenue connecting to the 8-inch recycled water main in ~~Sultana~~ Campus Avenue and extending to connect to the 8-inch recycled water main in Grove Avenue; installing an 8-inch recycled water main in Grove Avenue connecting to the 8-inch recycled water main in Merrill Avenue and extending to connect to the 12-inch recycled water main in Eucalyptus Avenue.

~~The layout and construction of planned developments within the Specific Plan area may require a project specific 8-inch recycled water main in Campus Avenue, connecting to the 8-inch recycled water main in Merrill Avenue, and extending to the 30-inch RW main in Eucalyptus Avenue. It may also require an 8-inch recycled water main in Merrill Avenue, connecting to the 8-inch recycled water main at Campus Avenue and Sultana Avenue.~~

The future recycled water system to serve the City of Ontario is shown on Figure 3.10. The sizing and alignment of existing and proposed recycled water lines are shown in the exhibit.

Sizing and alignment of the recycled water lines will be consistent with the City of Ontario Recycled Water System Master Plan and/or a City approved hydraulic analysis.

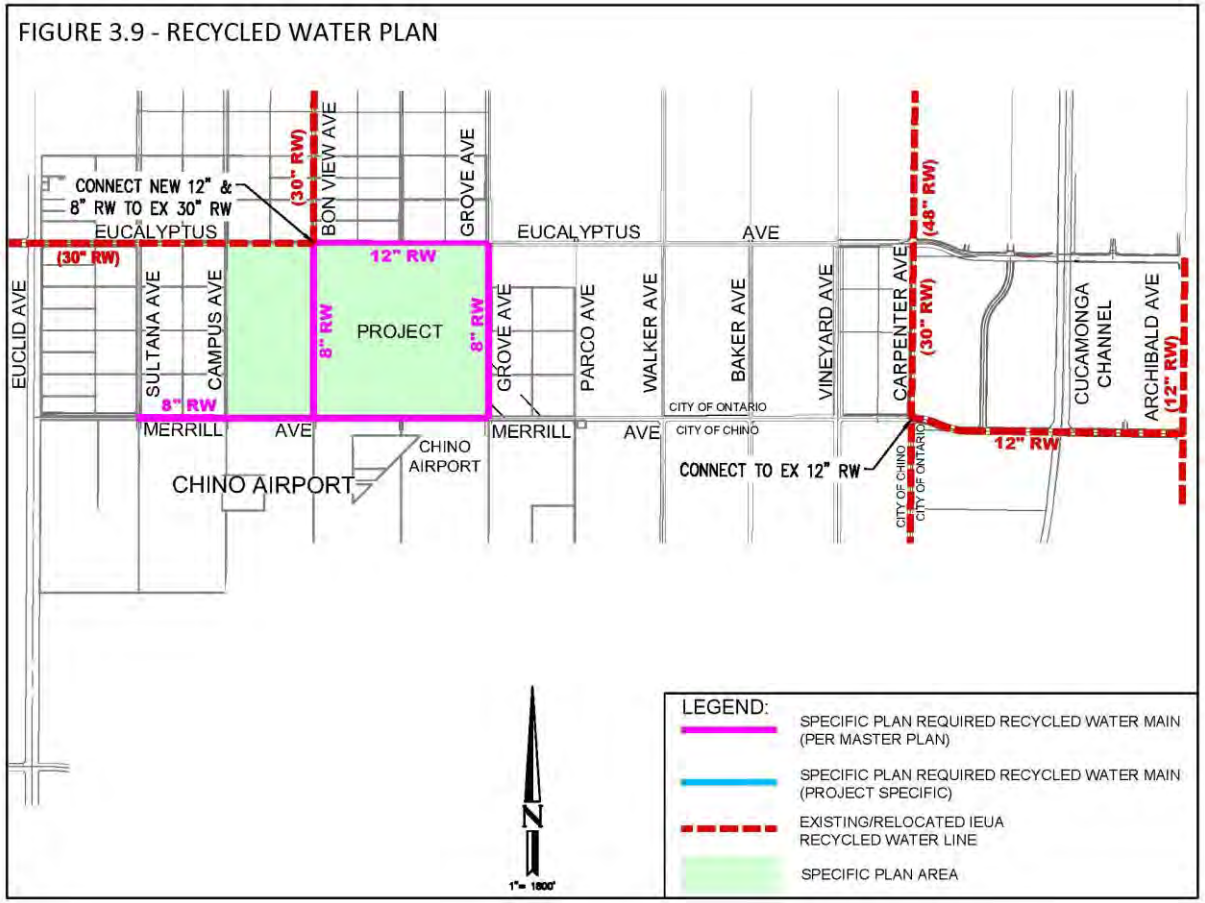
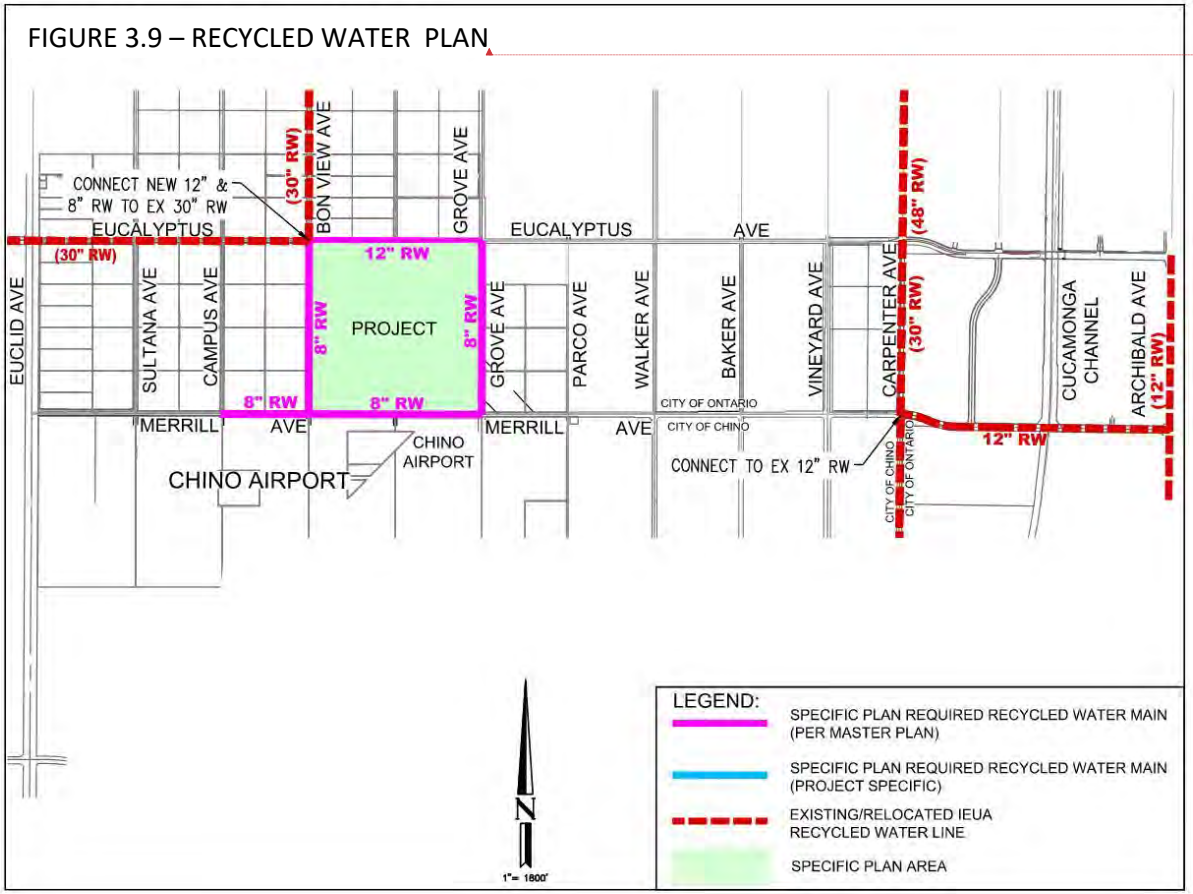
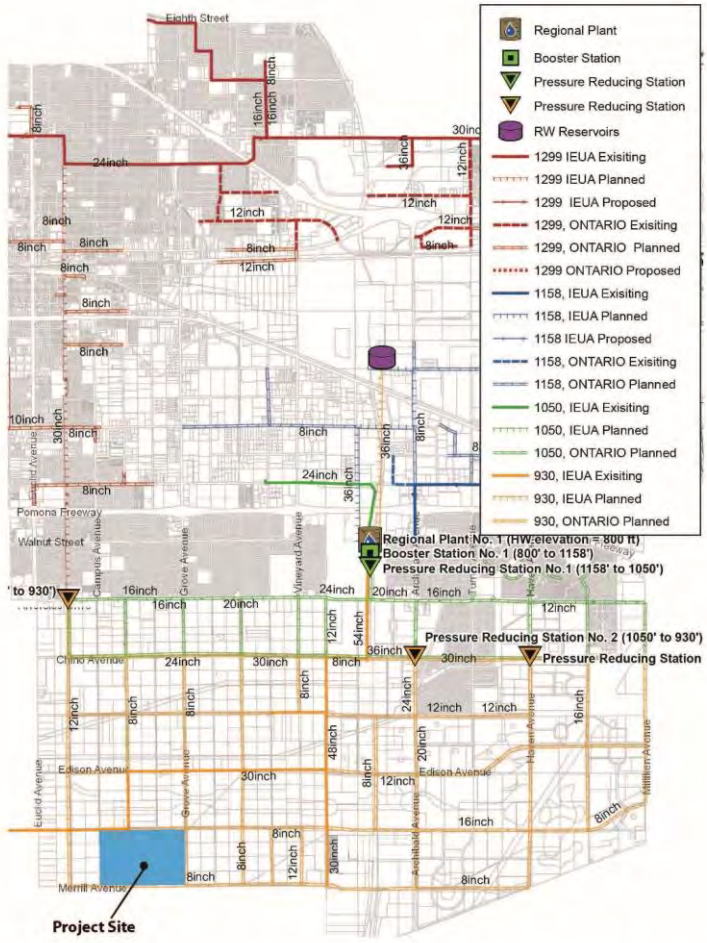

FIGURE 3.9 - RECYCLED WATER PLAN
CONNECT NEW 12" & 8" RW TO EX 30" RW
EUCALYPTUS
(30" RW)
BON VIEW AVE
GROVE AVE
EUCALYPTUS
AVE
(48" RW)
12" RW
8" RW
PROJECT
8" RW
EUCLID AVE
SULTANA AVE
CAMPUS AVE
GROVE AVE
PARCO AVE
WALKER AVE
BAKER AVE
VINEYARD AVE
CARPENTER AVE
(30" RW)
CUCAMONGA CHANNEL
ARCHIBALD AVE
(12" RW)
CITY OF ONTARIO
CITY OF CHINO
MERRILL
AVE
MERRILL
AVE
CHINO AIRPORT
CHINO AIRPORT
CONNECT TO EX 12" RW
12" RW
CITY OF CHINO
CITY OF ONTARIO
N
1"= 1800'
LEGEND:
SPECIFIC PLAN REQUIRED RECYCLED WATER MAIN (PER MASTER PLAN)
SPECIFIC PLAN REQUIRED RECYCLED WATER MAIN (PROJECT SPECIFIC)
EXISTING/RELOCATED IEUA RECYCLED WATER LINE
SPECIFIC PLAN AREA

FIGURE 3.9 – RECYCLED WATER PLAN



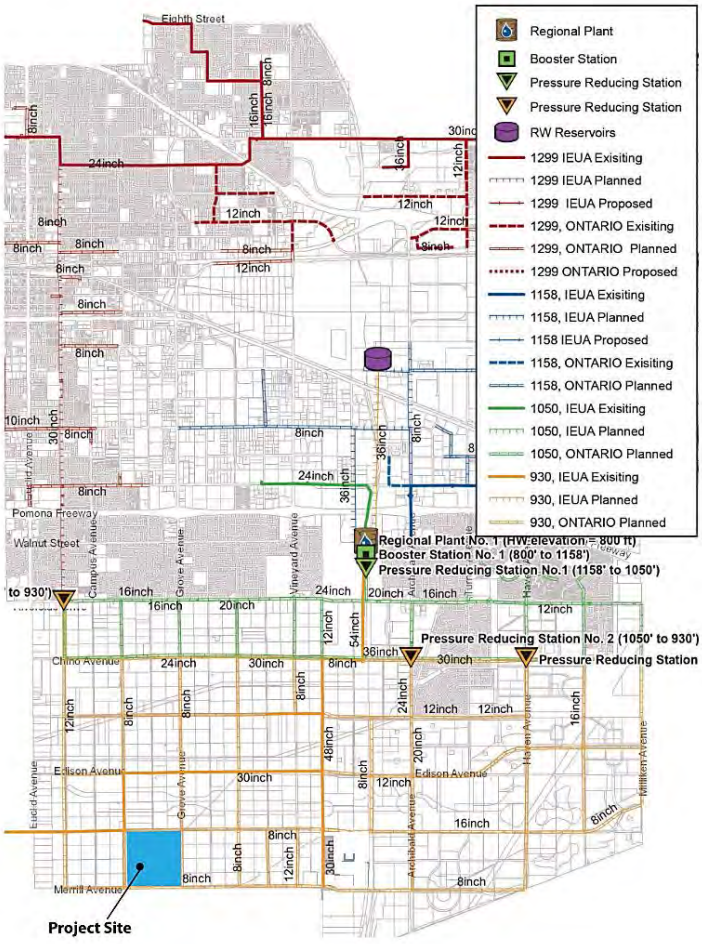
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City of Ontario Future Recycled Water System



South Ontario Logitics Center Specific Plan — **Figure 3.10**

City of Ontario Future Recycled Water System



South Ontario Logitics Center Specific Plan — **Figure 3.10**

3.5 Sewer Plan

Regional wastewater treatment services are provided to the City of Ontario and its neighboring agencies by the Inland Empire Utilities Agency (IEUA). Several regional trunk sewers collect sewage generated in the city and transport it to IEUA's Regional Plant No.1 and Regional Plant No.5 for treatment. The City of Ontario's sewer service area is divided into eight sewer sheds, primarily based on the outlet points where the City's system ties into the IEUA downstream facility. Ontario Ranch is located in Sewer shed 8.

There are no sewer mains located within the broader vicinity of the Specific Plan area; therefore, the Specific Plan includes a network of new public sewer mains (Figure 3.11), consistent with the City of Ontario's Ultimate Sewer System Plan (Figure 3.12). A 36-inch sewer main will connect to an existing IEUA interceptor trunk main sewer located in Kimball Avenue to the south, run north in Euclid Avenue to Merrill Avenue, then stays a 36-inch sewer main east to Grove Avenue. The IEUA interceptor trunk sewer main is 54-inches east of Euclid and 60-inches west of Euclid Avenue. An 18-inch sewer main would run from Merrill Avenue north within Bon View Avenue and Grove Avenue to Eucalyptus Avenue. ~~A sewer main will run within Eucalyptus Avenue, from a point west of Grove Avenue to Bon View Avenue where it will connect to the 18-inch sewer main within Bon View Avenue. The size of the Eucalyptus Avenue sewer main will be determined during development plan preparation for PA1 and PA2.~~

The ultimate sizing and alignment of sewer infrastructure shall be consistent with the City of Ontario ultimate sewer system plan and/or a City conducted and approved hydraulic analysis.

A Sewer Sub-Area Master Plan (SSAMP) shall be prepared for each tract map and development within the Specific Plan.

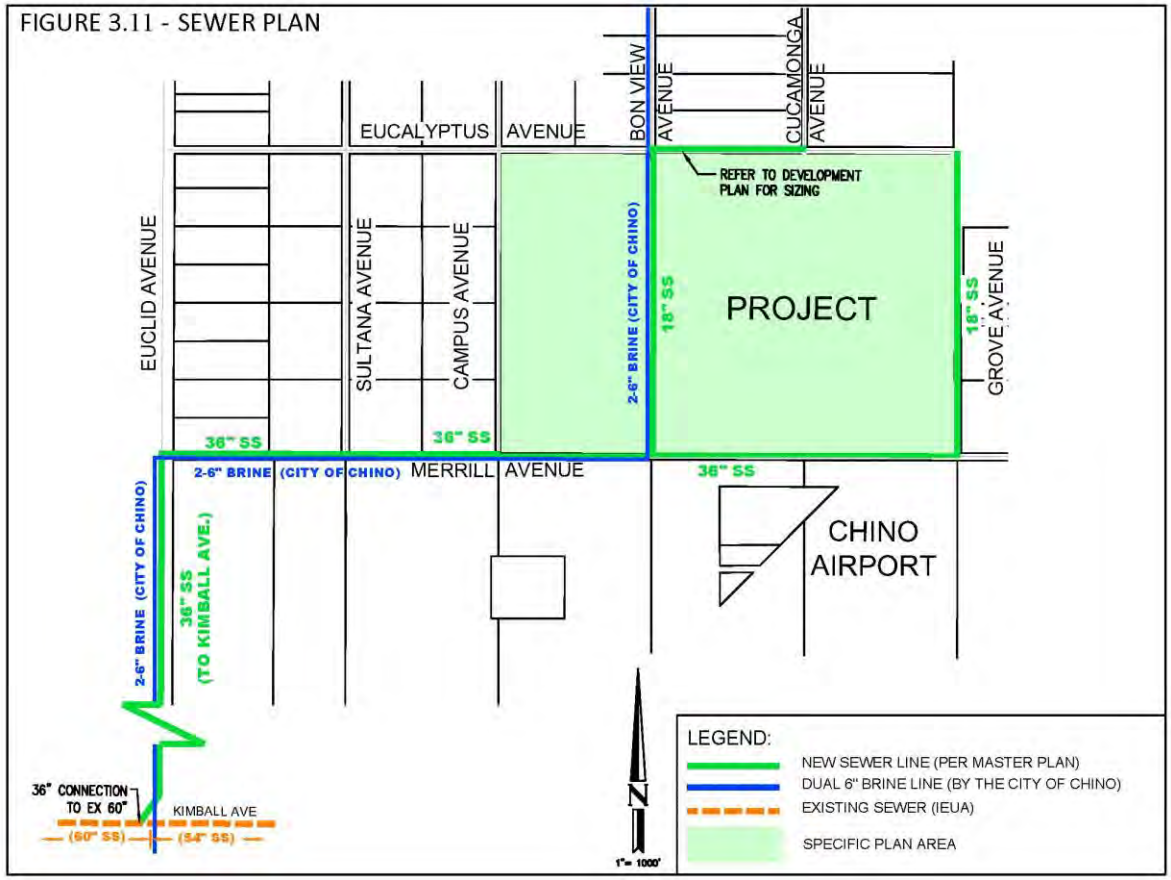
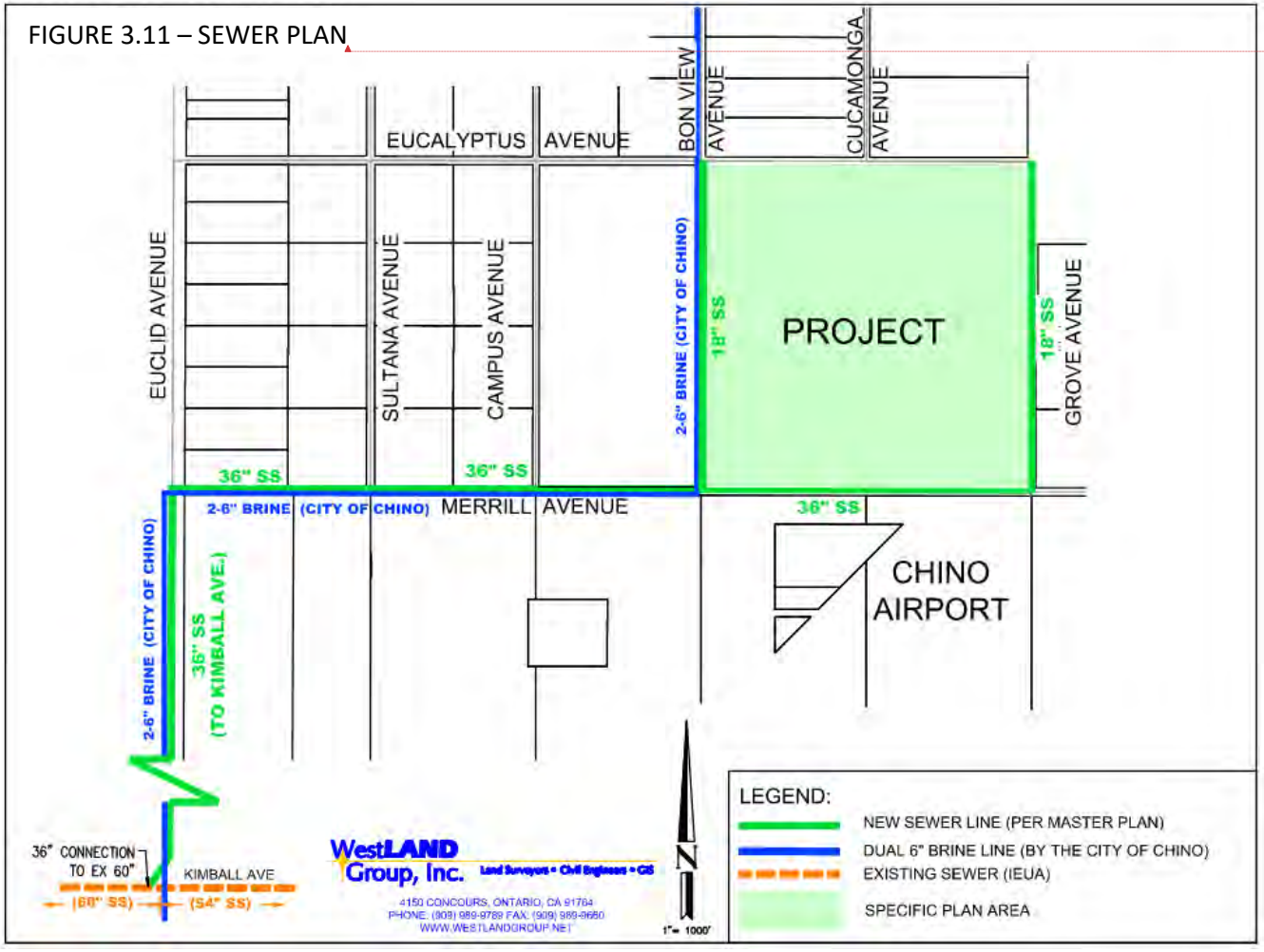
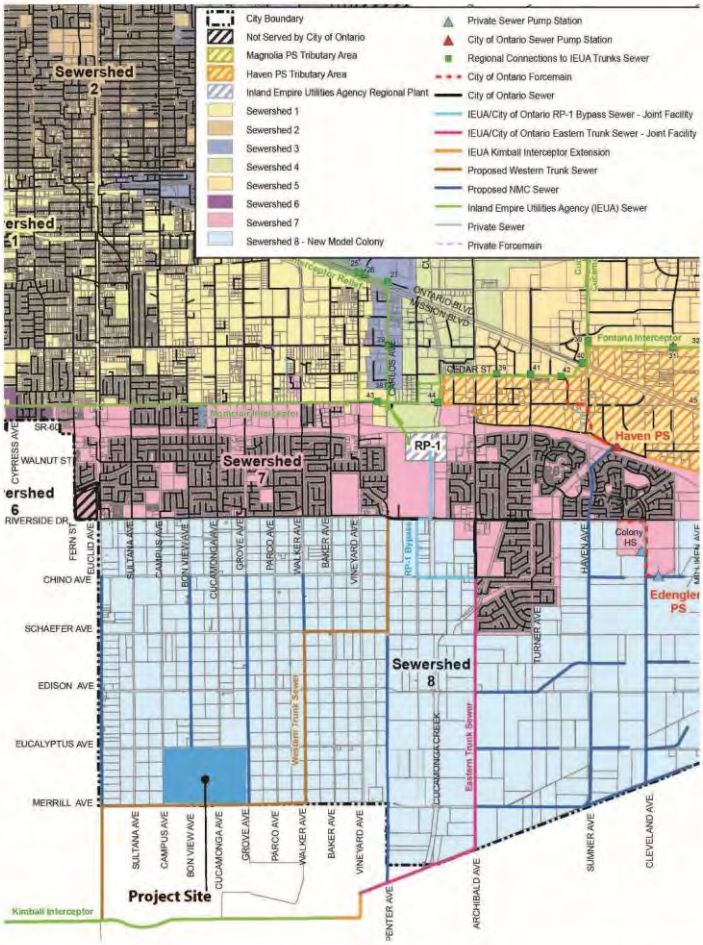

FIGURE 3.11 - SEWER PLAN
EUCALYPTUS AVENUE
BON VIEW AVENUE
CUCAMONGA AVENUE
EUCLID AVENUE
SULTANA AVENUE
CAMPUS AVENUE
GROVE AVENUE
REFER TO DEVELOPMENT PLAN FOR SIZING
PROJECT
18" SS
2-6" BRINE (CITY OF CHINO)
36" SS
2-6" BRINE (CITY OF CHINO)
MERRILL AVENUE
36" SS (TO KIMBALL AVE.)
CHINO AIRPORT
36" CONNECTION TO EX 60"
KIMBALL AVE
(60" SS)
(54" SS)
N
1"= 1000'
LEGEND:
NEW SEWER LINE (PER MASTER PLAN)
DUAL 6" BRINE LINE (BY THE CITY OF CHINO)
EXISTING SEWER (IEUA)
SPECIFIC PLAN AREA

FIGURE 3.11 – SEWER PLAN



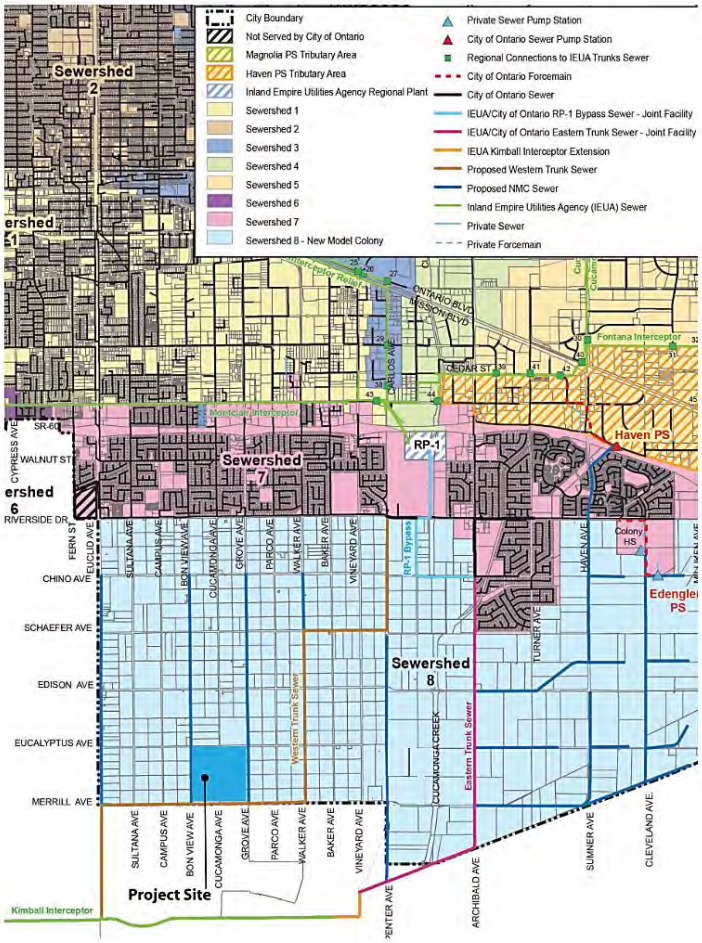
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City of Ontario Ultimate Sewer System



South Ontario Logistics Center Specific Plan — **Figure 3.12**

City of Ontario Ultimate Sewer System



South Ontario Logistics Center Specific Plan — **Figure 3.12**

3.6 Conceptual Grading Plan

The topography of the site is moderately flat, sloping from the northeast to the southwest with approximately a 17-foot drop in elevation across the Specific Plan area.

The grading activities for the Specific Plan area will generally consist of clearing and grubbing, demolition of existing structures, and moving surface soils to construct building pads, driveways and streets.

Conceptual grading and earthwork analysis indicate the project can be balanced onsite. Earthwork will include approximately ~~425,912~~ 377,184 cubic yards (CY) of cut and ~~425,912~~377,184 CY of fill with ~~272,777~~ 525,500 CY of over-excavation. Geotechnical and/or environmental conditions encountered during grading operations may impact final earthwork calculations. Grading plans for each development project within the Specific Plan area shall be reviewed and approved by the City of Ontario prior to the issuance of grading permits. Grading plans and activities shall conform to the City's grading ordinance and dust and erosion control requirements.

All landscaped areas within the Specific Plan area shall be graded as shallow swales and designed to accept runoff water from impervious surfaces. Water quality retention basins, trenches, etc., (the exact location of which will be determined at the time of Water Quality Management Plan (WQMP) approval for individual implementing projects) will have a maximum side slope of 3:1.

3.7 Dry Utilities Plan

Utility services provided to the site shall be installed underground in accordance with City of Ontario guidelines.

Communication System

According to the City of Ontario 2013 Fiber Optic Master Plan, the fiber optic infrastructure, including approximately 23 miles of backbone fiber south of Riverside Drive, is an investment in a long-term capital asset using newly constructed and existing conduit to provide high speed communication links to key locations throughout the city. Developments within Ontario Ranch are required to install and provide fiber conduit to all improved lots. Proposed on-site facilities will be placed underground within a duct and structure system that will be installed by the developer. Pursuant to the City's Fiber Optic Master Plan, the fiber optic network will be owned and operated by the City and as such maintenance of the installed system will be the responsibility of the City and/or Special District fiber optic entity and not the developer. The Specific Plan area will be connected to the City's system as shown on Figure 3.13.

Natural Gas

Southern California Gas Company maintains 3" and 12" mains in Eucalyptus Avenue, a 12" main Grove Avenue and 2" mains located east and west of the site in Merrill Avenue. There mains are available to provide service to the project site. Gas mains will be installed to the individual development projects by the Gas Company, as necessary.

Electrical

Southern California Edison will provide electricity to the Specific Plan area from existing facilities in the vicinity. New lines within the Specific Plan area shall be installed according to City of Ontario requirements.

Cable

Charter does not maintain any facilities with the vicinity of the proposed project site. A main extension would be required if services are desired.

FIGURE 3.13 - FIBER OPTIC PLAN

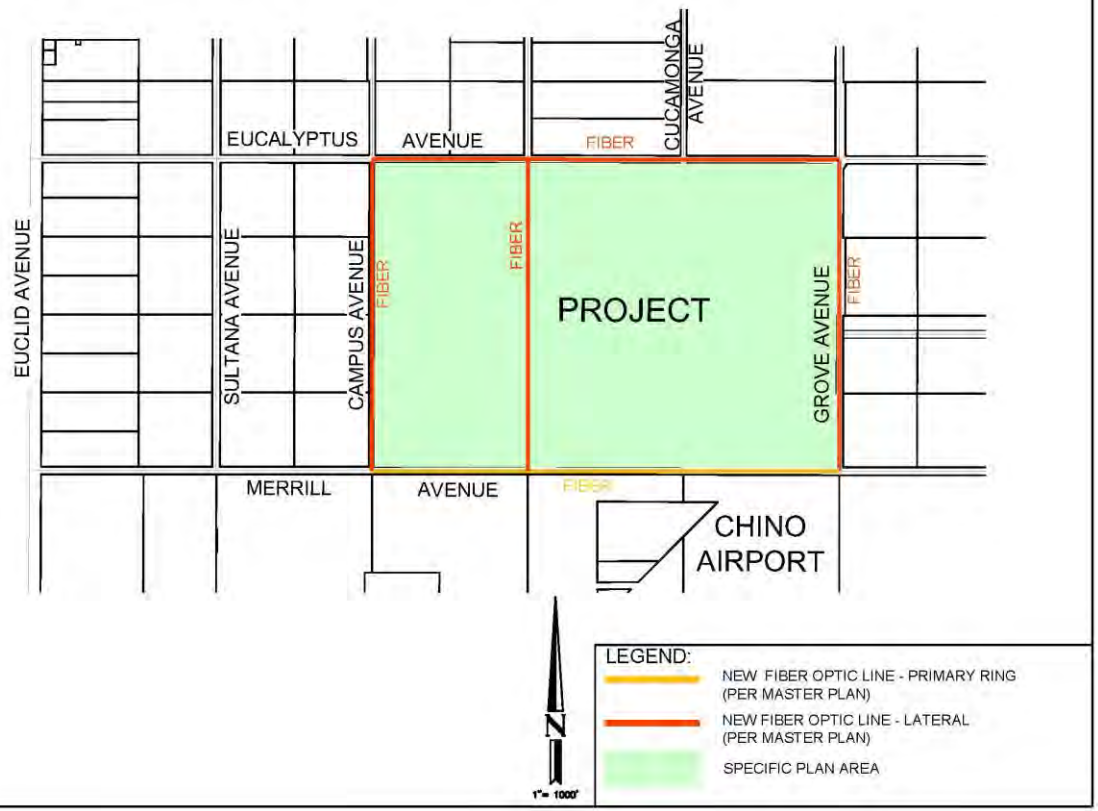
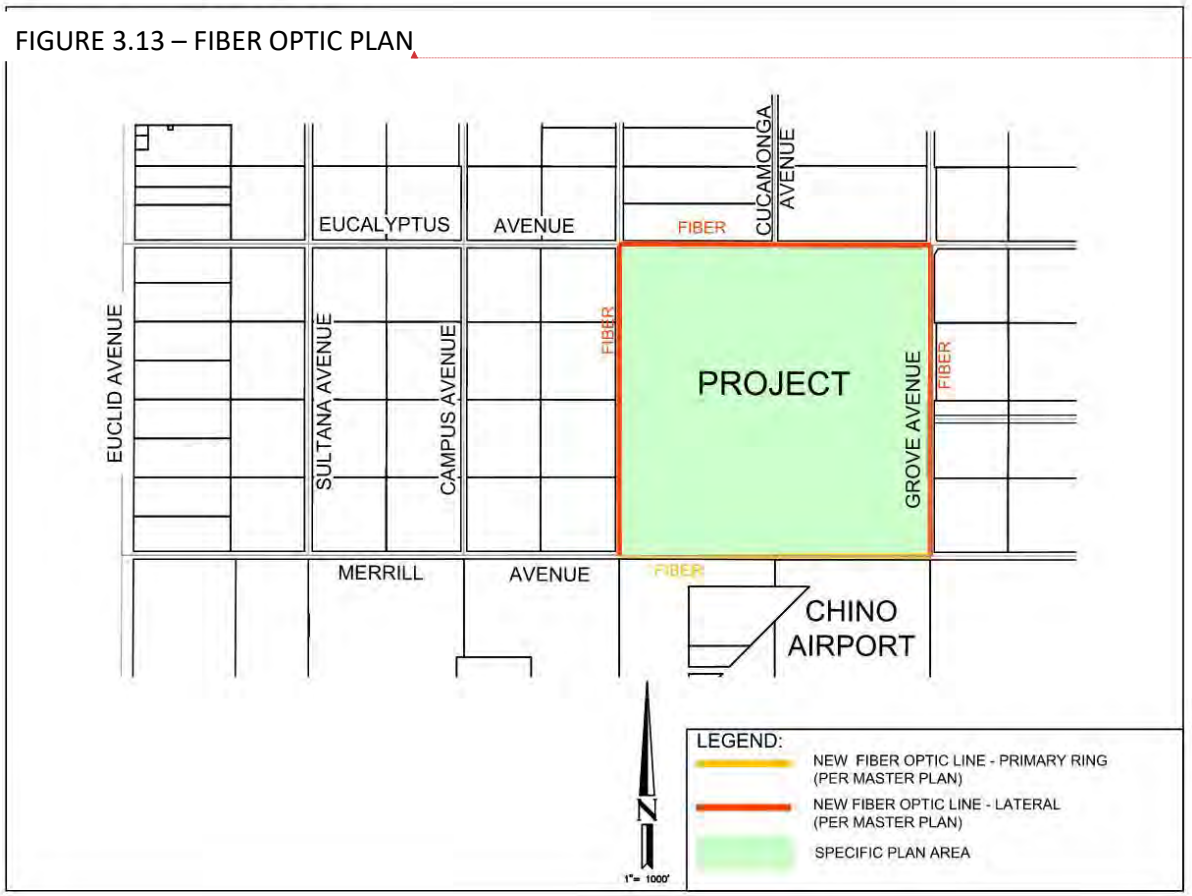


FIGURE 3.13 – FIBER OPTIC PLAN



~~3.8~~

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~~3.9~~3.8Storm Drainage Plan

The Specific Plan area storm drain improvements (Figure 3.14) are consistent with the facilities specified in Drainage Area XIV of the City of Ontario Planned Drainage Facilities (Figure 3.15).

Catch basins located throughout the site will collect runoff. On-site storm drain systems will convey runoff to the following facilities:

- 120-inch storm drain in Grove Avenue leading south to existing facilities via modification of an existing channel.
- 102-inch reinforced concrete pipe in Bon View Avenue.
- ~~60~~72-inch reinforced concrete pipe in Merrill Avenue adjacent to the Specific Plan area, which will transition to a 120-inch reinforced concrete pipe running west to a ~~reinforced concrete box at Euclid Avenue.~~9.5' x 9.5' reinforced concrete box, which will transition into a double 10' x 10' reinforced concrete box at the Merrill Avenue and Euclid Avenue intersection.
- ~~54-inch storm drain in Campus Avenue which connects to the future storm drain in Merrill Avenue.~~
- ~~10' x 10' storm drain in Euclid connecting to the Prado flood control basin.~~ The double 10'x10' reinforced concrete box will run south along Euclid Avenue approximately 600 feet and then transition to two 24-inch HDPE pipe bleeder lines.
- Additional on-site drain improvements would include storm water detention/ retention/ water quality basins, which would capture, treat, and/or gradually release storm water into the downstream public storm drain systems. Onsite storm water treatment would incorporate underground chambers installed within each building's parking area.

Development within this S~~s~~pecific P~~p~~lan shall be responsible to construct the ultimate storm drain improvements if they are not installed at time of development.

Each storm drain in ~~Campus Avenue~~, Bon View Avenue, Grove Avenue and Merrill Avenue will be equipped with a hydrodynamic separator, or series of hydrodynamic separators to satisfy the statewide trash mandate. Each device will be approved by and listed on the Certified Full Capture System List of Trash Treatment Control Devices of the State Water Resources Control Board (SWRCB).

NPDES Compliance

The grading and drainage of the Specific Plan area will be designed to retain/infilter, harvest, and re-use or biotreat surface runoff to comply with the current requirements of the San Bernardino County NPDES Stormwater Program's Water Quality Management Plan (WQMP) for significant new development projects. The objective of the WQMP for this project is to minimize the detrimental effects of urbanization on the beneficial uses of receiving waters, including effects caused by increased pollutants and changes in hydrology. These effects may be minimized through the implementation of site designs that reduce runoff and pollutant transport by minimizing impervious surfaces and maximizing on-site infiltration, employing Source Control Best Management Practices (BMP's), or using on-site structural Treatment Control BMP's where the infeasibility of installing Low Impact Development BMP's is demonstrated.

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All Priority Land Use (PLU) areas within the Specific Plan Area shall comply with the statewide Trash Provisions adopted by State Water Resources Control Board (SWRCB) and trash requirements in the most current San Bernardino County Area-Wide MS4 Permit.

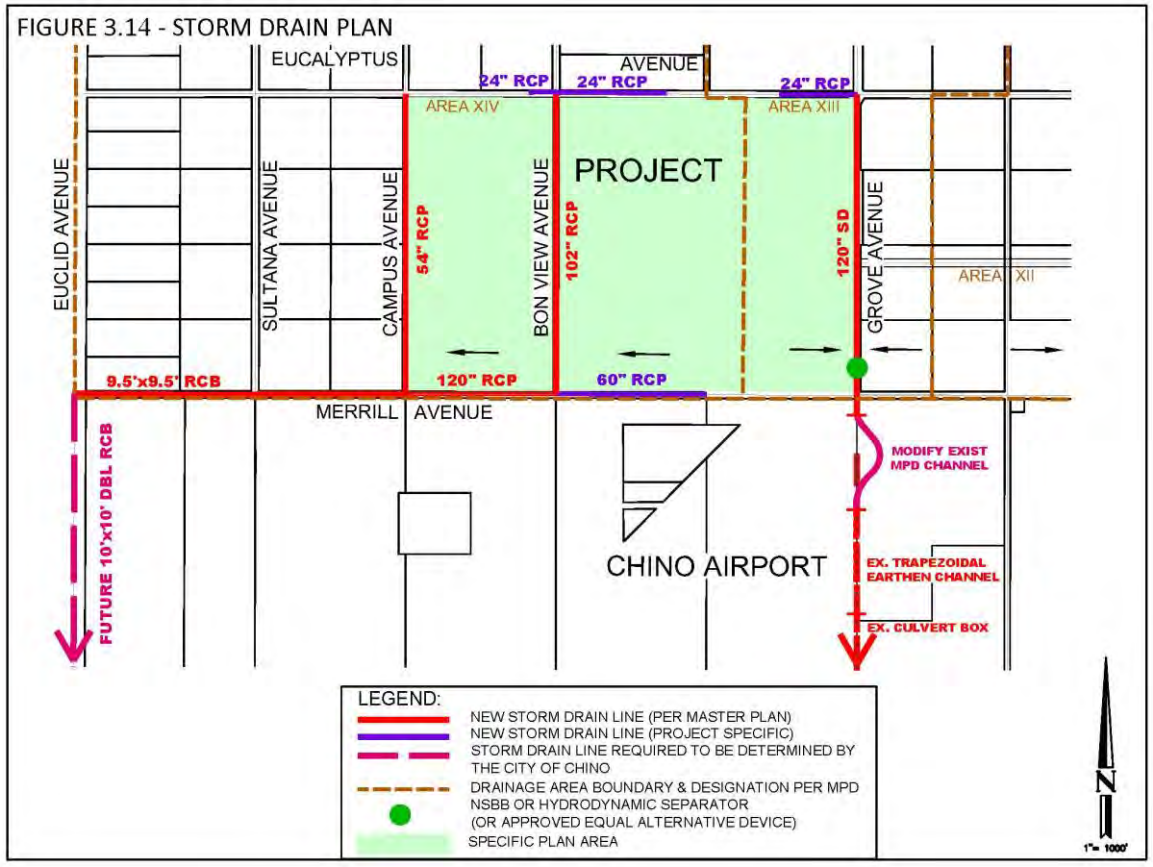
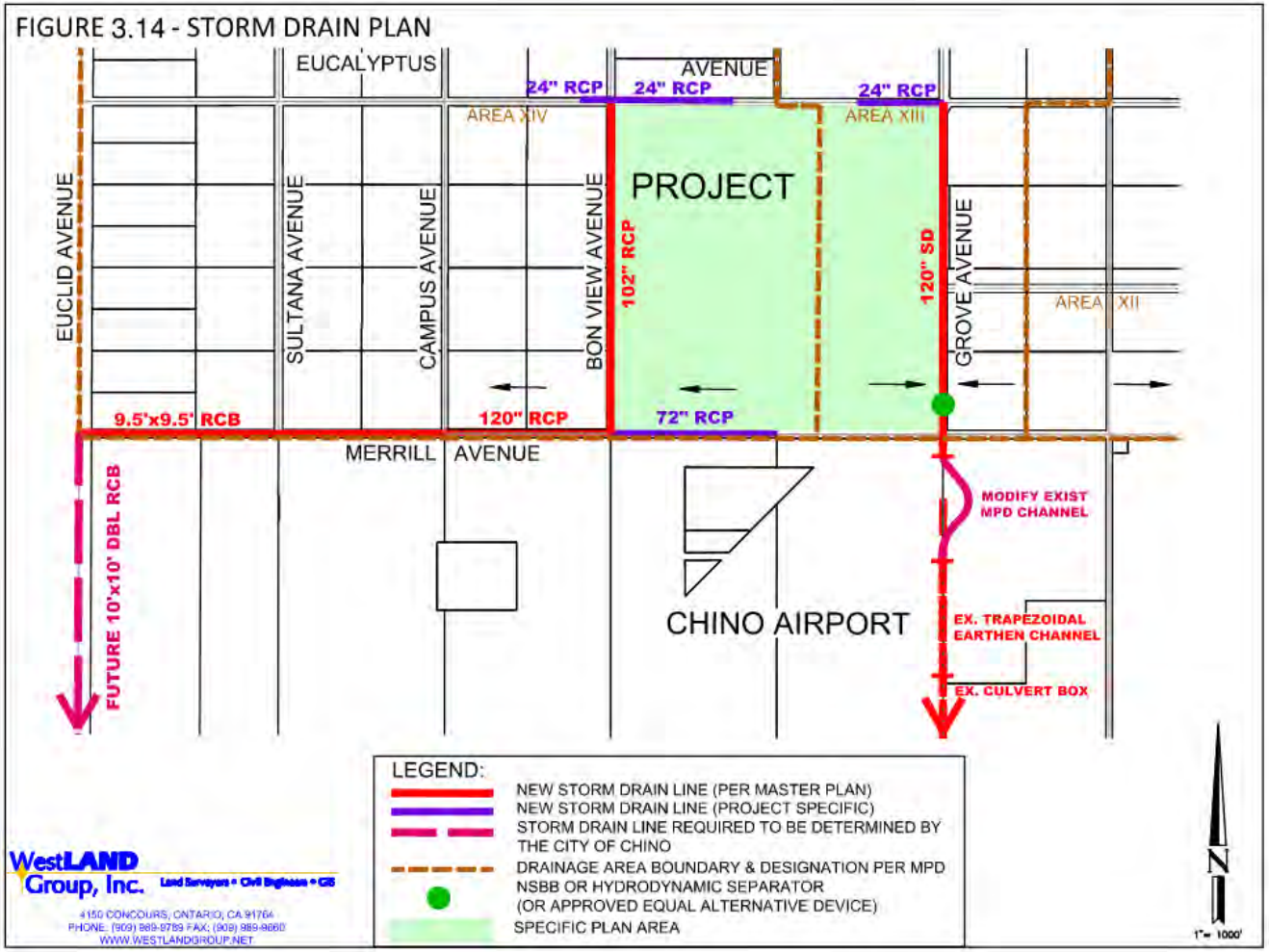
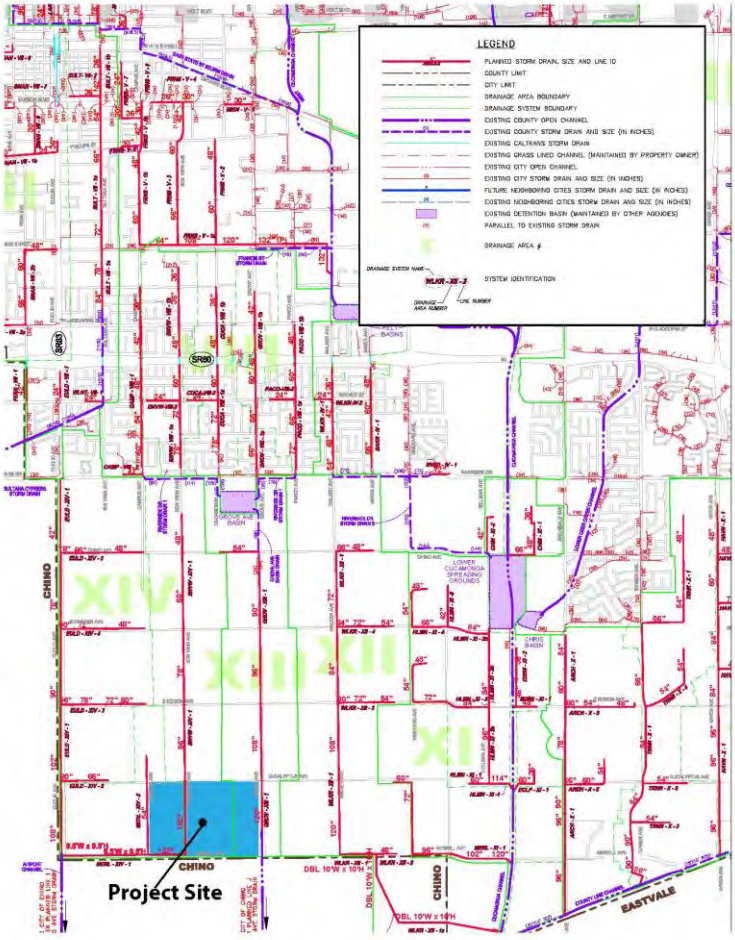

FIGURE 3.14 - STORM DRAIN PLAN
EUCALYPTUS AVENUE
24" RCP
24" RCP
24" RCP
AREA XIV
AREA XIII
PROJECT
EUCLID AVENUE
SULTANA AVENUE
CAMPUS AVENUE
54" RCP
BON VIEW AVENUE
102" RCP
120" SD
GROVE AVENUE
AREA XII
9.5'x9.5' RCB
120" RCP
60" RCP
MERRILL AVENUE
FUTURE 10'x10' DBL RCB
MODIFY EXIST MPD CHANNEL
CHINO AIRPORT
EX. TRAPEZOIDAL EARTHEN CHANNEL
EX. CULVERT BOX
LEGEND:
NEW STORM DRAIN LINE (PER MASTER PLAN)
NEW STORM DRAIN LINE (PROJECT SPECIFIC)
STORM DRAIN LINE REQUIRED TO BE DETERMINED BY THE CITY OF CHINO
DRAINAGE AREA BOUNDARY & DESIGNATION PER MPD
NSBB OR HYDRODYNAMIC SEPARATOR (OR APPROVED EQUAL ALTERNATIVE DEVICE)
SPECIFIC PLAN AREA
N
1"= 1000'

FIGURE 3.14 - STORM DRAIN PLAN

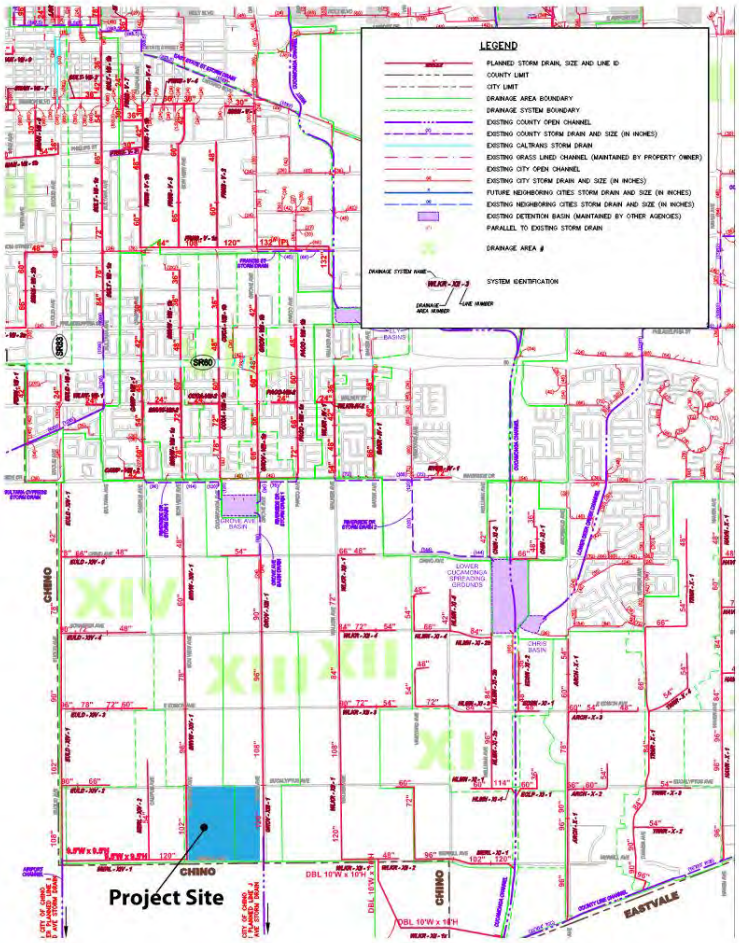


City of Ontario Planned Drainage Facilities



South Ontario Logistics Center Specific Plan **Figure 3.15**

City of Ontario Planned Drainage Facilities



South Ontario Logistics Center Specific Plan **Figure 3.15**

New development within the Specific Plan area will utilize a variety of Low Impact Development site drainage designs to manage stormwater, including but not limited to retention/infiltration basins, trenches and swales, and above ground and/or below ground bio-treatment systems. Development projects within the Specific Plan area will comply with the latest Low Impact Development guidelines and incorporate features including but not limited to:

- Landscape designs that promote water retention and incorporation of water conservation elements such as use of native plants and drip irrigation systems;
- Permeable surface designs in areas with low traffic;
- Parking lots that drain to landscaped areas to provide retention and infiltration, or bio-treatment where infiltration is infeasible;
- Limited soil compaction during grading operations within landscaped storm water infiltration areas of not more than 80 percent compaction.

Prior to the issuance of a grading or construction permit, a Storm Water Pollution Prevention Plan (SWPPP), Erosion & Sediment Control Plan sheets, and a WQMP shall be prepared and approved. The SWPPP and Erosion & Sediment Control Plan Sheets shall identify and detail all appropriate BMP's to be implemented or installed during construction of the project, and the WQMP shall describe all post-construction BMP's designed to address water quality and quantity of runoff for the life of the project.

~~3.10~~3.9 Public Services

This sub-section addresses public services within the Specific Plan area, including police, fire and solid waste disposal services.

~~3.10.1~~3.9.1 Police

The City of Ontario will provide police services to the Specific Plan area. The closest police station is located approximately five miles north of the Specific Plan area at 2500 S. Archibald Avenue, just south of SR-60. This station is also the City of Ontario Police Department headquarters.

3.9.2 Fire

The City of Ontario will provide fire protection services to the Specific Plan area. The Ontario Fire Department currently has eight stations, which are staffed with eight four-person paramedic engine companies and two four-person truck companies. The closest operational fire station, Station 2, is located at 544 W. Francis Street, approximately four miles north of the Specific Plan area.

3.9.3 Solid Waste Disposal

The City of Ontario will provide solid waste services to the Specific Plan area. The City offers a full array of commercial and industrial services designed to meet the business community's needs. Solid waste facilities follow the "Solid Waste Department Refuse and Recycling Planning Manual." The Manual establishes the City of Ontario's requirements for refuse and recycling storage and access for service, as well as addresses the City's recycling goals. The Mid-Valley Landfill is the nearest County of San Bernardino landfill located at 2390 N. Alder Avenue in the City of Rialto, approximately 20 miles northeast of the Specific Plan area.

~~3.11~~3.10 Phasing Plan

Development phasing of the Specific Plan area will be determined by the landowner and/or developer based upon real estate market conditions. Phasing sequencing is subject to change over time to respond to various market and local factors and as such, individual phases may overlap or develop concurrently. Phasing will occur as appropriate levels of infrastructure are provided. Infrastructure improvements, as required and approved by the City Engineer to support the development, shall be installed by the developer.

Figure 3.16, Conceptual Phasing Plan, describes ~~two~~ one general phase~~s~~ of development for South Ontario Logistics Center.

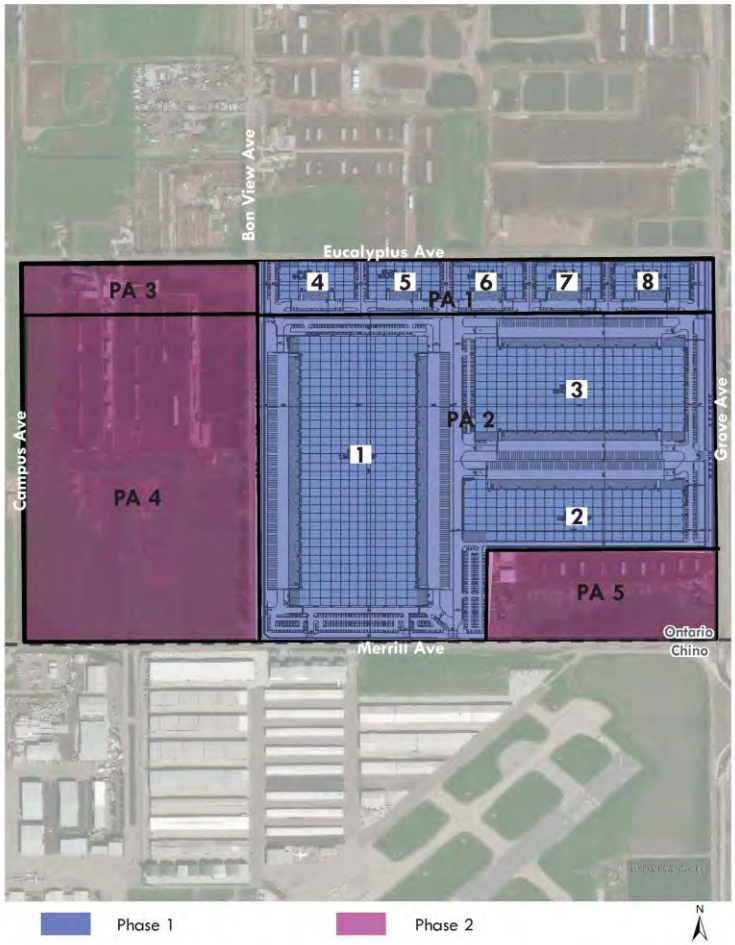
Phase 1: Phase 1 consists of the construction of Buildings 1 through 10~~8~~ as numbered in the Conceptual Site Plan and includes the Development Plan (PAs 1 and 2). This phase may be developed in several sub-phases in response to market demands and according to the logical and orderly completion of infrastructure improvements.

~~**Phase 2:** Phase 2 consists of the balance of the Project site (PAs 3, 4, and 5) .~~

Specific Plan backbone infrastructure shall be installed by the project developer, in accordance with the applicable City-adopted infrastructure plan for the area, as well as the provisions of this Specific Plan and an approved Development Agreement. Final grading and infrastructure improvements will be completed in accordance with the approved Development Agreement and City Engineer approval. Fair share responsibilities for improvements shall be addressed in a Development Agreement with the City of Ontario.

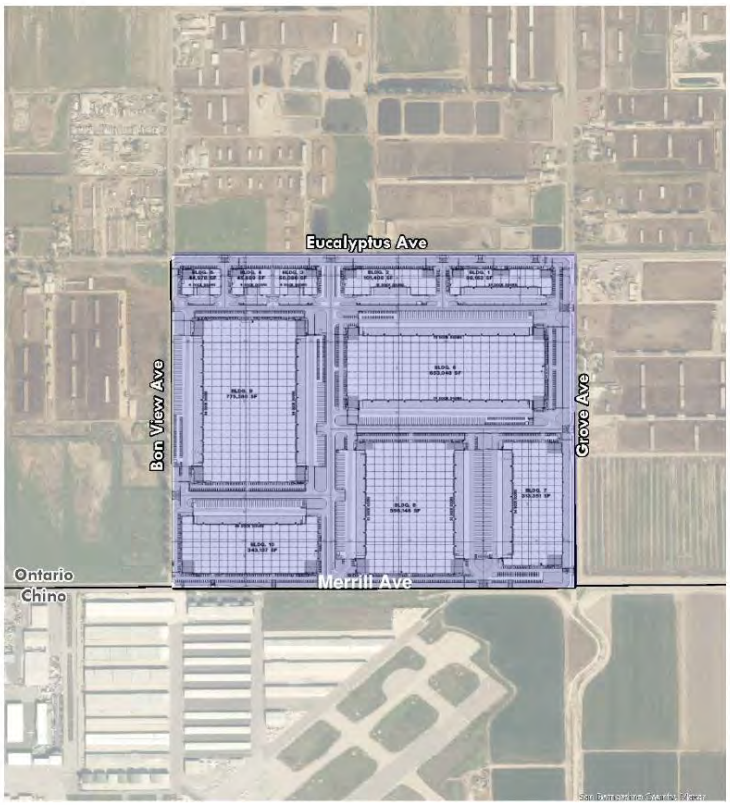
All the Specific Plan required infrastructure can be found in Section 3.3 (Figure 3.7 and 3.7a) for Potable Water, Section 3.4 (Figure 3.9) for Recycled Water, Section 3.5 (Figure 3.11) for the Sewer Plan, Section 3.7 (Figure 3.13) for the Fiber Optic Plan, and Section 3.8 (Figure 3.14) for the Storm Drain Plan. Phasing will be determined per separate Development Agreement.

Conceptual Phasing Plan



South Ontario Logistics Center Specific Plan **Figure 3.16**

Conceptual Phasing Plan



South Ontario Logistics Center Specific Plan **Figure 3.16**

4.0 LAND USE AND DEVELOPMENT STANDARDS

This chapter identifies allowable uses and development standards including building height, setbacks, lot coverage, parking, and landscape within the Specific Plan area. These regulations are intended to create a harmonious relationship among development within the Specific Plan area and with surrounding land uses as well as to protect the health, safety, and general welfare of the community.

4.1 General Provisions

Upon adoption of this Specific Plan, the allowable land uses and development standards within this document become the governing zoning for new construction, additions, or remodels within the Specific Plan area. However, in reviewing individual projects requiring discretionary approval, additional conditions may be applied by the approving body to accomplish the goals and objectives of this Specific Plan.

4.2 Allowable Uses

Table 4.1 (Allowable Uses) provides the land uses, activities, and facilities allowed within the Specific Plan's BP (Business Park) and IG (Industrial - General) Zoning Districts discussed in Chapter 3. These uses include a variety of industrial-serving commercial, low-intensity office, technology, light manufacturing, and warehouse/distribution uses that are compatible with the site's location within Safety Zone 6 of the Chino Airport. The letters/symbols used in Table 4.1 shall have the following meanings:

"P" - Permitted Land Uses

A Permitted Use (P) is permitted by right and may be established as the primary use of a building without the need for discretionary approval. Permitted Uses are subject to the development standards and guidelines applicable to the zoning district in which the use is located.

"C" - Conditionally Permitted Land Uses

A Conditionally Permitted Use (C) is permitted upon issuance of a Conditional Use Permit (CUP) pursuant to Section 4.02.015 of the Ontario Development Code and City processing procedures.

"A" - Administratively Permitted Land Uses

An Administratively Permitted Use (A) is permitted upon issuance of an Administrative Use Permit (AUP) pursuant to Section 4.03.015 of the Ontario Development Code and City processing procedures.

"—" - Prohibited Land Uses

A land use indicated with a "—" symbol is prohibited within the zoning district.

Land Uses Not Listed

A land use not listed in Table 4.1 shall be considered a prohibited land use. For land uses similar to those listed in Table 4.1, but not expressly stated in this Specific Plan, the City of Ontario Planning Director or his/her designee shall have the authority to make a determination of the applicability of similar land uses.

Table 4.1: Allowable Uses

Land Use	BP District	IG District
AGRICULTURAL USES		
Commercial Crop Production and Farming[1]	C	P
Community Gardens, Urban Farms, and Related Uses	A	A
Kennels and Catteries	--	P
RESIDENTIAL USES		
Caretaker's Unit (not to exceed 1,000 square feet)	A	A
CONSTRUCTION		
Contractors (e.g., building construction, site preparation, capital improvement projects)		
• Completely within enclosed building	P	P
• With outdoor storage	--	P
MANUFACTURING		
Apparel Manufacturing	P	P
Artisan Crafts (made by hand) such as glassworks, jewelry, pottery	P	P
Beverage Manufacturing	--	C
Chemical Manufacturing (excludes pesticides and fertilizers)	--	C
Computer and Electronic Product Manufacturing	P	P
Electrical Equipment, Appliance and Component Manufacturing	P	P
Fabricated Metal Product Manufacturing	--	P
Ammunition and Arms Manufacturing	C	C
Food Manufacturing, General (but excluding animal slaughtering and processing and seafood product preparation and packaging)	--	C
Food Manufacturing, Limited (bread, tortillas, snack foods, roasted nuts and peanut butter, coffee, tea, flavoring syrup, seasoning and dressing, spice extract)	C	C
Furniture and Related Product Manufacturing	P	P
Glass and Glass Product Manufacturing	--	C
Leather and Allied Product Manufacturing (excluding leather and hide tanning and finishing)	P	P
Machinery Manufacturing	--	P
Miscellaneous Manufacturing (medical equipment and supplies, jewelry, sporting goods, toys, office supplies, signs, etc.)	P	P
Paper Manufacturing	--	C
Pharmaceutical and Medicine Manufacturing (excludes biological product manufacturing)	C	C
Printing and Related Support Activities	P	P
Primary Metal Manufacturing	--	C
Petroleum and Coal Products Manufacturing	--	C
Plastics Product Manufacturing	--	C
Rubber Product Manufacturing	--	C
Textile Mills	--	C
Textile Product Mills	--	C
Transportation Equipment Manufacturing	--	P
Wood Product Manufacturing	--	C

Table 4.1: Allowable Uses

Land Use	BP District	IG District
WHOLESALE TRADE		
Merchant Wholesalers, Durable Goods - General (includes motor vehicles and parts, lumber and construction materials, metals and minerals other than petroleum, and machinery equipment and supplies)	--	P
Merchant Wholesalers, Durable Goods - Limited (includes furniture and home furnishings, professional and commercial equipment and supplies, hardware, plumbing, and heating equipment and supplies)	P	P
Merchant Wholesalers, Nondurable Goods (excludes industrial gases, petroleum bulk stations and terminals, and fireworks and explosives merchant wholesalers)	--	P
Wholesale Electronic Markets, Agents and Brokers (excludes automobile auctions)	P	--
HEALTH CARE AND SOCIAL ASSISTANCE		
Ambulatory Health Care Services	P	--
Child Day Care Services (Commercial Facilities)	--	--
Child Day Care Services (Employer Provided Services)	--	--
Medical Office	P	--
Vocational Rehabilitation Services	C	--
COMMERCIAL USES		
Information		
Broadcasting	P	P
Data Processing, Health, and Related Services	P	P
Publishing Industries	P	P
Motion Picture and Sound Recording Facilities (excludes movie theaters)	P	P
Recording and sound studios	P	--
Telecommunication Facilities	P	P
Eating and Drinking Places, and Food Services		
Alcoholic beverage sales for consumption on the premises (includes all retailers on-sale licenses issued by the State of California Department of Alcoholic Beverage Control)	C	--
Food Bank or Meal Delivery Services	C	C
Restaurant		
• Without drive-thru	P	--
• With drive-thru	C	--
Motor Vehicle Mechanical and Electrical Repair and Maintenance		
Servicing Facilities (limited to retail-oriented services, such as emissions testing, battery replacement and other similar retail activities that involve the limited use of pneumatic tools or equipment that creates noise impacts)	P	--

Table 4.1: Allowable Uses

Land Use	BP District	IG District
General Repair Facilities (includes general motor vehicle mechanical and electrical repair and maintenance of air conditioning, brakes, cooling, electric, exhaust, fuel, suspension system, engine, transmission, and drive train)		
• General Repair Facilities - Automobile, Light Truck and Van Repair and Maintenance	C	C
• General Repair Facilities- Large Truck, Bus and Similarly Large Motor Vehicle Repair and Maintenance	--	C
Automotive Body, Paint, Interior and Glass Repair		
• Automobile, Light Truck and Van Body, Paint, and Interior Repair and Customization	C	C
• Minor Customization Work (limited to the "bolt-on" replacement or addition of parts only -- no body or paint work is allowed)	C	C
• Large Truck and Bus Body, Paint, and Interior Repair and Maintenance	--	C
Personal Services		
Couriers and Messengers	P	P
Commercial and Industrial Machinery and Equipment Repair and Maintenance (except automotive and electronic)	--	P
Electronic and Precision Equipment Repair and Maintenance	P	P
Fitness and Recreational Sports Center		
• Gross Floor Area less than 10,000 square feet	P	--
• Gross Floor Area 10,000 square feet or more	C	--
Industrial Laundry and Linen Supply	C	C
Personal and Household Goods Repair and Maintenance	P	P
Pet Boarding and Kennels		
• Day only (e.g., Doggie Daycare)	C	--
• Overnight Stays	C	--
Postal Services	P	P
Passenger Car Rental and Leasing	C	--
Truck, Utility Trailer, and Recreational Vehicle Rental and Leasing	C	P
Offices		
Administrative and Support Services	P	--
Finance and Insurance Offices	P	--
Management of Companies and Enterprises	P	--
Office Ancillary to a Primary Industrial Use (less than 10% of GFA)	P	P
Professional, Scientific, and Technical Services (e.g., accounting, tax preparation, architecture, bookkeeping, legal, engineering, consulting)	P	--
Real Estate Offices	P	--

Table 4.1: Allowable Uses

Land Use	BP District	IG District
Retail		
Alcoholic beverage sales for consumption off the premises (includes all retailers off-sale licenses issued by the State of California Department of Alcoholic Beverage Control)	C	--
Auction Houses	C	--
Automotive Parts and Accessories (including tires)	P	--
Convenience stores (without alcoholic beverage sales)	P	--
Gasoline Fueling Station with or without Convenience Store (without alcoholic beverage sales)	C	--
Internet Fulfillment/Warehousing/Distribution (E-Commerce)	P	P
Industrial Retail Sales (retail sales of goods and/or products either manufactured, warehoused or wholesaled on-site)		
• Maximum 15% of building floor area or 8,000 square feet, whichever is less	A	A
• Over 15% of building floor area or 8,000 square feet	C	C
Non-Store Retailers (includes electronic shopping and mail-order houses, vending machine operators, and other direct selling establishments excluding fuel/petroleum dealers)	P	P
WAREHOUSING		
Warehousing and Storage (General and Other)		
• Completely within enclosed building	P	P
• Outdoor Storage Accessory to an Allowed Use	A	A
• Outdoor Storage as the Primary Use	--	C
Refrigerated Warehousing and Storage	P	P
OTHER		
Religious Assembly	C	--
Parking Facilities	P	--
Vocational/Trade Schools	C	C

Notes:
1. Excluding Commercial Crop Production of Marijuana
2. P=Permitted, C= Conditionally Permitted, A=Administratively Permitted, "—"=Prohibited
3. Refer to the Specific Plan EIR and Ontario International Airport Land Use Compatibility Plan (ONT ALUCP) for additional development criteria and policies that may affect allowable land uses.

4.3 Conceptual Site Plan

The conceptual site plan for the South Ontario Logistics Center Specific Plan is presented in Figure 4.1. Under this conceptual plan, Planning Area 1 (Business Park Zoning District) is developed with five buildings totaling ~~464,820~~340,313 square feet (SF) and Planning Area 2 (Industrial – General Zoning District) is developed with ~~three~~ five buildings totaling ~~2,462,135~~2,681,062 SF (Table 4.2). Cumulatively, the ~~eight~~ ten buildings depicted in the conceptual site plan provide 3,021,375~~2,926,955~~ SF of development.

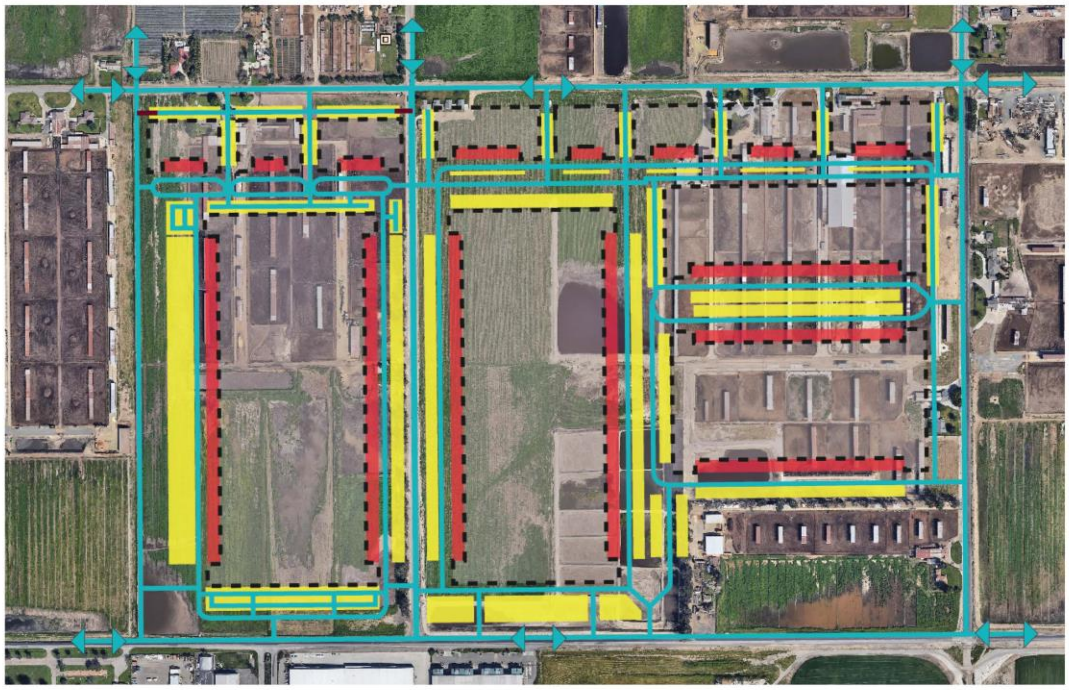
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The conceptual site plan reflects current market trends, site conditions, and planned infrastructure. However, the conceptual site plan may be modified provided it does not exceed the maximum building area presented in Table 3.1 and complies with this Specific Plan and applicable provisions of the City of Ontario Development Code.

Table 4.2 Conceptual Site Plan

Planning Area	SP Zoning District	Site Acreage	Proposed Conceptual Building Square Footage
1	BP	23.65	~~464,820~~340,313 SF
2	IG	~~107.34~~124.2	~~2,462,135~~2,681,062 SF
TOTAL		**~~130.34~~147.85**	**~~2,926,955~~3,021,375 SF**

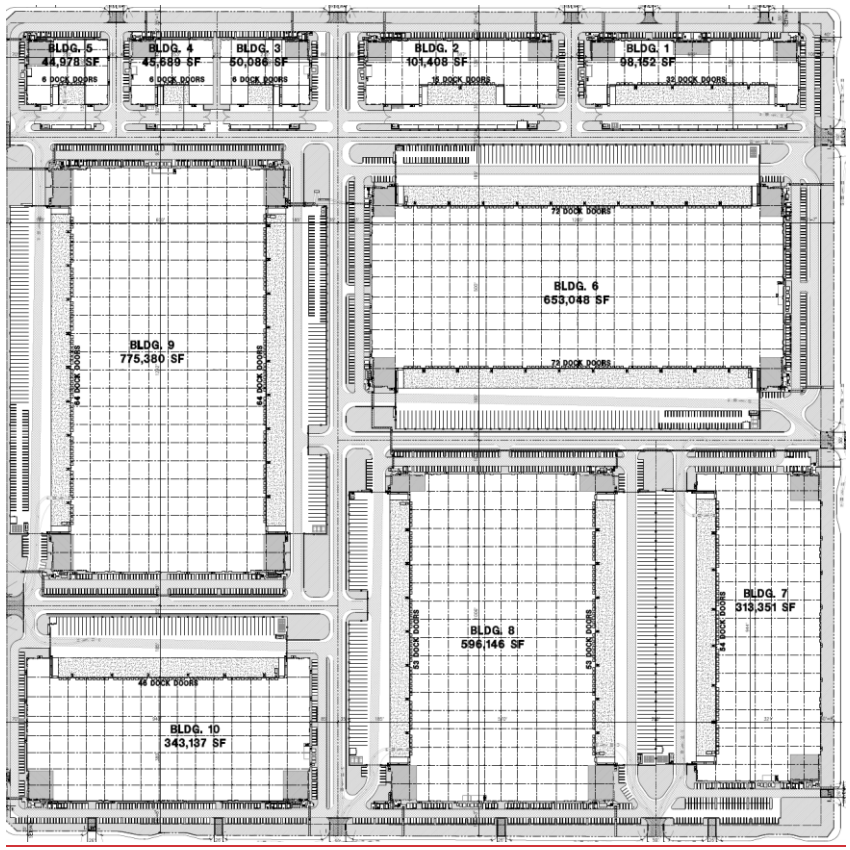
Conceptual Site Plan



South Ontario Logistics Center Specific Plan

Figure 4.1

Conceptual Site Plan



South Ontario Logistics Center Specific Plan **Figure 4.1**

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4.4 Development Standards

Table 4.3 (Development Standards) provides a summary of the development standards applicable to the land uses, structures, and related improvements located within the Specific Plan area. Refer to the Ontario Development Code for any standard not addressed in Table 4.3.

Table 4.3 Development Standards

Development Standard	Zoning District	
	BP	IG
Minimum Lot Area	10,000 sq ft	20,000 sq ft
Minimum Lot Dimensions		
1. Lot Width	100 ft	100 ft
2. Lot Depth	100 ft	100 ft
Maximum Floor Area Ratio	0.60	0.55
Maximum Building Footprint [1]	125,000 sq ft	N/A
Minimum Landscape Setback		
1. Grove Avenue	20 ft	20 ft
2. Eucalyptus Avenue	23 ft	N/A
3. Merrill Avenue	N/A	23 ft
4. Bon View Avenue	10 ft	10 ft
5. Interior Side	N/A	N/A
6. Interior Rear	N/A	N/A
Minimum Building Setback [2]		
1. Grove Avenue	20 ft	20 ft
2. Eucalyptus Avenue	23 ft	N/A
3. Merrill Avenue	N/A	23 ft
~~4. Campus Ave~~	~~10ft~~	~~10ft~~
~~4.~~5. Bon View Avenue	10 ft	10 ft
~~5.~~6. Interior Side	10 ft	10 ft
~~6.~~7. Interior Rear	10 ft	10 ft
Minimum Parking Space and Drive Aisle Separations[3,4,7]		
1. Parking Space or Drive Aisle to Street Property Line	20 ft	10 ft
2. Parking Space or Drive Aisle to Interior Property Line	5 ft	5 ft
3. Parking Space to Buildings, Walls, and Fences	Areas adjacent to public entries and office areas: 10 ft Areas adjacent to other building areas: 5 ft Within screened loading and storage yard areas: 0 ft	
4. Drive Aisles to Buildings, Walls, and Fences	5ft	5ft
5. Drive Aisles within Screened Loading and Storage Yard Areas	0 ft	0 ft

Table 4.3 Development Standards

Development Standard	Zoning District	
	BP	IG
Maximum Building Height [5,6]	45 ft	55 ft
Minimum Landscape Coverage	15%	10%
Walls, Fences, and Hedges	Per Ontario Development Code Division 6.02 (Walls, Fences, and Obstructions) and Section 5.5 (Buffering and Screening) of the Design Guidelines in Chapter 5.	

Notes:

1. Maximum building footprint limit is applicable only to buildings that front onto a public right-of-way.
2. Setback areas shall be measured from the property line and shall be landscaped.
3. Within yard areas fully screened by a decorative wall, there shall be no minimum drive aisle or parking space setback required, unless adjacent to residentially zoned properties.
4. The minimum separation area between a building, wall, or fence and a parking space or drive aisle shall be fully landscaped. The separation area may include pedestrian walkways, as necessary; however, a minimum 5-foot wide planter area shall be maintained between a building wall and a pedestrian walkway. The minimum separation dimension shall not include any area devoted to vehicle overhang.
5. Architectural projections, mechanical equipment, and focal elements may be allowed to exceed the maximum height up to 25 percent above the prescribed height limit.
6. The maximum building height and floor area ratio may be restricted pursuant to the Ontario International Airport Land Use Compatibility Plan (ONT ALUCP) and The Chino Airport Land Use ~~Comprehensive~~ Compatibility Plan. Refer to the ALUCP for properties affected by airport safety zones for additional development criteria and policies that may affect allowable land uses.
7. The use of surrounding roads, drive aisles and truck parking lots to address the open land requirement for the Chino Airport Overlay zone is discussed in Chapter 2 (Section 2.2, Airport Influence Areas).

Table 4.4 (Off-Street Parking and Loading Design Standards) establishes the design standards for off-street parking in the Specific Plan area. Refer to the Ontario Development Code for any parking-related standard not addressed in Table 4.4.

Table 4.4: Off-Street Parking and Loading Design Standards

Development Standard	Requirement
Parking space dimensions	
1. Standard parking	9 feet wide by 18 feet long
2. Tractor trailer parking	12 feet wide by 45 feet long
3. At grade loading space	12 feet wide by 18 feet long
Minimum aisle width for 90-degree parking	24 feet
Maximum gradient at parking space	5 percent measured in any direction
Dock-high loading facilities	

Table 4.4: Off-Street Parking and Loading Design Standards

Development Standard	Requirement
1. Dock high door loading space	12 feet wide by 45 feet long with 14-foot minimum vertical clearance measured from finished surface of loading dock.
2. Truck maneuvering area	Meet the minimum practical turning radius of a 53-foot semi-trailer/tractor combination.

Table 4.5 (Required Number of Parking and Loading Spaces) specifies the number of parking spaces that must be provided according to land use. For a use not specified in the table, refer to the Ontario Development Code, Table 6.03-1, Off-Street Parking Requirements.

Table 4.5: Required Number of Parking and Loading Spaces

Land Use	Number of Required Spaces
Multi-tenant business park	Per 1,000 square feet of gross floor area: • 3 spaces • Required parking for "general office" when exceeding 10% of gross floor area • One tractor trailer parking space per 4 dock-high loading doors
General office when exceeding 10 percent of building gross floor area	4 spaces per 1,000 square feet of gross floor area of office use
Industrial speculative building	Per 1,000 square feet of gross floor area: • Up to 50,000 square feet: 1.85 spaces • 50,001 – 100,000 square feet: 1 space • 100,001 square feet and over: 0.5 space • One tractor trailer parking space per 4 dock-high loading doors. • Plus required parking for "general business offices" and other associated uses, when those uses exceed 10 percent of the building gross floor area.
Manufacturing	1.85 spaces per 1,000 square feet of gross floor area • plus one tractor trailer parking space per 4 dock-high loading doors. • Plus required parking for "general business offices" and other associated uses, when those uses exceed 10 percent of the building floor area.
Restaurant (including outdoor seating area up to 25 percent of gross floor area)	• Under 2,000 square feet: 5 spaces per 1,000 square feet of gross floor area • More than 2,000 square feet: 10 spaces per 1,000 square feet of gross floor area
Warehousing and distribution (including associated office use if less than 10 percent of building gross floor area)	• First 20,000 square feet: 1 space per 1,000 square feet of gross floor area • Additional square feet: 0.5 space per 1,000 square feet of additional gross floor area

	• Plus one tractor trailer parking space per 4 dock-high loading doors • Plus required parking for "general office" and other associated uses when exceeding 10 percent of the building gross floor area

Sufficient off-street loading and unloading spaces shall be provided on each development site, and adequate provisions and space shall be made for maneuvering freight vehicles and handling freight. Loading activity, including turnaround and maneuvering, shall be made on site. Buildings, structures, and loading facilities shall be designed and placed on the site so that vehicles, whether rear loading or side loading, may be loaded or unloaded at any loading dock, door, or area without extending beyond the property line.

5.0 DESIGN GUIDELINES

This chapter identifies conceptual themes for site planning, architecture, and landscape design within the Specific Plan area. The guidelines are intended to ensure a cohesive and attractive development that meets the following objectives:

1. Demonstrates high-quality development that complements and integrates into the community and adds value to the city.
2. Creates a functional and sustainable development that ensures South Ontario Logistics Center is regionally competitive and appropriate within the Ontario Ranch community.
3. Illustrates the distinctive characteristics of its two zoning districts: Business Park (BP) District (Planning Area 1 ~~and 3~~) and Industrial - General (IG) District (Planning Area 2~~, 4 and 5~~).
4. Establishes criteria for building design and materials, landscape design, and site design that provide guidance to developers, builders, architects, landscape architects, and other professionals preparing plans for construction.
5. Provides guidance to City staff and the Planning Commission in the review and evaluation of future development projects in the South Ontario Logistics Center Specific Plan area.
6. Incorporates construction and landscape design standards that promote energy and water conservation strategies.
7. Implements the goals and policies of The Ontario Plan and the intent of the Ontario Development Code.

5.1 Site Design

Site design within Planning Area 1 ~~and 3~~ (BP District) and Planning Area 2~~, 4 and 5~~ (IG District) shall incorporate the following design features.

Key provisions include:

1. Provide a well-organized site plan that emphasizes pedestrian connectivity and attractive landscape areas for the public through the location and arrangement of buildings, circulation, and parking areas.
2. Orient buildings towards street frontages to create an inviting public perimeter.
3. Provide visible pedestrian access to buildings from the street, parking areas, and perimeter sidewalks through signage, prominent architectural features, and landscape design.
4. Employ enhanced paving, accent trees, and other landscape features that highlight major building entries.
5. Design drive aisles to minimize impact to pedestrians, provide adequate stacking space, and prevent queuing of vehicles onto public streets.

6. Locate visitor and short-term parking areas at the front and sides of buildings near primary building entrances.
7. Create small parking clusters through the design and placement of landscape areas, drive entrances, and/or buildings to avoid large, visually dominant parking lots.
8. Locate loading and storage areas away from streets when feasible, ensure adequate space for vehicle backing and maneuvering on-site, and provide adequate parking for loading vehicles so normal traffic flow is not impeded.
9. Screen parking areas and loading docks facing the street using landscape buffers planted with screen trees and drought-tolerant vegetation.
10. Orient and screen elements such as trash enclosures, loading bay doors, and service docks to minimize their visibility.
11. Locate service entrances to avoid conflict with front entries.
12. Place electrical rooms and transformers away from front entries and street views.

5.2 Architectural Design

The building design, materials, colors, and textures establish its theme and character. Architecture shall be compatible and complementary with other buildings within the Specific Plan area; however, design diversity is encouraged to provide visual interest. Although development within Planning Area 1~~ and 3~~ (BP District) and Planning Area 2~~, 4 and 5~~ (IG District) differ in building height and scale, similar design concepts apply as follows.

Key provisions include:

1. Ensure scale, massing, fenestration, materials, and colors are consistent with the building's architectural style and compatible with the overall design in the Specific Plan area.
2. Avoid blank walls by providing articulation on building elevations visible from the public right-of-way through elements such as cornices, parapets, expression lines, and changes in materials and/or colors.
3. Provide the greatest level of articulation on the front facades that are visible from the public rights-of-way and the main entrances.
4. Design entry features as a significant aspect of a building's overall composition through massing, detailing, architectural treatments, and/or special materials and colors.
5. Employ recessed or covered building entrances to provide shade and visual relief.
6. Design office buildings, business parks, and office areas of industrial or warehouse buildings with an emphasis on the use of windows, architectural details, and building articulation.
7. Integrate the design of industrial/warehouse office areas into the overall building composition so they create powerful architectural statements and not visually disjointed "add-ons".
8. Employ a minimum of four different colors, materials, and/or textures on each building.
9. Avoid terminating a change in material or color at a building edge; instead, select a logical termination point in relation to the architectural features or massing.
10. Paint exposed downspouts, service doors, and mechanical screens the same color as the adjacent wall.
11. Elevations to the front of buildings across Eucalyptus Ave shall be additionally enhanced due to residential land use designation across the street.

Planning Area 1 Architectural Design Examples









Planning Area 2 Architectural Design Examples







5.3 Landscape Design

Conceptual landscape plans encourage durable landscape materials and designs that enhance the aesthetics of structures, create and define public and private spaces, and provide shade and environmental benefits. The following guidelines ensure that intersection sight lines and pedestrian safety are preserved. Landscaping plans within the Specific Plan area shall comply with the City of Ontario "Landscape Development Guidelines", the "Standard Drawings" and "Traffic and Transportation Guidelines" for sight-distance.

Key provisions include:

1. Landscape and irrigate all areas of the site not covered by buildings, structures, paving, or impervious surfaces.
2. Design and grade projects to direct storm runoff from building roofs and paved areas into swaled landscape areas for retention/infiltration. Landscape areas may be used for storm water basins and swales at no greater than 4~~5~~0 percent of the available landscape area and may not obstruct the mature root zone of required tree locations.
3. Provide shade for expanses of paving, building walls, roofs, and windows with irrigated shade trees located in appropriate areas where space permits to reduce the impacts of heat gain.
4. Design parking lot landscaping to reduce associated heat buildup, improve aesthetics, and integrate with on-site landscape and adjacent streetscape.
5. Use landscaping to aid in the screening and buffering of mechanical equipment, trash collection areas, loading docks, and outside storage areas from public view.
6. Coordinate utilities with landscape plans by showing utilities on plans to ensure placement clear of required tree locations. Utilities such as backflow devices and transformers shall be screened using landscaping that provides at least 75 percent coverage. Backflow devices and transformers shall be located at least five feet from hardscape to ensure space for landscape screening.
7. Prepare landscape plans that meet the requirements of the Landscape Development Guidelines and provide for the efficient use of water. Plants shall be selected and planted based upon their adaptability to the climate and topographical conditions of the project site.
8. Select drought-tolerant plants such as colorful shrubs and groundcovers, ornamental grasses and succulents, evergreen and deciduous trees, and species native to Southern California or naturalized to the local arid climate.
9. Incorporate water conservation features in landscape and irrigation plans.
10. Place a landscape planter island every ten parking spaces for single row and every five for double row~~within~~ parking lots. Planter islands shall be at least five feet in width exclusive of curbs and the same length as the abutting parking space. Planter islands shall include at least one tree, appropriate shrubs, and groundcover. A tree shall be provided, one for every four parking spaces. Parking areas located behind screen walls shall not be subject to this provision.
11. Provide a minimum dimension of five feet exclusive of curbs for all landscape areas, except for vine pockets.

12. Space living plant materials less than or equal to the mature plant diameter. Non-living ornamental landscape materials may comprise a maximum of five percent of the landscape area requirements and shall be permeable.

5.3.1 Streetscapes

Streetscape design creates an aesthetically pleasing view for pedestrians, cyclists, and motorists, screens parking and loading areas from the public right-of-way, and integrates the development into the surrounding community. The following streetscape designs are conceptual only; final grading, plantings, and tree locations shall be determined on a project-by-project basis.

5.3.1.1 Grove Avenue Streetscape

Grove Avenue features a 28-foot wide landscaped median, 7-foot wide parkways, 5' wide sidewalk, 5' landscape buffer, within a 40' neighborhood edge and a 20-foot wide landscape setbacks. An 8' multipurpose trail is located on the east side. (Figure 5.1). Tree species along Grove Avenue include *Platanus acerifolia* 'Bloodgood' in the parkway, alternating Cercis occidentalis and Platanus acerfolia 'Bloodgood' groups behind the sidewalk and Pinus eldarica and Cercis occientalis in the median.



FIGURE 5.1: **GROVE AVENUE CONCEPTUAL STREETSCAPE**

5.3.1.2 Eucalyptus Avenue Streetscape

The typical Eucalyptus Avenue section will feature a 12-foot wide parkway and 23-foot wide landscape setback to create a 35-foot Neighborhood Edge. The parkway will include a 7-foot wide curb-adjacent landscape strip generally planted with trees and groundcover and a five-foot wide sidewalk. An eight-foot wide multi-purpose trail is located on the north side. A five-foot wide on-street Class II bike lane is located

on the south side. Tree species along Eucalyptus Avenue will include Pistache trees in the parkway and behind the sidewalk alternating with groups of Podocarpus gracilior trees. The Neighborhood Edge creates a buffer along the Specific Plan boundary as well as a visual statement (Figure 5.2).

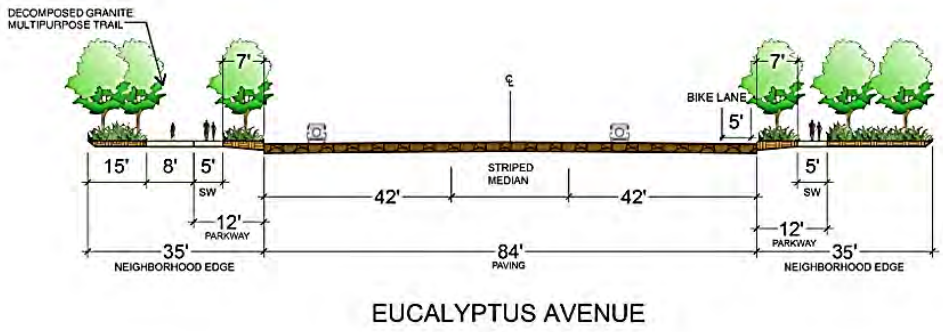


FIGURE 5.2: **EUCALYPTUS AVENUE CONCEPTUAL STREETSCAPE**

5.3.1.3 Merrill Avenue Streetscape

The typical Merrill Avenue section on the north side of the street will feature an eight-foot wide on-street Class II bike lane, 12-foot wide parkway, eight-foot wide multi-purpose trail and 23-foot wide landscape setback. The parkway will include a seven-foot wide curb-adjacent landscape strip and a five-foot wide sidewalk. Tree species along Merrill Avenue will include Quercus agrifolia in the parkway and behind the sidewalk alternating with Cercis canadensis 'Forest Pansy.' The parkway and landscape setback will combine to form the 35-foot Neighborhood Edge buffer

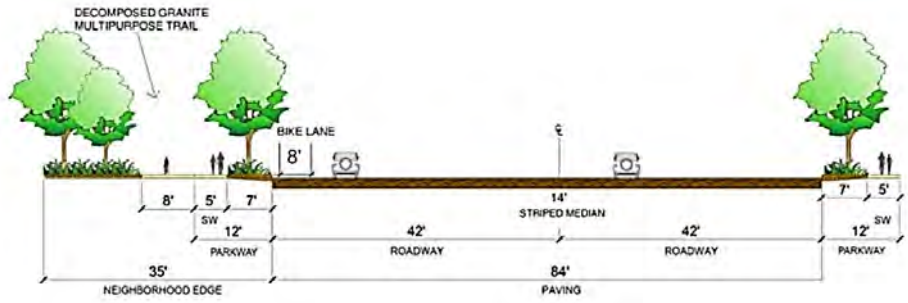


FIGURE 5.3: **MERRILL AVENUE CONCEPTUAL STREETSCAPE**

5.3.1.4 Bon View Avenue Streetscape

The Bon View Avenue section features 9-foot wide parkways with an 4-foot wide curb-adjacent landscape strip planted with trees and groundcover and a five-foot wide sidewalk (Figure 5.4). ~~Tree species~~Tree species along Bon View Avenue include Chinese Pistache and Coast Live Oak.

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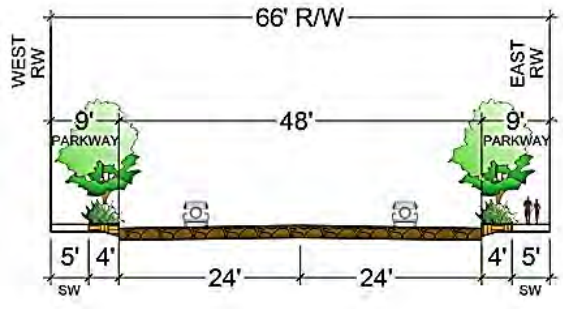
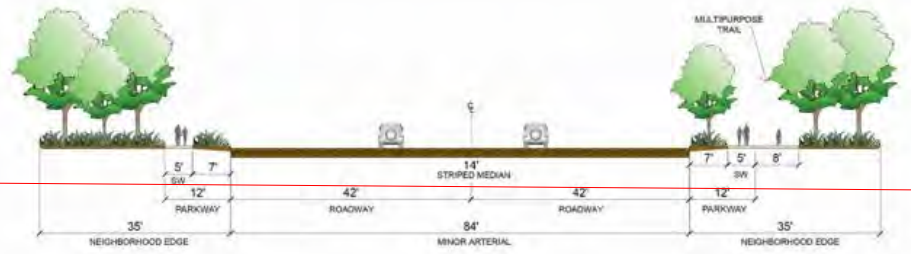


FIGURE 5.4: **BON VIEW AVENUE CONCEPTUAL STREETSCAPE**



CAMPUS AVENUE

~~*5.3.1.5 Campus Avenue Streetscape*~~

~~The Campus Avenue section features a 15-foot wide landscape setback to create a 35-foot Neighborhood Edge (Figure 5.5). The east side of Campus Avenue includes a 12-foot parkway with a 5' sidewalk and an 8' multipurpose trail as part of the 35-foot Neighborhood Edge, while the western side includes a five-foot wide Class II on-street bike lane at the edge of the street. The Neighborhood Edges include a 7-foot wide curb-adjacent landscape strip that will be planted with trees and groundcover. Tree species along Campus Avenue include Drake Elm, Tulip Trees, and African Sumacs.~~

~~FIGURE 5.5: **CAMPUS AVENUE CONCEPTUAL STREETSCAPE**~~

5.3.2 Project Entries

The Specific Plan area includes multiple shared vehicular driveways accessible from Grove, Eucalyptus, Merrill, ~~Campus~~ and Bon View Avenues. Figure 5.5~~6~~ presents a typical conceptual entry design featuring enhanced paving; a landscaped setback with flowering accent trees, canopy trees, and drought-tolerant landscaping; a multipurpose trail; sidewalk; and landscaped parkway with street trees.

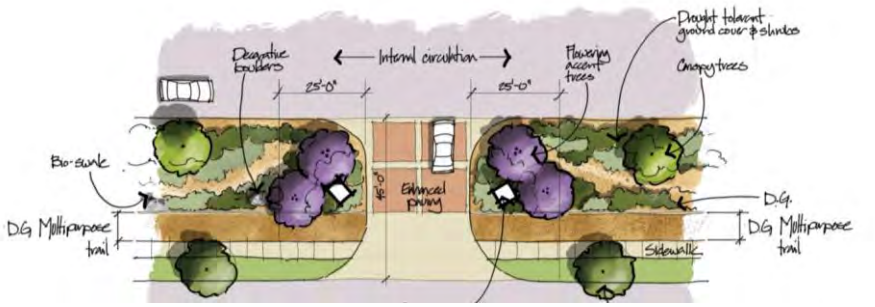


FIGURE 5.5~~6~~: **CONCEPTUAL VEHICULAR ENTRY**

5.3.3 Plant Palette

The Plant Palette shown in Table 5.1 establishes a base palette for the Specific Plan area and includes a variety of groundcovers, shrubs, ornamental grasses, and evergreen and deciduous trees. The selection complements the design theme of the Specific Plan area and features water-efficient, drought-tolerant species native or adapted to the region. Similar plant materials may be substituted for the species listed in Table 5.1 if the alternative plants are appropriate to the climate and enhance the thematic setting.

Table 5.1: Plant Palette

Botanical Name	Common Name	Use
Chilopsis linearis	Desert Willow	Tree
Chitalpa tashkentensis	Chitalpa	Tree
~~*Cinnamomum camphora*~~	~~Camphor Tree~~	~~Tree~~
Cupressus sempervirens	Italian Cypress	Tree
Heteromeles arbutifolia	Toyon	Tree
Juniperus s. 'Skyrocket'	Skyrocket Juniper	Tree
Koelreuteria bipinnata	Chinese Flame Tree	Tree
Lagerstroemia i. 'Muskogee'	Crape Myrtle	Tree
~~*Magnolia g.* 'Samuel Sommer'~~	~~Magnolia~~	~~Tree~~
~~*Magnolia g.* 'Little Gem'~~	~~Magnolia~~	~~Tree~~

Table 5.1: Plant Palette

Botanical Name	Common Name	Use
Olea europaea	Olive	Tree
Pinus canariensis	Canary Island Pine	Tree
Pinus eldarica	Afghan Pine	Tree
Pistacia chinensis	Chinese Pistache	Tree
Platanus acerifolia	London Plane	Tree
Platanus racemosa	California Sycamore	Tree
Quercus agrifolia	Coast Live Oak	Tree
Schinus molle	California Pepper	Tree
Tristania conferta	Brisbane Box	Tree
Washingtonia filifera	California Fan Palm	Tree
Phoenix dactylifera	Date Palm	Tree
Acca sellowiana	Pineapple Guava	Shrub
Buxus j. 'Green Beauty'	Japanese Boxwood	Hedge
Callistemon 'Little John'	Dwarf Bottle Brush	Shrub
Carissa macrocarpa 'Tuttle'	Natal Plum	Shrub
Cistus 'Sunset Pink'	Sunset Pink Rockrose	Shrub
Dianella 'Little Rev'	Dwarf Dianella	Shrub
Dianella tasmanica	Dianella	Shrub
Dodonaea viscosa 'Purpurea'	Hopseed Bush	Shrub
Eleagnus pungens	Silverberry	Shrub
Leucophyllum f. 'Green Cloud'	Texas Ranger	Shrub
Ligustrum j. texanum	Texas Privet	Shrub
Pittosporum tobira 'Variegata'	Variegated Mock Orange	Hedge
Pittosporum t. 'Wheeleri'	Wheeler's Dwarf	Shrub
Rhaphiolepis i. 'Clara'	Indian Hawthorn	Hedge
Rhaphiolepis i. 'Springtime'	Indian Hawthorn	Hedge
Rhamnus californica	Coffeeberry	Shrub
Rhamnus c. 'Mound San Bruno'	Dwarf Coffeeberry	Shrub
Rosmarinus o. 'Tuscan Blue'	Rosemary	Shrub
Salvia c. 'Allen Chickering'	Allen Chickering Sage	Shrub
Salvia greggii	Autumn Sage	Shrub
Salvia leucantha	Mexican Sage	Shrub
Westringia fruticosa	Coast Rosemary	Shrub
Xylosma congestum	Shiny Xylosma	Hedge
Agave 'Blue Flame'	Blue Flame Agave	Accent
Aloe maculata	Soap Aloe	Accent
Aloe petricola	Stone Aloe	Accent
Aloe polyphylla	Spiral Aloe	Accent
Aloe striata	Coral Aloe	Accent
Echeveria 'Ruffles'	Ruffles Echeveria	Accent
Hesperaloe parviflora	Red Yucca	Accent
Acacia redolens 'Low Boy'	Dwarf Acacia	Groundcover
Baccharis p. 'Pigeon Point'	Dwarf Coyote Bush	Groundcover
Baccharis p. 'Centennial'	Coyote Bush	Groundcover
Carex pansa	California Meadow Sedge	Grass
Carex tumulicola	Foothill Sedge	Grass
Festuca mairei	Altas Fescue	Grass
~~*Festuca o.* 'Glauca'~~	~~Blue Fescue~~	~~Grass~~
Lonicera j. 'Halliana'	Hall's Honeysuckle	Groundcover

Table 5.1: Plant Palette

Botanical Name	Common Name	Use
Muhlenbergia capillaris	Pink Muhly	Grass
Myoporum parvifolium	Myoporum	Groundcover
Rosa 'Flower Carpet' - Red	Red Flower Carpet Rose	Groundcover
Rosmarinus o. 'Huntington Carpet'	Prostrate Rosemary	Groundcover
Salvia 'Bee's Bliss'	Bee's Bliss Sage	Groundcover
Senecio mandraliscae	Blue Fingers	Groundcover
Sesleria autumnali	Moor Grass	Grass
Trachelopspermum jasminiode	Star Jasmine	Groundcover
Distictus buccinatoria	Blood-Red Trumpet Vine	Vine

5.4 Walls and Fences

Walls and fences are important design features intended to both complement building and landscape architecture and provide functional elements. Any proposed entry gates shall be reviewed by the City of Ontario Traffic and Transportation Division prior to installation, and shall be permitted only if approved.

Key provisions include:

1. Provide attractive, durable, and complementary wall and fencing materials consistent with the building design.
2. Offset and architecturally treat long expanses of wall surfaces every 100 feet with material changes, pilasters and posts, staggered walls, or landscape treatments to prevent visual monotony.
3. Soften the appearance of fencing with plants that reach the height of the wall or fence at maturity.
4. Construct sliding gates visible from a public street with tubular steel, vertical steel pickets, or high-density perforated metal screening painted to match or complement adjacent walls. Interior gates not visible to public view may be galvanized steel or chain link.
5. Prohibit chain link fencing visible from public street rights of way.

5.5 Buffering and Screening

To alleviate the unsightly appearance of loading and service areas, buffering and screening design features shall be used to enhance the overall development. Entry gates shall be reviewed and approved by the City of Ontario Traffic and Transportation Division prior to installation.

5.5.1 Parking Lots







1. Buffer parking lots adjacent to and visible from public streets using a combination of architectural wing walls, buildings, decorative screen walls, evergreen hedges, and landscape buffers.
2. Use plants for screening that are a minimum of three feet tall at the time of installation.

5.5.2 Loading and Service Areas (Truck Courts)

1. Screen loading docks and truck parking areas visible from Grove Avenue, Eucalyptus Avenue, Merrill Avenue and Bon View Avenue ~~and Campus Avenue.~~ Screening may include portions of buildings, landscaping, evergreen hedges, and/or decorative walls.
2. Incorporate gated/screened entrances to loading areas into the overall architectural design of the development.
3. Design walls and fencing to be a minimum of eight feet high and a maximum of 14 feet high, as measured from finished grade, to screen truck courts and hide views of the top of loading bays or trailers.
4. Utilize buildings, architectural wing walls, and/or landscaping to screen service areas.
5. Screen ground- and roof-mounted mechanical equipment from public view. Ground-mounted equipment shall be screened with decorative walls or landscaping. Building architecture shall be designed to screen roof-mounted equipment.
6. Ensure refuse containers are easily accessible by service vehicles yet screened from public view within the building's façade or within a walled enclosure.
7. Obtain a use permit for outdoor storage, which shall be limited to predefined areas. Storage areas shall be screened from public view by decorative walls or landscaping with a minimum height of eight feet and a maximum height of 14 feet. The height of outdoor storage shall not-exceed the height of screening.



Loading and Service Area Example

5.6 Lighting

Site lighting provides illumination for operations, safety, security, and ambiance in parking lots, loading dock areas, pedestrian walkways, building entrances, signage, and architectural and landscape features.

Key provisions include:

1. Choose lighting fixtures that complement the building architecture and promote consistency throughout the Planning Areas.
2. Install ground- or low-mounted fixtures to provide safety and convenience along pedestrian walkways, entrances, activity areas, steps, ramps, and special features.
3. Allow building-mounted accent lighting for general illumination provided there is no light spill or distraction onto roadways or adjacent properties. Plain shoebox or unshielded wall packs are not permitted.
4. Direct exterior lighting fixtures downward to avoid unnecessary light spill and glare.
5. Limit pole-mounted, building-mounted, or tree-mounted lighting fixtures to no more than 30 feet high to minimize light spill and glare.
6. Shield and direct pole-mounted lights away from public streets.
7. Ensure exterior lighting is consistent with the Chino Airport Land Use Compatibility Plan.
8. Design parking lot lighting plans to avoid placing fixtures in required tree locations.

5.7 Signage

Approval of a comprehensive sign program shall be required for development within the Specific Plan area. A sign program facilitates integration of signs with the overall site and building design to create a unified visual statement and provide for flexible application of sign regulations in the design and display of multiple signs.

Key provisions include:

1. Install entry monument signage to identify the South Ontario Logistics Center. Entry monuments shall be designed in accordance with City of Ontario Traffic and Transportation Guidelines for monument placement.
2. Employ signage to identify a center and tenants within a center, direct vehicular traffic, and provide on-site way-finding for pedestrians.
3. Employ signage within industrial sites to give direction to loading and receiving, visitor parking, and other special uses.
4. Provide a unifying sign theme in developments with multiple users.
5. Coordinate signage with the building design, materials, colors, size, and placement.
6. Design signage with backlit or internally illuminated individual channel letters. Can-type box signs with translucent backlit panels are discouraged.
7. Avoid covering significant architectural elements with signage.
8. Position flush-mounted signs with respect to architectural features and align with signs on other buildings to maintain a pattern.
9. Place street address signs perpendicular to approaching vehicular traffic.
10. Ensure signage located within a landscape planter is not blocked or damaged by plant materials.
11. Conserve energy by utilizing an automatic illumination shut-off mechanism when businesses are closed.
12. Construct signs from high-quality materials and avoid exposed wiring, ballasts, conduits, fasteners, raceways, or similar hardware.



Signage Examples

5.8 Sustainable Design Strategies

South Ontario Logistics Center is committed to sustainable design strategies that integrate principles of environmental stewardship into the design and construction process. Appropriate strategies shall be determined for each project within the Specific Plan area.

5.8.1 Sustainable Construction & Technology Concepts

1. Design and construct energy-efficient buildings to reduce air, water, and land pollution and environmental impacts from energy production and consumption.
2. Employ passive design including skylights, building orientation, landscaping, and strategic colors to improve building energy performance.
3. Reduce the heat island effect by providing shade structures and trees that produce large canopies. In addition, choose roof and paving materials that possess a high level of solar reflectivity.
4. Use recycled and other environmentally-friendly building materials wherever possible.
5. Incorporate skylights into at least two percent of warehouse/distribution building roof area to provide natural light and reduce electric lighting demand.
6. Use energy-efficient LED (or similar) products.
7. Provide interior or exterior bicycle storage consistent with the California Green Building Standards Code.
8. Use drought-tolerant landscaping with drip irrigation and include plantings such as trees, shrubs, groundcovers and/or vines. Optional amenities include benches, trellises, thematic fencing, and decorative walkways.
9. Employ high-performance dual-pane window glazing in office storefronts.

5.8.2 Water Quality

1. Design landscape areas with retention/infiltration swales and basins, or employ bio-treatment when infiltration is infeasible, as required by the San Bernardino County MS4 Permit and Water Quality Management Plan. Modular wetlands, if proposed, shall be located outside of landscape areas.
2. Select native and drought-tolerant plants to reduce water demand.
3. Integrate permeable pavement and perforated curbs throughout the project area as feasible to allow stormwater to enter planter areas, assist with filtration, and control runoff.
4. Use captured runoff to augment irrigation systems whenever possible.
5. Employ irrigation systems that respond to changing weather conditions, irrigate by hydro zone, and use micro-irrigation techniques.

6. Use recycled water to irrigate landscape areas and for other appropriate uses. The use of recycled water for certain purposes is required by the City of Ontario Recycled Water Master Plan.



Sustainable Design Examples



6.0 IMPLEMENTATION

This chapter summarizes the development process for implementation of the South Ontario Logistics Center Specific Plan and provides for the orderly development of the Specific Plan area.

6.1 Applicability

The provisions, standards, and guidelines contained within this Specific Plan provide the regulations for land use and development within South Ontario Logistics Center. The Specific Plan supersedes the development standards and regulations of the Ontario Development Code unless stated otherwise in this document. Whenever the provisions and development standards of the Specific Plan conflict with those of the Ontario Development Code, the Specific Plan shall take precedence. Where the Specific Plan is silent, the Ontario Development Code shall apply.

Definition of Terms

The terms used within the Specific Plan shall mean the same as defined in the Ontario Development Code, unless otherwise noted.

6.2 Severability

The Specific Plan serves as the implementation tool for the City's Policy Plan (General Plan). In the event that any provision of this Specific Plan or its application to any person or circumstance is held to be invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed separate, distinct and independent, and shall not affect the validity of the remaining provisions of this Specific Plan or applications thereof, which can be implemented without the invalid provision or application.

6.3 Interpretation

If an issue, condition, or situation occurs that is not sufficiently covered or provided for in this Specific Plan, those that are applicable for the most similar issue, condition, or situation shall be used. Unless otherwise provided, any ambiguity concerning the content or application of the Specific Plan shall be resolved by the City of Ontario Planning Director in a manner consistent with the goals, policies, objectives, and intent established in the Specific Plan.

6.4 Consistency with Other Plans and Regulations

This sub-section discusses consistency of the Specific Plan with The Ontario Plan, Airport Land Use Compatibility Plans, the California Building Code, and CEQA.

6.4.1 Consistency with The Ontario Plan

No land use, activity, or facility shall be permitted that is inconsistent with the objectives, policies, general land uses, and programs of The Ontario Plan, as amended.

The South Ontario Logistics Center entitlement applications include a General Plan Amendment to change the site's land use designations from Low Medium Density Residential to Business Park and Industrial - General to be consistent with this Specific Plan.

6.4.2 Consistency with Airport Land Use Compatibility Plans

Projects located within the Specific Plan area are subject to the restrictions and provisions of the Airport Land Use Compatibility Plans prepared for Ontario International Airport and Chino Airport.

6.4.3 Consistency with California Building Code

Projects located within the Specific Plan area must comply with the State of California Building Code as adopted and implemented by the City of Ontario.

6.4.4 Consistency with CEQA

The City of Ontario is defined as the lead agency under the California Environmental Quality Act (CEQA) based upon its authority to approve this Specific Plan. Concurrent with approval of this Specific Plan, the City Council will be required to certify the associated Environmental Impact Report (EIR), including a Mitigation Monitoring and Reporting Program to ensure that all approved EIR mitigation measures are implemented. The Planning Director shall be responsible for confirming that mitigation measures have been implemented through each project's approved plans.

6.5 Specific Plan Revisions

It is recognized that modifications to the text or exhibits of this Specific Plan may be warranted in the future to accommodate unforeseen conditions or events. Revisions shall be processed in a manner prescribed by the City of Ontario Planning Department pursuant to the provisions in this section.

6.5.1 Minor Modifications to the Specific Plan

Minor modifications to the Specific Plan shall be processed administratively without the submission of a formal Specific Plan Amendment application and shall not require a public hearing or review by the Planning Commission. The Planning Director shall have the authority to review and make a determination of approval, approval with conditions, or denial of a request for minor modification to the Specific Plan. The Planning Director may, at his/her discretion, refer any such request to the Planning Commission or City Council.

Minor modifications are defined as:

1. Expansions or reductions to a Planning Area boundary or acreage, provided that the total acreage within each affected Planning Area is not modified by more than 20 percent.
2. An increase in maximum building area for single- and multi-tenant buildings of up to 20 percent, provided that the maximum square footage for the Planning Area established by this Specific Plan is not exceeded.
3. A modification of up to 20 percent of a project's required minimum lot area, minimum lot dimensions, or setbacks if compatible with the surrounding land uses and consistent with the overall design character of the South Ontario Logistics Center.
4. Additions, deletions, or modifications to Table 4.1, Allowable Uses, which lists the permitted and conditionally permitted uses in the Specific Plan area, provided the Planning Director determines the changes to be consistent with the objectives and intent of the Specific Plan.
5. Minor modification of conceptual design criteria for architectural features and materials, landscape treatments, lighting, signage, and sustainable design strategies.
6. Revisions to roadway alignment when the change results in centerline shift of less than 250 feet.
7. Revisions to infrastructure facility sizing and precise location for dry utilities, water, sewer, and storm drainage improvements subject to approval of the City Engineer.
8. Changes to the Phasing Plan, provided infrastructure is available to serve the phase as determined by the City Engineer.
9. Revisions to exhibits in the Specific Plan that do not substantially change its intent or character.
10. Modifications of a similar nature to those listed above, which are deemed minor by the Planning Director and conform to the purpose and intent of this Specific Plan and The Ontario Plan.

6.5.2 Specific Plan Amendments

Proposed changes to this Specific Plan that do not meet the criteria for a Minor Modification shall be subject to a formal Specific Plan Amendment application process pursuant to Section 4.01.035 of the Ontario Development Code and California Government Code Section 65450, et seq.

If the proposed amendment requires supplemental environmental analysis pursuant to CEQA, the applicant shall adhere to the City's adopted procedures and CEQA Guidelines.

6.6 Subdivision Maps

Development within the Specific Plan area may require the processing of tentative and final tract or parcel maps and/or lot line adjustments or mergers. Subdivision maps and lot changes shall be reviewed and approved pursuant to Section 4.02.085 of the Ontario Development Code and other applicable City codes

and regulations, California Government Code Section 66410 et seq. (Subdivision Map Act), as well as the provisions of this Specific Plan.

6.7 Development and Land Use Review Procedures

Review procedures for development and land use within the Specific Plan area shall be as provided in this Specific Plan and in accordance with the Ontario Development Code.

6.7.1 Development Plan Review

Development proposed within the Specific Plan area shall be subject to Development Plan review pursuant to Section 4.02.025 of the Ontario Development Code. The review is intended to ensure compliance with the provisions of this Specific Plan, protect the integrity and character of the physical composition of the City, and encourage high quality development.

6.7.2 Conditional Use Permit

A Conditional Use Permit shall be required for uses deemed "conditionally permitted" in Table 4.1 (Allowable Uses). Applications for a Conditional Use Permit shall be processed pursuant to Section 4.02.015 of the Ontario Development Code.

6.7.3 Administrative Use Permit

An Administrative Use Permit shall be required for uses deemed "administratively permitted" in Table 4.1 (Allowable Uses). Applications for an Administrative Use Permit shall be processed pursuant to Section 4.03.015 of the Ontario Development Code.

6.7.4 Appeals

Appeals of decisions of the Development Advisory Board, Zoning Administrator, Planning Director, or the Planning Commission regarding implementation of this Specific Plan may be made by the applicant or other aggrieved party pursuant to Division 2.04 of the Ontario Development Code.

6.8 Development Agreement

Approval of a statutory development agreement authorized pursuant to California Government Code Section 65864 et seq. shall be required by this Specific Plan. The Development Agreement shall include, but not be limited to, methods for financing, acquisition, and construction of necessary infrastructure. The Development Agreement shall be fully executed prior to recordation of the first Final Map.

6.9 Specific Plan Phasing

Implementation of this Specific Plan is anticipated to occur in ~~two~~ one phase~~s~~, as discussed in Chapter 3.1~~0~~1, Phasing Plan:

Phase 1: Phase 1 consists of the construction of Buildings 1 through ~~8~~ 10 as numbered in the Conceptual Site Plan. This phase may be developed in several sub-phases in response to market demands and according to the logical and orderly completion of infrastructure improvements.

~~**Phase 2:** Phase 2 consists of the development of PAs 3, 4, & 5.~~

~~These phases may be developed as sub-phases and may occur either sequentially or concurrently with one another.~~

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All the Specific Plan required infrastructure can be found in Section 3.3 (Figure 3.7 and 3.7a) for Potable Water, Section 3.4 (Figure 3.9) for Recycled Water, Section 3.5 (Figure 3.11) for the Sewer Plan, Section 3.7 (Figure 3.13) for the Fiber Optic Plan, and Section 3.8 (Figure 3.14) for the Storm Drain Plan. Phasing will be determined per separate Development Agreement.

6.9.1 Phasing Objectives

Development phasing shall meet the following objectives:

1. The orderly build-out of the project based upon market and economic conditions;
2. The provision of adequate parking, infrastructure, and public facilities concurrent with the development of each phase; and
3. The protection of the public health, safety, and welfare.

6.9.2 Findings for Modification of the Phasing Plan

The Planning Director shall have the authority to approve modification of the Phasing Plan, subject to the following findings:

1. The modification is consistent with the Policy Plan (General Plan);
2. The modification will not adversely affect the implementation of the Specific Plan;
3. The modification will not be detrimental to public health, safety, and general welfare; and
4. The modification will not delay the construction of infrastructure improvements necessary to serve the development.

6.10 Financing of Public Improvements

The financing of the construction, operation, and maintenance of public infrastructure improvements, facilities, and services within the Specific Plan area shall be provided through a combination of mechanisms. Final determination of the scope of improvements, maintenance responsibilities, and funding sources shall be specified in the approved Development Agreement, executed prior to recordation of the first Final Map.

Financing options may include, but are not limited to, the following:

1. Private capital investment by the project developer, the property owner(s), or a Property Owners Association.
2. Private capital investment by a consortium of property owners and/or developers of the project and/or surrounding area.
3. Community Facilities District (CFD) established pursuant to the Mello-Roos Community Facilities District Act of 1982, or other special district, to provide funding for the construction of public facilities or the provision of public services. City Council approval shall be a prerequisite for use of special district financing mechanisms.
4. Development Impact Fee (DIF) credits to be applied for infrastructure completed by the project developer.
5. Enhanced Infrastructure Financing District to fund infrastructure development through tax increment financing pursuant to Senate Bill 628.
6. Community Revitalization and Investment Authorities (CRIA) to fund infrastructure development through tax increment financing pursuant to Assembly Bill 2.

6.11 Maintenance Plan

Final determination of maintenance responsibilities for the public and private improvements constructed in association with this Specific Plan shall be specified in the approved Development Agreement, which shall be executed prior to recordation of the first Final Map. However, it is anticipated that maintenance shall be generally shared by three entities as described below and outlined in Table 6.1, Maintenance Responsibilities.

6.11.1 City of Ontario, Community Facilities District & Other Special District

The establishment of a community facilities district, landscape and lighting district, or other special district to fund the maintenance of public facilities shall be at the City's discretion. It is anticipated that public maintenance shall include the following:

1. Right-of-way for public streets within the Specific Plan area (Grove Avenue, Eucalyptus Avenue, Merrill Avenue, ~~Campus Ave~~ and Bon View Avenue) shall be dedicated ~~in fee simple~~ to the City of

Ontario per the provisions of this Specific Plan (Chapter 3, Development Plan) and as approved by the City Engineer.

2. Landscape improvements and public streetlights within the public right-of-way shall be maintained through a landscape and lighting district or other special maintenance district established by the City.
3. The City shall maintain off-site infrastructure improvements, including water, sewer, and storm drainage facilities.
4. The City shall maintain NPDES facilities located within the curb-to-curb area of public streets. Operation and maintenance requirements for NPDES stormwater runoff source control and treatment control Best Management Practices shall be identified in the approved Water Quality Management Plan for the project.

6.11.2 Property Owners Association

A Property Owners Association (POA) may be established for the maintenance of common areas, including such improvements as on-site landscape areas and parking and drive aisles within South Ontario Logistics Center. It is anticipated that improvements maintained by the POA would include the following:

1. Driveways;
2. On-site open spaces, landscape areas, common areas, parking lots, and walkways;
3. Landscaping within setback/landscape buffer areas along ~~Campus~~ Bon View Avenue;
4. NPDES facilities within landscape setbacks and on-site common areas;
5. Property identification signage and architectural elements located within the landscape buffer;
6. Fencing and walls, including graffiti removal; and
7. Water, sewer, recycled water facilities and storm drainage facilities located on-site and constructed by the developer are considered privately owned and to be maintained by the property owners or the Property Owner Associations. The Property Owners Association(s) shall maintain permanent on-site water quality basins, trenches, swales and biotreatment filters required by the San Bernardino County MS4 Permit and Water Quality Management Plan.

Table 6.1: Maintenance Responsibilities

Area of Responsibility	City or Special District	Property Owners or POA	Utility
Master Planned Roadways: Grove Avenue, Eucalyptus Avenue, Merrill Avenue~~, Campus Ave~~ and Bon View Avenue			
Curb-to-curb improvements	☐		
Bon View- landscaping within the public right-of-way (parkways)		☐	

Table 6.1: Maintenance Responsibilities

Area of Responsibility	City or Special District	Property Owners or POA	Utility
Behind the curb improvements - landscaping within the public right-of-way (parkways) and sidewalks and neighborhood edge	☐		
Other Improvements			
Traffic Signals and Traffic Control Signs on public streets	☐		
Street lights in the public right-of-way	☐		
Drive aisles		☐	
On-site parking areas		☐	
Common open space		☐	
Landscaping within setback/landscape buffer areas		☐	
Monument signage		☐	
Walls and fences		☐	
Stormwater drainage/water quality control facilities within the curb-to-curb area of public streets and Merrill and Bon View public storm drain proposed behind the curb	☐		
Stormwater drainage/water quality control facilities behind the curb		☐	
Water, recycled water, and sewer infrastructure in the public right-of-way	☐		
Dry utilities: electricity, natural gas, communication systems			☐
City of Ontario Fiber Optic Conduit (in Ontario Ranch Streets)	☐		

6.12 Additional Entitlement Requirements

Currently, there are no existing City utilities, nor any improvement plans for City utilities in the vicinity of the Specific Plan area. Several miles of new infrastructure are required to provide City utility services to the Specific Plan area. In order to ensure orderly expansion of the City Utility Systems and other City infrastructure, the following additional entitlement requirements are imposed upon all subdivision maps and developments within the Specific Plan area.

6.12.1 Conceptual Design Report

Prior to approval of any entitlement applications (subdivision maps, Development Plan Reviews, etc.), a conceptual design report shall be prepared and submitted to the Development Agency Engineering Department and the Utilities Engineering Department for review and approval of the extent of all public improvements required for the project. The study shall identify existing and future rights-of-ways (ROW) and infrastructure improvements and establish all vertical and horizontal alignments for each utility. The report shall include cross-sections, profiles, and any supporting details needed to demonstrate that utilities can be adequately accommodated in the public ROW. The study shall account for all utility conflicts, right-of-way variations, existing obstructions, and the timing of utility installation. Utilities cannot be located along an alignment that conflicts with existing conditions (e.g. electrical poles, private property, etc.) unless the applicant accepts the responsibility of modifying the existing conditions (e.g. undergrounding, relocation, ROW acquisition, etc.).

6.12.2 Preliminary Design Report

As a condition of entitlement (subdivision map, Development Plan Review, etc.) within the Specific Plan area and prior to submittal of Infrastructure Improvements Plans, a Preliminary Design Report (PDR) for all public infrastructure shall be submitted and approved by the Development Agency Engineering Department and the Utilities Engineering Department. The PDR shall include the following:

Conceptual Design Compliance: A discussion modifying or confirming the conceptual design established in the project's Conceptual Design Report shall be included. The study shall confirm all rights-of-ways (ROW), infrastructure improvements, and vertical and horizontal alignments for each utility.

Street Cross Sections and Profiles: Street cross sections and profiles shall be provided for each public street, private street and Public Utility Easement (PUE) containing a public utility and at any points along the alignments where the ROW varies. The cross sections shall show the location and size of each utility and shall annotate the property/ROW lines, the type of finished surface material, the distance of each utility from centerline, the depth from finished surface to top of pipe, and the distance between utilities (outside wall to outside wall).

Constructability Review: The report shall include a discussion of the constructability issues along the proposed alignment and identify the recommended construction methods that may be utilized. The study shall perform field investigation (field survey and potholing) in order to identify potential utility conflicts, right-of-way variations, existing obstructions, and constructability issues created by the timing of utility installation.

Supporting Details: The PDR shall include any supporting details needed to demonstrate that utilities can be adequately accommodated in the public ROW, including the placement of large appurtenances, clearance from existing obstructions, etc.

30% Design Drawings: The PDR findings shall be incorporated into a 30% design plan set and included in the PDR.

Western Trunk Sewershed Scope: In order to qualify for Development Impact Fees (DIF) and to assure that the Western Trunk Sewer (WTS) is designed to serve its entire Sewer Master Plan Tributary Area, the PDR shall include the WTS and all the Master Plan Trunk Sewers connecting to the WTS. The PDR shall include: the WTS from the Kimball Interceptor to the Whispering Lakes Pump Station at Riverside Drive and Carpenter Avenue; the Euclid Trunk Sewer from the WTS in Merrill Avenue to Chino Avenue; the Bon View Trunk Sewer from the WTS in Merrill Avenue to Chino Avenue; the Grove Trunk Sewer from the WTS in Merrill Avenue to Chino Avenue; and the Walker Trunk Sewer from the WTS in Schaeffer Avenue to Chino Avenue.

Horizontal and Vertical Alignment Studies: Horizontal and vertical alignment studies shall demonstrate the entire sewershed and subsewersheds can be sewered.

Sewer Sizing Hydraulic Calculations: Sewer sizing hydraulic calculations shall demonstrate the proposed trunk sewer designs can accommodate the Master Plan Flows to meet the Master Plan Design Criteria.

6.12.3 Utilities Systems Map (USM)

Prior to approval of any entitlement application (subdivision maps, Development Plan Reviews, etc.), as part of the entitlement application a Conceptual Utilities Systems Map (USM) shall be prepared and submitted to the Development Agency Engineering Department and the Utilities Engineering Department for review and approval. The USM is a summary plan sheet exhibit that shows all the public offsite infrastructure requirements and demands for the Development Project (and/or Subdivision), the onsite private infrastructure improvements, and the interaction between the public and private utilities systems. As a Condition of Approval for the Development Project (and/or Subdivision), the Conceptual Utilities Systems Map shall be updated into a Final Utilities Systems Map to reflect the changes that occur between entitlement and Final Plan and Permit Approval. Reference the Ontario Municipal Utilities Company Utilities Engineering Department's Utilities Systems Map (USM) Requirements for details.

6.12.4 Integrated Waste Management Report (IWMR) and Solid Waste Handling Plan (SWHP)

Prior to approval of any entitlement application (subdivision maps, Development Plan Reviews, etc.), as part of the entitlement application a Conceptual Integrated Waste Management Report (IWMR) and a Conceptual Solid Waste Handling Plan (SWHP) shall be prepared and submitted to the Development Agency Engineering Department and the Utilities Engineering Department for review and approval. The SWHP summary plan sheet exhibit that demonstrates the project site's design conformance with the Integrated Waste Department's requirements, including the requirements for Sizing of Storage, Location of Collection Areas, Accessibility for Collection Vehicles, and Collection of Sorted/Diverted Waste Types. The IWMR is a report that presents project specific information that is not able to be demonstrated within the Solid Waste Handling Plan, including discussions on: project solid waste operations; project compliance with all applicable laws, statues, policies, and requirements; and, conformance with all the Integrated Waste Department's requirements, including the requirements for Sizing of Storage, Location of Collection Areas, Accessibility for Collection Vehicles, and Collection of Sorted/Diverted Waste Types. As a Condition of Approval for the Development Project (and/or Subdivision), the Conceptual SWHP and the a Conceptual IWMR shall be updated into a Final SWHP and Final IWMR to reflect the changes that occur between entitlement and Final Plan and Permit Approval. The SWHP and IWMR may be required to be updated from whenever there are new occupants, new uses or changes to existing uses, Tenant Improvements, Business Licenses, and Certificates of Occupancy. Reference the Ontario Municipal Utilities Company Utilities Engineering Department's Integrated Waste Management Report (IWMR) and Solid Waste Handling Plan (SWHP) Requirements for details.

7.0 GENERAL PLAN CONSISTENCY

California Government Code (Title 7, Division 1, Chapter 3, Article 8, Section 65440-65457) permits the adoption and administration of specific plans as an implementation tool for elements contained within a jurisdiction's local General Plan. Approval of this Specific Plan is based on the finding that the regulations, guidelines, and programs contained within this Specific Plan are consistent with The Ontario Plan. The Ontario Plan establishes the direction and vision for the City of Ontario and provides a single comprehensive document to shape its future. The Ontario Plan provides for policies to accommodate change over its 30-year lifespan. 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 following sections demonstrate the South Ontario Logistics Center Specific Plan implements the goals and policies of the City's Policy Plan (General Plan).

7.1 Land Use Element

GOAL LU1:	A community that has a spectrum of housing types and price ranges that match the jobs in the City and that make it possible for people to live and work in Ontario and maintain a quality of life.

Policy LU1-2 Sustainable Community Strategy

We integrate state, regional, and local Sustainable Community/Smart Growth principles into the development and entitlement process.

The Specific Plan encourages the efficient use of energy resources in design, product selection, and operational techniques. The Design Guidelines in Chapter 5 address lighting, bicycle parking, sustainable landscaping, and sustainable design strategies. Landscape provisions require the use of drought-resistant vegetation and shade trees to conserve water and reduce heat islands. The sustainable design strategies include design and construction of energy efficient buildings to reduce air, water, and land pollution and environmental impacts from energy production and consumption. Protecting water quality, reducing runoff, and reducing water demand for landscaping are promoted in the Development Plan in Chapter 3 through the recycled water plan and storm drainage facilities source control and treatment practices.

Policy LU1-3 Adequate Capacity

We require adequate infrastructure and services for all development.

The Specific Plan establishes a Phasing Plan that is coordinated with affected infrastructure providers and ensures that uses on the project site are adequately served. The Specific Plan requires infrastructure development to occur in a timely manner. Potable and recycled water, sewer, fiber optic communications, and storm drain infrastructure improvements that ultimately serve the Specific Plan area are addressed in Chapter 3, Development Plan. Infrastructure and services will be consistent with City of Ontario infrastructure master plans and the approved development agreement.

GOAL LU2: Compatibility between a wide-range of uses.

Policy LU2-3 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.

Uses within the Specific Plan are required to comply with federal, state, and local regulations pertaining to the use, storage, disposal, and transport of hazardous materials, toxic substances, and other pollutants.

Policy LU2-6 Infrastructure Compatibility

We require infrastructure to be aesthetically pleasing and in context with the community character.

The Specific Plan design guidelines (Chapter 5) support high-quality development that complements the desired community character. Landscaped areas separate parking areas to keep parking lots from being the dominant visual element of the site. The Specific Plan also establishes landscape setback requirements (Chapter 4, Land Use and Development Standards) and conceptual streetscape design (Chapter 5, Design Guidelines) along all roadways within the Specific Plan area to create safe and attractive streets for pedestrians, cyclists, and motorists and ensure a cohesive pattern of development.

Policy LU2-9 Methane Gas Sites

We require sensitive land uses and new uses on former dairy farms or other methane-producing sites to be designed to minimize health risks.

The Specific Plan incorporates into its Implementation Plan (Chapter 6) requirements for development to comply with the mitigation measures identified in the project environmental impact report, including those for soil remediation and proper venting to address the potential existence of methane gases within the Specific Plan area.

GOAL LU5: Integrated airport systems and facilities that minimize negative impacts to the community and maximize economic benefits.

Policy LU5-7 ALUCP Consistency with Land Use Regulations

We comply with state law that requires policy plan/general plans, specific plans, and all new development be consistent with the policies and criteria set forth within an Airport Land Use Compatibility Plan for any public use airport.

The Specific Plan area is within the Ontario International Airport Influence Area and the Chino Airport Influence Area. The Specific Plan discusses compliance with the ALUCP requirements for the Ontario Airport and the Chino Airport in Chapter 2, Section 2.2, Airport Influence Areas.

7.2 Community Design Element

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

Policy CD1-2 Growth Areas

We require development in growth areas to be distinctive and unique places within which there are cohesive design themes.

The Specific Plan design guidelines (Chapter 5, Design Guidelines) and development standards (Chapter 4, Land Use and Development Standards) ensure high quality, cohesive, attractive, and appropriately-scaled

development that complements and integrates into the Ontario Ranch community and adds value to the City.

GOAL CD2:	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 developments 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;
- Exterior building materials that are visually interesting, high quality, durable, and appropriate for the architectural style.

The Specific Plan design guidelines (Chapter 5) ensure that: 1) scale, massing, fenestration, materials, and colors are consistent with the building's architectural style and compatible with the overall design in the Specific Plan area; 2) articulation is provided through elements such as cornices, parapets, expression lines, and changes in materials and/or colors; 3) use of a variety of colors, materials, and/or textures on each building is appropriate to the architectural features or massing.

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 identify through improvements to the public right-of-way such as sidewalks, street trees, parkways, curbs, street lighting, and street furniture.

Chapter 3, Section 3.2, Street Plan, addresses connectivity, street improvements, pedestrian and bicycle plans, and transit. In Chapter 5, Section 5.3, Landscape Design, the Specific Plan identifies street improvements and streetscape including parkways, street trees, sidewalks, landscape buffers, and street lighting for Grove Avenue, Eucalyptus Avenue, Merrill Avenue, and Bon View Avenue within the Specific Plan area, which are consistent with the Circulation Element of The Ontario Plan. The Specific Plan streetscape design creates an aesthetically pleasing view for pedestrians, cyclists, and motorists, screens parking and loading areas from the public right-of-way, and visually integrates the development into the surrounding Ontario Ranch community.

Policy CD2-6 Connectivity

We promote development of local street patterns and pedestrian networks that create and unify neighborhoods, rather than divide them, and create cohesive and continuous corridors, rather than independent "islands".

The Specific Plan creates an efficient street system by providing convenient connections with adjacent land uses in compliance with the vision of The Ontario Plan Circulation Element. The design of Specific Plan street sections (Chapter 3.2: Street Plan) and streetscape (Chapter 5.3, Landscape Design) provides road improvements including sidewalks, trails and bikeways to promote connectivity and supplement vehicular transportation.

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.

The Specific Plan is committed to sustainable design strategies that integrate principles of environmental stewardship into the design, construction, and operation process. The Specific Plan incorporates sustainability principles into its design guidelines (Chapter 5.8, Sustainable Design Strategies), such as drought tolerant landscaping, skylights in warehouse/distribution buildings to provide natural light and reduce lighting demand, high performance dual pane glazing in office storefronts, and LED products for energy efficient site lighting. Design strategies include the design and construction of energy efficient buildings to reduce air, water, and land pollution and environmental impacts from energy production and consumption. The use of recycled water to irrigate landscape is required by the Specific Plan's Recycled Water Plan (Chapter 3.4), consistent with the City of Ontario Recycled Water Master Plan.

Policy CD2-9 Landscape Design

We encourage durable landscaping materials and designs that enhance the aesthetics of structure, create and define public and private spaces, and provide shade and environmental benefits.

Consistent with the vision for Ontario Ranch as outlined in the Ontario Ranch Streetscape Master Plan, the Specific Plan (Chapter 5.3, Landscape Design) provides for landscaped setbacks and landscaped parkways adjacent to bike lanes and sidewalks, defining these public spaces. The landscaped setbacks and parkways include drought-tolerant plants featuring colorful shrubs and groundcovers, ornamental grasses and

succulents, evergreen and deciduous trees, and species native to Southern California or naturalized to the arid climate to promote durable plant materials. The plant selection complements the design theme of the Specific Plan area. Parking lot landscaping reduces associated heat buildup, improves aesthetics, and integrates into onsite landscape design and adjacent streetscapes. Swaled landscape areas retain/infiltrate stormwater run-off to improve water quality and promote groundwater recharge. Shade trees thoughtfully located near expanses of paving, building walls, roofs, and windows reduce the impacts of heat gain.

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.

The Specific Plan establishes design guidelines to ensure high-quality development and a sense of place. As discussed in Chapter 5.3, Landscape Design, Grove, Eucalyptus, Merrill and Bon View Avenues feature landscaped setbacks that provide attractive entries into the site. Entry monument signage is predominantly placed to identify the South Ontario Logistics Center.

Policy CD2-12 Site and Building Signage

We encourage the use of sign programs that utilize complementary materials, colors, and themes. Project signage should be designed to effectively communicate and direct users to various aspects of the development and complement the character of the structure.

The Specific Plan (Chapter 5.7, Signage) requires approval of a comprehensive sign program to address parcel identification, building identification and directional signage within the Specific Plan area. A comprehensive sign program will integrate project signage with the overall design of the site and structures to create a unified visual statement. A comprehensive sign program provides flexible application of sign regulations to provide incentive and latitude in the design and display of multiple signs. Industrial uses on the site will also be appropriately signed to give direction to loading and receiving, visitor parking, and other special uses.

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 CD3-1 Design

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

The Specific Plan (Chapter 3.2, Street Plan) coordinates street, sidewalk, trail, and bikeway designs to serve onsite land uses and extend access to the surrounding area in compliance with The Ontario Plan Mobility Element. The Specific Plan specifies street improvements for Grove Avenue, Eucalyptus Avenue, Merrill Avenue, and Bon View Avenue. The Specific Plan streetscape design (Chapter 5.3, Landscape Design) provides an aesthetically pleasing view for pedestrians, cyclists, and motorists, screens parking and loading areas from the public right-of-way, and integrates the development into the surrounding community.

Policy CD3-5 Paving

We require sidewalks and road surfaces to be of a type and quality that contributes to the appearance and utility of streets and public places.

The Specific Plan development standards (Chapter 4, Land Use and Development Standards) require that design and materials for sidewalks and road surfaces within the Specific Plan area be approved by the City's Engineering Department. Specific Plan design guidelines (Chapter 5) encourage the use of enhanced paving to mark major building entries and paving materials that possess a high level of solar reflectivity to reduce the heat island effect.

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

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 consistency maintained.

The Specific Plan includes a Maintenance Responsibility Matrix in Chapter 6, Implementation, identifying the parties responsible for maintenance of roadways, parkways, trails, sidewalks, common areas, walls and monuments, infrastructure, and utilities within the Specific Plan area. Privately owned buildings will be maintained as specified by the Property Owners Association (Chapter 6.11.2).

Policy CD5-2 Maintenance of Infrastructure

We require the continued maintenance of infrastructure.

The Specific Plan includes a Maintenance Responsibility Matrix in Chapter 6, Implementation, identifying the parties responsible for maintenance of roadways, parkways, trails, sidewalks, common areas, walls and monuments, infrastructure, and utilities within the Specific Plan area.

7.3 Mobility Element

GOAL M1:	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 Functional Roadway Classification Plan.
- Endeavour to maintain a peak hour Level of Service (LOS) E or better at all intersections.
- Be compatible with the streetscape and surrounding land uses.
- Be maintained in accordance with best practices and our Right-of-Way Management Plan

The Specific Plan complies with the Functional Roadway Classification Plan of the Mobility Element and, therefore, aims to comply with federal, state, and local design and safety standards; meet the needs of multiple transportation modes and users; and maintain a Level of Service of E or better at all intersections addressed in the project environmental impact report. The Specific Plan site design strives to minimize the effects of truck traffic on nearby uses.

Policy M1-2 Mitigation of Impacts

We require development to mitigate its traffic impact.

The Specific Plan requires in Chapter 1.6, California Environmental Quality Act Compliance, and in Chapter 6.4.4, Consistency with CEQA, that projects within the Specific Plan area comply with all mitigation measures, conditions, and project design features identified in the project environmental impact report. Chapter 5.1, Site Design, provides guidelines to ensure buildings, structures, and loading facilities are designed so loading and unloading activities occur on-site without extending beyond the property line.

GOAL M2: A system of trails and corridors that facilitate and encourage bicycling and walking.

Policy M2-1 Bikeway Plan

We maintain our Multipurpose Trails & Bikeway Corridor Plan to create a comprehensive system of on- and off-street bikeways that connect residential areas, businesses, schools, parks, and other key destination points.

The Specific Plan includes a Circulation Plan in Chapter 3 to provide connectivity to the trails and bikeway corridors identified in the Ontario Multipurpose Trails and Bikeway Corridor Plan, including installation of a Class II Bikeway along Merrill Avenue and multipurpose trails along Grove, Eucalyptus, and Merrill Avenues.

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.

The Specific Plan street sections and streetscape designs (Chapter 3.2, Street Plan and Chapter 5.3, Landscape Design) provide for construction of five-foot wide public pedestrian sidewalks for Grove Avenue, Eucalyptus Avenue, Merrill Avenue, and Bon View Avenue to connect with existing and planned pedestrian circulation systems. Pedestrian sidewalks are separated from vehicular travel lanes by a landscaped parkway. The Specific Plan area street improvements are consistent with the City's Ontario Ranch Streetscape Master Plan.

GOAL M3: A public transit system that is a viable alternative to automobile travel and meets basic transportation needs of the transit dependent.

Policy M3-2 Transit Facilities at New Development

We require new development to provide transit facilities, such as bus shelters, transit bays and turnouts, as necessary.

The Specific Plan discusses in Chapter 3.2.11, Transit, that the City is coordinating with regional transit agencies to implement Bus Rapid Transit (BRT) service to target destinations and along corridors.

GOAL M4:	An efficient flow of goods through the City that maximizes economic benefits and minimizes negative impacts.

Policy M4-1 Truck Routes

We designate and maintain a network of City truck routes that provide for the effective transport of goods while minimizing negative impacts on local circulation and noise-sensitive land uses, as shown in the Truck Routes Plan.

The Specific Plan is designed to enable easy access to the truck route network and to encourage its industrial users to implement effective goods movement strategies. The Land Use and Circulation Plans for the Specific Plan area (Chapter 3, Development Plan) are designed to focus trucks on the designated Merrill Avenue truck route. The design guidelines in Chapter 5.1, Site Design, stipulate buildings, structures, and loading facilities be designed to ensure that loading and unloading activities and maneuvering of freight vehicles occurs on-site without extending beyond the property line.

7.4 Environmental Resources Element

GOAL ER1:	A reliable and cost effective system that permits the City to manage its diverse water resources and needs.

Policy ER1-3 Conservation

We require conservation strategies that reduce water usage.

The Specific Plan incorporates water conservation strategies into its development plan and design guidelines. The use of recycled water to irrigate landscape areas is required consistent with the City of Ontario Recycled Water Master Plan (Chapter 3, Development Plan). Landscape and irrigation plans are encouraged to use water conservation features such as drought-tolerant plant species native or adapted to the region and drip irrigation (Chapter 5, Design Guidelines). The Specific Plan encourages the design

and construction of energy efficient buildings to reduce air, water, and land pollution and environmental impacts from energy production and consumption.

Policy ER1-5 Groundwater Management

We protect groundwater quality by incorporating strategies that prevent pollution, require remediation where necessary, capture and treat urban run-off, and recharge the aquifer.

In Chapter 3.8, Storm Drainage Plans, the Specific Plan stipulates that prior to issuance of grading or construction permits, a Storm Water Pollution Prevention Plan (SWPPP) be prepared and approved by the City. The SWPPP will identify and detail appropriate Best Management Practices (BMPs) to prevent pollutant discharge into storm drain systems and natural drainages and aquifers. In addition to the preparation of a SWPPP, a WQMP will be prepared and approved that will enforce long-term BMPs to prevent pollutant discharges into storm drain systems for the life of the project. Chapter 5.8.2, Water Quality, requires the provision of on-site landscape swales to collect and treat stormwater run-off.

Policy ER1-6 Urban Run-off Quantity

We encourage the use of low impact development strategies to intercept run-off, slow the discharge rate, increase infiltration, and ultimately reduce discharge volumes to traditional storm drain systems.

The Specific Plan (Chapter 3.8, Storm Drainage Plan) incorporates low impact development strategies including landscape designs that promote water retention; permeable surface designs in parking lots and areas with low traffic; parking lots that drain to landscaped areas to provide treatment, retention, or infiltration; and limited soil compaction during grading.

Policy ER1-7 Urban Run-off Quality

We require the control and management of urban run-off, consistent with Regional Water Quality Control Board regulations.

In Chapter 3.8, Storm Drainage Plan, the Specific Plan specifies that prior to issuance of grading or construction permits, a Water Quality Management Plan (WQMP) is required to minimize stormwater runoff and provide on-site opportunities for groundwater recharge integrated into project design and amenities. The grading and drainage of the Specific Plan area will be designed to retain/infilter, harvest &

re-use or biotreat surface runoff to comply with the current requirements of the San Bernardino County NPDES Stormwater Program's WQMP for significant new development projects.

Policy ER1-8 Wastewater Management

We require the management of wastewater discharge and collection consistent with waste discharge requirements adopted by the Regional Water Quality Control Board.

In Chapter 3.5, Sewer Plan, the Specific Plan provides for design of a wastewater system consistent with City and Regional Water Quality Control Board requirements. The Specific Plan includes a network of new public sewer mains consistent with the City of Ontario's Ultimate Sewer System Plan.

GOAL ER3:	Cost-effective and reliable energy system sustained through a combination of low impact building, site and neighborhood energy conservation and diverse sources of energy generation that collectively helps to minimize the region's carbon footprint.

Policy ER3-1 Conservation Strategy

We require conservation as the first strategy to be employed to meet applicable energy-saving standards.

The Specific Plan incorporates energy-saving conservation strategies into its design guidelines (Chapter 5) by addressing lighting, bicycle parking, sustainable landscaping, and energy efficiency. Sustainable design strategies (Chapter 5.8) include design and construction of energy efficient buildings to reduce air, water, and land pollution and environmental impacts from energy production and consumption.

Policy ER3-3 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.

The Specific Plan's Sustainable Design Strategies (Chapter 5.8) include the use of passive design to improve building energy performance through skylights, building orientation, landscaping, and use of select colors.

GOAL ER4:	Improved indoor and outdoor air quality and reduced locally generated pollutant emissions.

Policy ER4-4 Indoor Air Quality

We comply with State Green Building Codes relative to indoor air quality.

The Specific Plan requires development projects in the Specific Plan area to comply with the State of California Building Code as adopted and implemented by the City. The Specific Plan's Sustainable Design Strategies (Chapter 5.8) include the design and construction of energy efficient buildings to reduce air, water, and land pollution.

GOAL ER5:	Protected high value habitat and farming and mineral resources extraction activities that are compatible with adjacent development.

Policy ER5-2 Entitlement and Permitting Process

We comply with state and federal regulations regarding protected species.

The Specific Plan acknowledges that development projects within the Specific Plan area shall comply with the mitigation measures of the project environmental impact report.

7.5 Safety Element

7.5.1

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

Policy S1-1 Implementation of Regulations and Standards

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

The Specific Plan requires development projects to comply with the State of California Building Code as adopted and implemented by the City.

Policy S1-2 Entitlement and Permitting Process

We follow state guidelines and the California Building Code to determine when development proposals must conduct geotechnical and geological investigations.

The Specific Plan acknowledges that projects within the Specific Plan area shall comply with state guidelines and the California Building Code. Research of available maps indicates that the Specific Plan site is not located within an Alquist-Priolo Earthquake Fault Zone. Furthermore, there was no visible evidence of faulting during geotechnical investigation.

GOAL S2: Minimized risk of injury, loss of life, property damage and economic and social disruption caused by flooding and inundation hazards.

Policy S2-1 Entitlement and Permitting Process

We follow State guidelines and building code to determine when development proposals require hydrological studies prepared by a State-certified engineer to assess the impact that the new development will have on the flooding potential of existing development down-gradient.

The Specific Plan acknowledges that projects within the Specific Plan area shall comply with applicable mitigation measures of the project environmental impact report, state guidelines, and the California Building Code regarding flooding and inundation hazards.

GOAL S3: Reduced risk of death, injury, property damage and economic loss due to fires, accidents and normal everyday occurrences through prompt and capable emergency response.

Policy S3-8 Fire Prevention through Environmental Design

We require new development to incorporate fire prevention consideration in the design of streetscapes, sites, open spaces and buildings.

The Specific Plan acknowledges that projects within the Specific Plan area shall comply with the City's development review process, which provides for review by the City's Fire Department and potential redesign to incorporate fire prevention design elements within streetscapes, sites, open spaces, and buildings.

GOAL S4: An environment where noise does not adversely affect the public's health, safety, and welfare.

Policy S4-1 Noise Mitigation

We utilize the City's Noise Ordinance, building codes and subdivision and development codes to mitigate noise impacts.

The Specific Plan acknowledges that projects within the Specific Plan area shall comply with mitigation measures of the project environmental impact report, the City's noise ordinance, subdivision and development codes, and the California Building Code to mitigate noise impacts.

GOAL S5: Reduced risk of injury, property damage and economic loss resulting from windstorms and wind-related hazards.

Policy S5-2 Dust Control Measures

We require the implementation of Best Management Practices for dust control at all excavation and grading projects.

The Specific Plan acknowledges that projects within the Specific Plan area shall comply with mitigation measures of the project environmental impact report, the construction management plan, and subdivision and development codes regarding dust control.

GOAL S6: Reduced potential for hazardous materials exposure and contamination.

Policy S6-9 Remediation of Methane

We require development to assess and mitigate the presence of methane, per regulatory standards and guidelines.

The Specific Plan acknowledges that projects within the Specific Plan area shall comply with mitigation measures of the project environmental impact report.

GOAL S7:	Neighborhoods and commercial and industrial districts that are kept safe through a multi-faceted approach of prevention, suppression, community involvement, and a system of continuous monitoring.

Policy S7-4 Crime Prevention through Environmental Design (CPTED)

We require new development to incorporate CPTED in the design of streetscapes, sites, open spaces and buildings.

The Specific Plan acknowledges that projects within the Specific Plan area shall comply with the City's development review process, which provides for review by the City's Police Department and potential redesign to incorporate crime prevention design elements in streetscapes, sites, open spaces, and buildings. Parcel lighting (Chapter 5.6, Lighting) addresses illumination of parking lots, loading dock areas, pedestrian walkways, building entrances, signage, and architectural and landscape features. A key provision includes the installation of ground or low mounted fixtures to provide for safety and convenience along pedestrian walkways, entrances, activity areas, steps, ramps, and special features. Chapter 5.1, Site Design, also encourages delineation of pedestrian access to on-site buildings from adjacent streets and parking areas by marking building entrances with signage, prominent architectural features, and/or landscaping features.

7.6 Community Economics Element

GOAL CE1:	A complete community that provides for all incomes and stages of life.

Policy CE1-1 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.

The Specific Plan anticipates the creation of jobs in warehousing, logistics, light manufacturing, and administration within the Specific Plan area, which helps improve the region's jobs-housing balance. Actual job creation depends on the type of land uses ultimately developed on the site as a wide-range of commercial, office, and industrial uses are permitted in the Specific Plan. The Land Use Plan (Chapter 3.1) implements the vision of The Ontario Plan by providing opportunities for employment in manufacturing, distribution, research and development, service, and supporting retail at intensities designed to meet the demand of current and future market conditions.

Policy CE1-5 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.

In Chapter 3.1, Land Use Plan, the Specific Plan provides for the construction of over 3.1 million square feet of business park and industrial development in compliance with City and regional planning goals and strategies that facilitate goods movement throughout the SCAG region.

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

Policy CE2-1 Development Projects

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

The Specific Plan contains design guidelines in Chapter 5 to guide future development consistent with the vision for Ontario Ranch. The guidelines ensure high quality, cohesive and attractive development that complements and integrates into the community and adds value to the City. The Specific Plan also establishes landscape setbacks along the roadways within the Specific Plan area to create safe and attractive streets for pedestrians, cyclists, and motorists.

Policy CE2-2 Development Review

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

The Specific Plan establishes a land use plan (Chapter 3.1) and design guidelines (Chapter 5) addressing site design, building design, and landscape design that ensure high-quality, functional and sustainable development that is regionally competitive and appropriate for the Ontario Ranch community.

Policy CE2-5 Private Maintenance

We require adequate maintenance, upkeep, and investment in private property because proper maintenance on private property protects property values.

The Specific Plan includes a Maintenance Responsibility Matrix (Chapter 6.11) identifying the public, private, or utility providers responsible for maintenance of roadways, parkways, trails, sidewalks, common areas, walls and monuments, infrastructure, and utilities within the Specific Plan area. A Property Owners Association will be established for the maintenance of on-site common areas, including such improvements as landscape areas and drive aisles.

Policy CE2-6 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.

The Specific Plan includes a Maintenance Responsibility Matrix (Chapter 6.11) identifying the public, private, or utility providers responsible for maintenance of roadways, parkways, trails, sidewalks, common areas, walls and monuments, infrastructure, and utilities within the Specific Plan area. Right-of-way for public streets and infrastructure improvements within the Specific Plan area shall be dedicated to the City of Ontario for maintenance purposes. Landscape improvements and public streetlights within the public right-of-way shall be maintained through a landscape and lighting district or other special maintenance district established by the City. Dry utilities such as electricity, natural gas, and communication systems will be maintained by the appropriate utility company.

LAND DEVELOPMENT DIVISION CONDITIONS OF APPROVAL

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

Date Prepared: 4/7/2023

File No: PSPA22-008

Related Files: PZC23-001

Project Description: A request to amend the South Ontario Logistics Center Specific Plan, including map and textual changes to remove a portion of the Specific Plan, in conjunction with a Zone Change (File No. PZC23-001) to establish the SP(AG) zoning district on the Project site. The Project site is generally located south of Eucalyptus Avenue, north of Merrill Avenue, west of Bon View Avenue, and east of Campus Avenue. (APNs: 1054-051-01, 1054-051-02, 1054-061-01, 1054-061-02, 1054-251-01, 1054-251-02, 1054-301-01, and 1054-301-02); submitted by Grove Land Venture, LLC.

Prepared By: Alexis Vaughn, Associate Planner
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Email: avaughn@ontarioca.gov

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

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

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

2.1 Specific Plan Amendment. The following shall be submitted to the Planning Department within 30 days following City Council approval of the Specific Plan Amendment:

(a) Three copies of the final Specific Plan document (color, double-sided, bound);

(b) One CD or flash drive containing:

(i) A complete Microsoft Word copy of the final Specific Plan document, including all required revisions (broken down by chapters);

(ii) A complete PDF copy of the final Specific Plan document, including all required revisions (one complete PDF including all chapters, OCR); and

(iii) A complete electronic website version of the final Specific Plan document, including all required revisions (PDFs broken down by chapters, OCR).

2.2 Signs.

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

(b) On-site posting of public noticing shall be provided pursuant to Code Section 2.03.010.C.4, which consists of one or more large, 6-foot-tall, freestanding public notification signs. The sign face shall measure 4 feet tall by 8 feet wide, in a format approved by the Planning Director. The sign shall be posted no later than ten calendar days prior to the Planning Commission hearing date and removed no later than fourteen calendar days following the City Council hearing date, unless otherwise required by the Planning Director. The format is available on the City's website.

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

2.4 Additional Fees.

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

2.5 Related Applications. Specific Plan Amendment (File No. PSPA22-008) approval shall not be final and complete until such time that related File No. PZC23-001 has been approved by the City Council.

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, APPROVING FILE NO. PZC23-001, A REQUEST TO ESTABLISH THE SP(AG) (SPECIFIC PLAN/AGRICULTURE OVERLAY) ZONING DISTRICT ON THE 71.6-ACRE PROJECT SITE GENERALLY LOCATED SOUTH OF EUCALYPTUS AVENUE, NORTH OF MERRILL AVENUE, WEST OF BON VIEW AVENUE, AND EAST OF CAMPUS AVENUE, AND MAKING FINDINGS IN SUPPORT THEREOF—APNS: 1054-051-01, 1054-051-02, 1054-061-01, 1054-061-02, 1054-251-01, 1054-251-02, 1054-301-01, AND 1054-301-02.

WHEREAS, CITY OF ONTARIO ("Applicant") has filed an Application for the approval of a Zone Change, File No. PZC23-001, as described in the title of this Ordinance (hereinafter referred to as "Application" or "Project"); and

WHEREAS, the Application applies to 71.6 acres of land owned by the County of San Bernardino and is generally located south of Eucalyptus Avenue, north of Merrill Avenue, west of Bon View Avenue, and east of Campus Avenue, currently within the South Ontario Logistics Center Specific Plan (“Specific Plan”), and is presently partially improved with agricultural uses and partially vacant; and

WHEREAS, the property to the east of the Project site is located within the South Ontario Logistics Center Specific Plan and is currently vacant, as the site is under entitlement review for industrial development. The property to the west of the Project site is located within the Ontario Ranch Business Park Specific Plan and is currently vacant, as the site is under entitlement review for industrial development. The property to the south of the Project site is located within the City of Chino and is developed with the Chino Airport. The property to the north of the Project site is located within the Medium Density Residential (5.1-11 dwelling units per acre) zoning district and is partially developed with agricultural and dairy land uses and is partially vacant; and

WHEREAS, the Zone Change application has been filed in conjunction with a Specific Plan Amendment, File No. PSPA22-008, and approval of the Zone Change application is contingent on City Council approval of the related Specific Plan Amendment; and

WHEREAS, on March 1, 2022, the City Council approved the South Ontario Logistics Center Specific Plan (File No. PSP19-001) and associated Environmental Impact Report (State Clearinghouse No. 2021010318), inclusive of the Project site; and

WHEREAS, a writ of mandate challenging the Specific Plan project was filed on March 30, 2022, and a settlement agreement was entered into by the Applicant and the challenger on October 14, 2022; and

WHEREAS, a major term of the settlement agreement was to remove the San Bernardino County-owned parcels (Project site) from the Specific Plan. Thus, the applicant filed for a Specific Plan Amendment on December 6, 2022, to remove the 71.6 acres of San Bernardino County-owned land from the Specific Plan. Subsequently, the City initiated a Zone Change Amendment to re-establish zoning on the 71.6-acre Project site to replace the Specific Plan zoning; and

WHEREAS, the Zone Change consists of map changes to re-establish the SP (AG) (Specific Plan – Agricultural Overlay) Zoning District on the Project site, following approval of the Specific Plan Amendment; and

WHEREAS, the environmental impacts of this Project were previously reviewed in conjunction with File No. PSP19-001, the South Ontario Logistics Center Specific Plan for which an Environmental Impact Report — State Clearinghouse No. 2021010318 — (hereinafter referred to as "Certified EIR") was adopted by the City Council on March 1, 2022, and this Application introduces no new significant environmental impacts. The Certified EIR analyzed the impacts of the status quo (SP (AG) (Specific Plan – Agricultural Overlay)) as an alternative to establishment of the South Ontario Logistics Center Specific Plan; 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 City Council 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, 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 ("ONT"), 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 Project is also located within the Airport Influence Area of Chino Airport, pursuant to the Chino Airport Overlay Zoning District (hereinafter referred to as “CNO OZD”) and Reference I, Chino Airport Land Use Compatibility Plan (hereinafter referred to as CNO ALUCP) established in the City of Ontario Development Code; and

WHEREAS, as the decision-making body for the Application, the City Council has reviewed and considered the facts and information contained in the Application and supporting documentation against the ONT ALUCP and CNO ALUCP compatibility factors, including Safety, Airspace Protection, Overflight. As a result, the City Council, therefore, finds and determines that the Project, when implemented in conjunction with the conditions of approval, will be consistent with the policies and criteria set forth within the ONT ALUCP and the CNO ALUCP.

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

WHEREAS, on April 25, 2023, the Planning Commission of the City of Ontario conducted a hearing to consider the Project, and concluded said hearing on that date, voting to issue Resolution No. PC23-030 recommending the City Council approve the Application; and

WHEREAS, on May 16, 2023, the City Council 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 Ordinance have occurred.

NOW, THEREFORE, IT IS HEREBY FOUND, DETERMINED, AND ORDAINED by the City Council of the City of Ontario, as follows:

SECTION 1. ***Environmental Determination and Findings.*** As the decision-making body for the Project, the City Council has reviewed and considered the information contained in the previous Certified EIR and supporting documentation. Substantial changes are not proposed with the Project which would require major or any revisions to the previous EIR due to the involvement of no new significant environmental effects or no new substantial increase in the severity of previously identified significant effects. Based upon the facts and information contained in the previous Certified EIR and supporting documentation, the City Council finds as follows:

(1) The environmental impacts of this Project were previously reviewed in conjunction with File No. PSP19-001, the South Ontario Logistics Center Specific Plan for which a Certified EIR was adopted by the City Council on March 1, 2023.

(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 City Council; 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 City Council, and the specific findings set forth in Section 1, above, the City Council finds that the preparation of a subsequent or supplemental Certified EIR is not required for the Project, as the Project:

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

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

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

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

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

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

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

SECTION 3. ***Housing Element Compliance.*** Pursuant to the requirements of California Government Code Chapter 3, Article 10.6, commencing with Section 65580, as the decision-making body for the Project, the City Council finds that based on the facts and information contained in the Application and supporting documentation, at the time of Project implementation, the Project is consistent with the Housing Element of the Policy Plan (General Plan) component of The Ontario Plan, as the Project site is not one of the properties in the 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 body for the Project, the City Council 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 City Council, therefore, finds and determines that the Project, when implemented in conjunction with the conditions of approval, will be consistent with the policies and criteria set forth within the ONT ALUCP; and

(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 decision-making body for the Project, the City Council 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 City Council, therefore, finds and determines that the Project, when implemented in conjunction with the conditions of approval, will be consistent with the policies and criteria set forth within the California Airport Land Use Planning Handbook and the Chino ALUCP.

SECTION 5. ***Concluding Facts and Reasons.*** Based upon the substantial evidence presented to the City Council during the above-referenced hearing, and upon the specific findings set forth in Section 1 through 4, above, the City Council 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.*** The proposed Zone Change is in response to a settlement agreement affecting the related South Ontario Logistics Center Specific Plan ("Specific Plan"), for which a Specific Plan Amendment (File No. PSPA22-008) was filed. While the original Specific Plan area is consistent with the goals, policies, plans and exhibits of the Vision, Policy Plan (General Plan) and City Council Priorities components of The Ontario Plan, the proposed reversion to the original Zoning District satisfies these items as well. The proposed Zone Change to re-establish the original zoning of SP(AG) (Specific Plan – Agricultural Overlay) is also consistent with the goals, policies, plans, and exhibits of the Vision, Policy Plan (General Plan), and City Council Priorities components of The Ontario Plan, as it allows for interim agricultural land uses to occur on the Project site until such time that a Specific Plan or Specific Plan Amendment is adopted for the land.

(2) ***The proposed Zone Change would not be detrimental to the public interest, health, safety, convenience, or general welfare of the City.*** The proposed Zone Change will not be detrimental to the public interest, health, safety, convenience, or general welfare of the City. The related Specific Plan Amendment proposes to remove a portion of land from the Specific Plan area, in conjunction with a Zone Change to re-establish the original zoning of SP(AG) (Specific Plan – Agricultural Overlay). The proposed agricultural SP(AG) Zoning District was previously reviewed in the Environmental Impact Report for the South Ontario Logistics Center Specific Plan, as it was the "status quo" at the time and represented a "no project" alternative. The proposed re-zoning to SP(AG) will not impose any additional impacts to the public interest, health, safety, convenience, or general welfare of the City above and beyond what currently exists at large in the region. The southern region of the City, south of Riverside Drive and known as Ontario Ranch, is predominantly characterized as agricultural with clusters of residential, commercial, and industrial development.

(3) ***The proposed Zone Change will not adversely affect the harmonious relationship with adjacent properties and land uses.*** While the proposed Zone Change and related Specific Plan Amendment will result in a piece of land inconsistent with the larger industrial corridor, which generally spans from Euclid Avenue to the Cucamonga Creek Channel and from Eucalyptus Avenue to Merrill Avenue, reverting the land to the SP(AG) Zoning District will not adversely affect the harmonious relationship with adjacent properties and land uses, as the area surrounding the Project site is largely characterized by properties also located within the SP(AG) area. Additionally, properties located in neighboring industrial specific plans to the east and west are still phasing out the existing agricultural land uses while the properties are under development.

(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.*** No physical changes or development projects are proposed for the Project site as a result of the Zone Change or related Specific Plan Amendment, and the site will be reverted to the Zoning District in effect prior to adoption of the Specific Plan. Any future development on the Project site must be in conjunction with an approved Specific Plan or Specific Plan Amendment. Further, the Project site is large enough to

support a new Specific Plan, should integration into an adjacent Specific Plan fail to occur in the future. Lastly, should the Project site be developed in the future, it is physically suitable (including, but not limited to, parcel size and shape, access, and availability of utilities) for industrial development in keeping with the remainder of the industrial corridor in which it is located.

SECTION 6. ***City Council Action.*** Based upon the findings and conclusions set forth in Sections 1 through 5, above, the City Council hereby APPROVES the herein described Zone Change, attached hereto as "Attachment A: Zone Change Exhibit," in conjunction with “Attachment B: Conditions of Approval” 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. ***Severability.*** If any section, sentence, clause or phrase of this Ordinance or the application thereof to any entity, person or circumstance is held for any reason to be invalid or unconstitutional, such invalidity or unconstitutionality shall not affect other provisions or applications of this Ordinance which can be given effect without the invalid provision or application, and to this end the provisions of this Ordinance are severable. The People of the City of Ontario hereby declare that they would have adopted this Ordinance and each section, sentence, clause or phrase thereof, irrespective of the fact that any one or more section, subsections, sentences, clauses or phrases be declared invalid or unconstitutional.

SECTION 10. ***Effective Date.*** This Ordinance shall become effective 30 days following its adoption.

SECTION 11. ***Publication and Posting.*** The Mayor shall sign this Ordinance and the City Clerk shall certify as to the adoption and shall cause a summary thereof to be published at least once, in a newspaper of general circulation in the City of Ontario, California within 15 days following the adoption. The City Clerk shall post a certified copy of this ordinance, including the vote for and against the same, in the Office of the City Clerk, in accordance with Government Code Section 36933.

PASSED, APPROVED, AND ADOPTED this ____ day of _____ 2023.

_____
PAUL S. LEON, MAYOR

ATTEST:

_____
SHEILA MAUTZ, CITY CLERK

APPROVED AS TO FORM:

_____
BEST BEST & KRIEGER LLP
CITY ATTORNEY

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

I, SHEILA MAUTZ, City Clerk of the City of Ontario, DO HEREBY CERTIFY that foregoing Ordinance No. _____ was duly introduced at a regular meeting of the City Council of the City of Ontario held May 16, 2023 and adopted at the regular meeting held _____, 2023 by the following roll call vote, to wit:

AYES: COUNCIL MEMBERS:

NOES: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

_____
SHEILA MAUTZ, CITY CLERK

(SEAL)

I hereby certify that the foregoing is the original of Ordinance No. _____ duly passed and adopted by the Ontario City Council at their regular meeting held _____ and that Summaries of the Ordinance were published on _____ and _____, in the Inland Valley Daily Bulletin newspaper.

_____
SHEILA MAUTZ, CITY CLERK

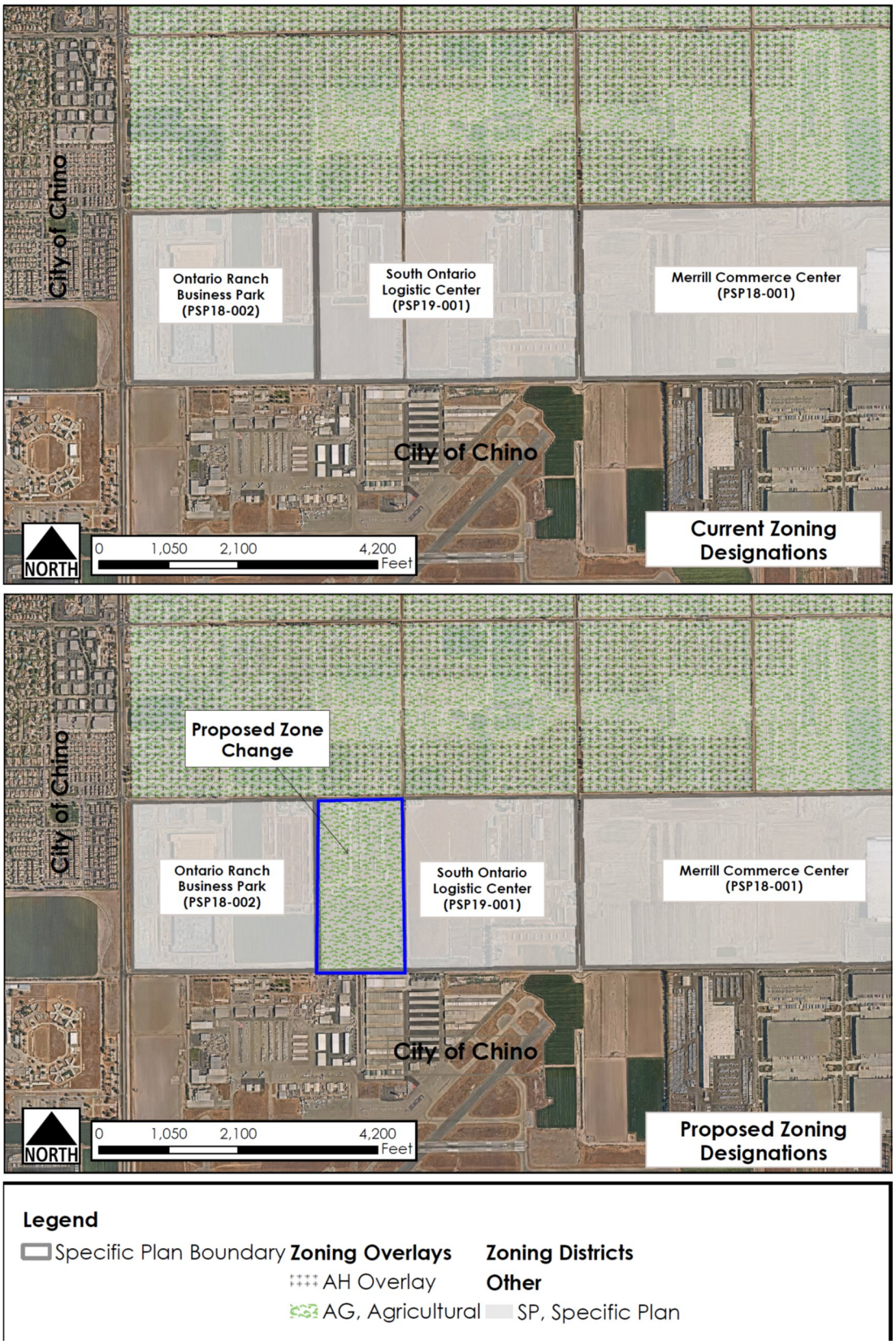
(SEAL)

ATTACHMENT A:

File No. PZC23-001;
Zone Change Exhibit

(Document follows this page)

Attachment A: File No. PZC23-001 Zone Change Exhibit



LAND DEVELOPMENT DIVISION
CONDITIONS OF APPROVAL

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

Date Prepared: 4/7/2023

File No: PZC23-001

Related Files: PSPA22-008

Project Description: A request to establish the SP(AG) zoning district on the project site, in conjunction with a request to amend the South Ontario Logistics Center Specific Plan, including map and textual changes to remove a portion of the Specific Plan (File No. PSPA22-008). The Project site is generally located south of Eucalyptus Avenue, north of Merrill Avenue, west of Bon View Avenue, and east of Campus Avenue. (APNs: 1054-051-01, 1054-051-02, 1054-061-01, 1054-061-02, 1054-251-01, 1054-251-02, 1054-301-01, and 1054-301-02); submitted by Grove Land Venture, LLC.

Prepared By: Alexis Vaughn, Associate Planner
Phone: 909.395.2416 (direct)
Email: avaughn@ontarioca.gov

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

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

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

2.1 Signs.

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

(b) On-site posting of public noticing shall be provided pursuant to Code Section 2.03.010.C.4, which consists of one or more large, 6-foot-tall, freestanding public notification signs. The sign face shall measure 4 feet tall by 8 feet wide, in a format approved by the Planning Director. The sign shall be posted no later than ten calendar days prior to the Planning Commission hearing date and removed no later than fourteen calendar days following the City Council hearing date, unless otherwise required by the Planning Director. The format is available on the City's website.

2.2 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.

2.3 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.

2.4 Related Applications. Zone Change (File No. PZC23-001) approval shall not be final and complete until such time that related File No. PSPA22-008 has been approved by the City Council.