CITY OF ONTARIO

Regular City Council/Housing Authority Meeting
AUGUST 16, 2022

City Hall
303 East B Street, Ontario, CA 91764

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

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. (EQUIPMENT FOR THE HEARING IMPAIRED AVAILABLE IN THE RECORDS MANAGEMENT OFFICE)

CALL TO ORDER *(OPEN SESSION)*

ROLL CALL

Wapner, Bowman, Dorst-Porada, 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 54956.95, CONFERENCE WITH LEGAL COUNSEL: San Bernardino Workers' Compensation Appeals Board, EAMS Case No. ADJ12109360

GC 54956.8, CONFERENCE WITH REAL PROPERTY NEGOTIATORS Property: APN: 1010-521-27; City/Authority negotiator: Scott Ochoa or his designee; Negotiating parties: Best Market; Under negotiation: Price and terms of payment.

GC 54956.8, CONFERENCE WITH REAL PROPERTY NEGOTIATORS Property: APN: 1010-521-26; City/Authority negotiator: Scott Ochoa or his designee; Negotiating parties: Dan & Sara Clark Family Trust; Under negotiation: Price and terms of payment.

GC 54956.8, CONFERENCE WITH REAL PROPERTY NEGOTIATORS Property: APN: 1048-564-05; City/Authority negotiator: Scott Ochoa or his designee; Negotiating parties: Y & A Investments, LLC.; Under negotiation: Price and terms of payment.

GC 54956.8, CONFERENCE WITH REAL PROPERTY NEGOTIATORS Property: APN: 1048-564-04; City/Authority negotiator: Scott Ochoa or his designee; Negotiating parties: Y & A Investments, LLC.; Under negotiation: Price and terms of payment.

GC 54956.8, CONFERENCE WITH REAL PROPERTY NEGOTIATORS Property: APN: 1049-057-05; City/Authority negotiator: Scott Ochoa or his designee; Negotiating parties: Thee Aguila Inc.; Under negotiation: Price and terms of payment.

ATTACHMENT: 20220816 Closed Session

PLEDGE OF ALLEGIANCE

Council Member Dorst-Porada

INVOCATION

Pastor Benjamin Barlow, First Christian Church Of Ontario

REPORT ON CLOSED SESSION

City Attorney

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.

SPECIAL CEREMONIES

ROTARY 100 YEAR ANNIVERSARY

COMMUNITY IMPROVEMENT PROPERTY RECOGNITION PROGRAM AWARDS

That the City Council present the Community Improvement Property Recognition Awards to the selected recipients.

ATTACHMENT: 20220816 Community Improvement Awards^1_PPT.pptx

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 July 19, 2022, and approving same as on file in the Records Management Department.

ATTACHMENT: 20220719 (Not Official Until Approved.pdf

2. BILLS & PAYROLL

Bills July 16, 2022 through July 29, 2022 and Payroll July 3, 2022 through July 16, 2022 when audited by the Finance Committee.

3. A LEASE AGREEMENT BETWEEN CALIFORNIA STATE UNIVERSITY SAN BERNARDINO, INLAND EMPIRE CENTER FOR ENTREPRENEURSHIP AND SMALL BUSINESS DEVELOPMENT CENTER AND THE CITY OF ONTARIO

That the City Council approve a lease agreement (on file in the Records Management Department) between California State University San Bernardino, Inland Empire Center for Entrepreneurship and Small Business Development Center, and the City of Ontario for the use of the City-owned property located at 603 North Euclid Avenue for a one-year term with the option to extend for up to two additional one-year terms.

4. ACCEPT FEMA GRANT FUNDS AND AWARD CONTRACT TO UPDATE THE LOCAL HAZARD MITIGATION PLAN AND THE EMERGENCY OPERATIONS PLAN

That the City Council take the following actions:

A. Accept FEMA grant funds in the award amount of $125,000 to be used specifically for consultant support on writing the emergency plans.
B. Authorize the City Manager or his designee to execute a contract with Atlas Planning Solutions through June 30, 2024, for a total not-to-exceed amount of $150,000 to update the City's Local Hazard Mitigation Plan and the Emergency Operations Plan.

5. AN AGREEMENT FOR PUBLIC SAFETY SUPPORT SERVICES, COUNSELING AND CRITICAL INCIDENT STRESS MANAGEMENT SERVICES

That the City Council authorize the City Manager to execute up to a five-year Professional Services Agreement with The Counseling Team International, of San Bernardino, California, for

public safety personnel support services, counseling, pre-employment psychological testing, and critical incident stress management. The total compensation shall not exceed $100,000 annually and the total not-to-exceed is $500,000 for the five-year Agreement.

6. A RESOLUTION APPROVING A DISPOSITION AND DEVELOPMENT AGREEMENT BETWEEN THE CITY OF ONTARIO AND D STREET TOWNHOME APARTMENTS, LLC, A CALIFORNIA LIMITED LIABILITY CORPORATION IN ACCORDANCE WITH GOVERNMENT CODE SECTION 37350 ET. SEQ.

That the City Council ("City") consider and:

A. Adopt the attached Resolution approving the Disposition and Development Agreement ("Agreement") between the D Street Townhome Apartments, LLC, a California Limited Liability Corporation ("Developer") (on file with the Records Management Department).
B. Authorize the City Manager/Executive Director or his designee to sign all documents necessary to implement the Agreement.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, APPROVING A DISPOSITION AND DEVELOPMENT AGREEMENT BETWEEN THE CITY OF ONTARIO AND D STREET TOWNHOME APARTMENTS, LLC, WITH RESPECT TO APPROXIMATELY 0.737 ACRES OF LAND LOCATED AT 120 WEST D STREET AND 420 NORTH LAUREL AVENUE (APNS: 1048-354-12 AND 1048-354-13).

ATTACHMENT: D_Street_Townhome_Apartments LLC DDA EXHA^01
ATTACHMENT: D Street Townhome Apartments LLC DDA RESO^02^RM
ATTACHMENT: D Street Townhome Apartments LLC DDA^ATTACHMENT^03

7. DESIGNATION OF VOTING DELEGATES FOR THE LEAGUE OF CALIFORNIA CITIES ANNUAL BUSINESS MEETING

That the City Council designate Council member Debra Dorst-Porada as the City's voting delegate and Mayor Paul Leon as an alternate for the League of California Cities Annual Business Meeting scheduled for September 9, 2022.

8. AUTHORIZE THE PURCHASE OF A TYPE 1 AMBULANCE

That the City Council takes the following actions:

A. Authorize the purchase one Medix Metro Express 153 Type 1 Ambulance from Republic EVS of Santa Fe Springs, California in an amount not to exceed $313,600.

9. ACCEPTANCE OF GRANT AWARD FROM THE U.S. DEPARTMENT OF HOMELAND SECURITY AND THE CALIFORNIA OFFICE OF EMERGENCY SERVICES PROVIDED THROUGH THE FY 2021 URBAN AREA SECURITY INITIATIVE (UASI) GRANT PROGRAM

That the City Council authorize the City Manager to execute all documents necessary to accept a three-year sub-grant award in the amount of $600,000 from the U.S. Department of

Homeland Security and the California Office of Emergency Services provided through the FY 2021 UASI Grant Program.

10. A COST SHARING AGREEMENT WITH CHAFFEY JOINT UNION HIGH SCHOOL DISTRICT FOR SCHOOL OFFICERS

That the City Council approve and authorize the City Manager to execute a one-year Cost Sharing Agreement (on file in the Records Management Department) with the Chaffey Joint Union High School District for three school resource officers in the amount of $255,000.

11. MEASURE I FUNDING FOR THE ONTARIO SILVER S.T.A.R.S. PROGRAM

That the City Council approve a funding Agreement for Measure I funds with Omnitrans for Fiscal Years 2022-23 and 2023-24 in the amount of $675,582.

12. SUMMER 2022 LEGISLATIVE UPDATE

That the City Council receive and file this report on State and Federal activities.

13. AN AMENDMENT TO THE MASTER AGREEMENT WITH ORACLE AMERICA, INC FOR PEOPLESOFT LICENSING INCREASE AND ONE-YEAR ANNUAL SUPPORT RENEWAL

That the City Council authorize the City Manager to execute an Amendment to the existing Master Agreement (on-file in the Records Management Department) with Oracle America, Inc. of Redwood Shores, California, to amend Peoplesoft incremental licensing fees (ILF) and renew the annual support with Oracle America, Inc through May 2023 for a total not-to-exceed of $273,097.

14. AWARD OF A CONSTRUCTION CONTRACT FOR THE CITY HALL FIRST FLOOR OFFICE IMPROVEMENTS PROJECT

That the City Council take the following actions:

A. Authorize the City Manager or his designee to execute Construction Contract No. D&C21-004 with New Millennium Construction Services, Inc., of Chino Hills, California, for the City Hall First Floor Office Improvements Project for the construction of three new enclosed offices in the contract amount of $116,000;
B. Authorize a 10% contingency of $11,600 to address any unforeseen issues that may arise during construction; and
C. Authorize 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.

15. A DEVELOPMENT IMPACT FEE CREDIT AGREEMENT (FILE NO. PDIF21-003) BETWEEN THE CITY OF ONTARIO AND KL LHB DSD AIV LLC., FOR FACILITY CONSTRUCTION ASSOCIATED WITH TRACT MAP 20399 (FILE NO. PMTT21-007), AT THE SOUTHEAST CORNER OF

ARCHIBALD AVENUE AND ONTARIO RANCH ROAD, WITHIN THE GRAND PARK SPECIFIC PLAN

That the City Council approve the Development Impact Fee Credit Agreement (File No. PDIF21-003) between the City of Ontario and KL LHB DSD AIV LLC, for facility construction associated with Tract Map 20399 (File No. PMTT21-007), located at the southeast corner of Archibald Avenue and Ontario Ranch Road within the Grand Park Specific Plan, and authorize the City Manager to execute the Agreement.

16. AN AMENDMENT TO THE MAINTENANCE SERVICES AGREEMENT FOR MAINTENANCE OF COMMERCIAL BIN CONTAINERS WITH CMAX COMMERCIAL MAINTENANCE, INC.

That the City Council authorize the City Manager or his designee to execute Amendment No. 2 (on file with the Records Management Department) to the Maintenance Services Agreement with CMAX Commercial Maintenance, Inc. of Ontario, California, in the amount of $70,000, increasing the not-to-exceed amount to $165,000 and extending the term of the Agreement to June 30, 2023, for the maintenance of commercial bin containers.

17. AN AMENDMENT TO THE SUBSCRIPTION LICENSE AGREEMENT FOR POLARIS INTEGRATED LIBRARY SYSTEM

That the City Council approve and authorize the City Manager or designee to execute Amendment No. 1 (on file with the Records Management Department) with Innovative Interfaces Incorporated, of Emeryville, California. This Amendment removes the cloud hosting and related fees and extends the term of the Agreement through July 2026, for a revised total not-to-exceed amount of $223,234.

18. A RESOLUTION APPROVING AN IMPROVEMENT AGREEMENT, IMPROVEMENT SECURITY AND FINAL TRACT MAP NO. 20157, LOCATED ON THE EAST SIDE OF MILL CREEK AVENUE, APPROXIMATELY 530 FEET NORTH OF EUCALYPTUS AVENUE

That the City Council adopt a Resolution approving an Improvement Agreement, Improvement Security and Final Tract Map No. 20157, located on the east side of Mill Creek Avenue, approximately 530 feet north of Eucalyptus Avenue, within the Esperanza Specific Plan.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, APPROVING AN IMPROVEMENT AGREEMENT, IMPROVEMENT SECURITY AND FINAL TRACT MAP NO. 20157, LOCATED ON THE EAST SIDE OF MILL CREEK AVENUE, APPROXIMATELY 530 FEET NORTH OF EUCALYPTUS AVENUE.

ATTACHMENT: Tract Map 20157^01 EXH A
ATTACHMENT: Tract Map 20157 02 RESO^RM.docx

19. AMERICORPS COMPETITIVE CONTINUATION GRANT FOR 2022-23

That the City Council take the following actions:

A. Authorize the City Manager or designee to execute grant documents and accept a

$375,999 AmeriCorps Competitive Continuation Grant for October 2022 through September 2023 to fund the Ontario Promise Corps Project.

B. Authorize the City Manager or designee to accept $56,001 of funding provided by the American Rescue Plan Act for the 2022-23 AmeriCorps Competitive Continuation Grant.

C. Authorize the City to cash match an in-kind commitment of $390,374.

20. A PROFESSIONAL SERVICES AGREEMENT FOR THE 2022 UPDATE TO ONTARIO RANCH RESIDENTIAL WATER DEMAND FACTORS PROJECT

That the City Council approve and authorize the City Manager or his designee to execute a Professional Services Agreement (on file in the Records Management Department) with A&N Technical Services, Inc. of Encinitas, California, for the 2022 Update to Ontario Ranch Residential Water Demand Factors project for a not-to-exceed amount of $114,475 and from a term of August 19, 2022 to April 28, 2023.

21. AMENDMENTS TO THE PROFESSIONAL SERVICES AGREEMENTS FOR PRINTING SERVICES AND GRAPHIC DESIGN SERVICES RELATED TO THE ONTARIO LIVING MAGAZINE

That the City Council take the following actions:

A. Approve and authorize the City Manager or designee to execute an Amendment with Eclipse Printing & Graphics LLC, DBA James Litho, of Ontario, California, in the amount of $122,441.

B. Approve and authorize the City Manager or designee to execute an Amendment with Public Advertising Agency Inc., of Murrieta, California, in the amount of $30,006.

22. PURCHASE OF WATER SYSTEM MATERIALS

That the City Council approve and authorize the purchase of miscellaneous waterworks materials in the amount of $265,000 with United Water Works Inc. of Santa Ana, California; and $265,000 with Western Water Works Supply Co., of Chino Hills, California, for a total aggregate not-to-exceed amount for $530,000, at the set pricing levels per Bid No. 1537.

23. PROFESSIONAL DESIGN SERVICES AGREEMENT FOR WELL NO. 53

That the City Council approve and authorize the City Manager or his designee to execute a Professional Design Services Agreement (on file in the Records Management Department) with Albert A. Webb Associates Inc., of Riverside, California, for Well No. 53 in the not-to-exceed amount of $566,006 and from a term of August 16, 2022 to August 16, 2025.

ATTACHMENT: FIGURE 1.pdf

24. AUTHORIZE THE PURCHASE OF FLEET VEHICLES

That the City Council take the following actions:

A. Authorize the cooperative purchase and delivery of five Ford Escape vehicles in the amount of $153,500, one for the Facilities Maintenance Department, one for the

Community Improvement Department, one for the Engineering Department, one for the Police Department, and one for the Utilities Department, and three Chevrolet Police Tahoe's in the amount of $140,227 for the Police Department from National Auto Fleet Group of Watsonville, California, consistent with the terms and conditions of the Sourcewell Cooperative Contract No. 091521-NAF;

B. Authorize the cooperative purchase and delivery of one Freightliner Hydro Excavator truck in the amount of $676,611 for the Utilities Department from GapVax of Johnstown, Pennsylvania, consistent with the terms and conditions of the Sourcewell Cooperative Contract No. 101221-GPV;

C. Authorize the cooperative purchase and delivery of six CNG Autocar Refuse Front Loading trucks in the amount of $2,355,960, five CNG Autocar Refuse Automated Side Loading trucks in the amount of $1,935,000, and one CNG Roll Off Refuse truck in the amount of $315,650 for the Integrated Waste Department from Velocity Truck Centers of Whittier, California, consistent with the terms and conditions of the Sourcewell Cooperative Contract No. 060920-ATC; and

D. Authorize the cooperative purchase and delivery of two CNG Freightliner Dump trucks in the amount of $472,894 for the Parks and Maintenance Department, one Ford F650 Stakebed truck in the amount of $166,184 for the Integrated Waste Department, and one Ford F450 Service Body truck in the amount of $153,908 for the Utilities Department from PB Loader Corporation of Fresno, California, consistent with the terms and conditions of the Sourcewell Cooperative Contract No. 080521-PBL.

25. A PROFESSIONAL SERVICES AGREEMENT FOR CONSULTING SERVICES, APPLICATION DEVELOPMENT AND DATABASE ADMINISTRATION

That the City Council authorize the City Manager to execute a three-year Professional Services Agreement (on file with the Records Management Department) with ICS Software, LLC, of Claremont, California, for information technology consulting services, in an amount not to exceed $150,000 annually, for a total not to exceed $450,000.

26. AN AMENDMENT TO THE ONTARIO STATION COOPERATIVE AGREEMENT NO. 93-062 WITH THE SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY

That the City Council approve and authorize the City Manager, or his designee, to execute Amendment No. 1 (on file with the Records Management Department) to the Cooperative Agreement with the San Bernardino County Transportation Authority (SBCTA) to further clarify the roles and responsibilities of SBCTA and the City of Ontario with regard to the management and insurance of the jointly owned property at the Ontario Metrolink Station.

27. A REIMBURSEMENT AGREEMENT FOR PUBLIC IMPROVEMENTS BETWEEN THE CITY OF ONTARIO AND TIPPING DEVELOPMENT, INC.

That the City Council adopt a Resolution approving a Reimbursement Agreement ("Agreement") between the City of Ontario ("City") and Tipping Development, Inc. ("Developer"), and authorize the City Manager to execute the Agreement and all other documents required for implementation of the Agreement.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, APPROVING A REIMBURSMENT AGREEMENT BETWEEN THE CITY OF ONTARIO AND TIPPING DEVELOPMENT INC., FOR COSTS ASSOCIATED WITH THE CONSTRUCTION OF CERTAIN PUBLIC IMPROVEMENTS.

ATTACHMENT: Tipping Reimbursement Agmt Exhibit A^01
ATTACHMENT: Tipping Reimbursement Agmt RESO^02^RM
ATTACHMENT: Tipping Reimbursement Agmt Final^03.pdf

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.

**28. A PUBLIC HEARING TO CONSIDER CITY COUNCIL CERTIFICATION OF A SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT, INCLUDING THE ADOPTION OF A MITIGATION MONITORING AND REPORTING PROGRAM AND A STATEMENT OF OVERRIDING CONSIDERATIONS; APPROVAL OF THE ONTARIO PLAN 2050 UPDATE GENERAL PLAN AMENDMENT; AND AN UPDATE TO THE COMMUNITY CLIMATE ACTION PLAN **

That the City Council consider the following:

A. Adopt the Resolution certifying the Supplemental Environmental Impact Report ("SEIR") (State Clearinghouse No. 2021070364), including the adoption of a Mitigation Monitoring and Reporting Program and a Statement of Overriding Considerations; and
B. Adopt Resolutions approving The Ontario Plan ("TOP") 2050 update General Plan Amendment (File No. PGPA20-002) to the Vision, Governance Manual, and Policy Plan components of TOP; and
C. Adopt the Resolution approving the update to the Community Climate Action Plan ("CCAP") (File No. PADV22-002).

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, CERTIFYING THE PROGRAM SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT (STATE CLEARINGHOUSE NO. 2021070364) FOR THE ONTARIO PLAN 2050 TECHNICAL UPDATE FOR FILE NO. PGPA20-002 PART A AND ADOPT ENVIRONMENTAL FINDINGS PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, A STATEMENT OF OVERRIDING CONSIDERATIONS AND A MITIGATION MONITORING AND REPORTING PROGRAM.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, APPROVE THE ONTARIO PLAN ("TOP") GOVERNANCE MANUAL, A POLICY COMPONENT OF THE ONTARIO PLAN SUPPORTING A BUSINESS PLAN APPROACH

TO GOVERNANCE AND APPROVING TOP VISION. RELATED FILE NO. PGPA20-002 - PART B.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, TO APPROVE AN AMENDMENT TO THE ONTARIO POLICY PLAN (GENERAL PLAN), FILE NO. PGPA20-002.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, APPROVING AN UPDATE TO THE COMMUNITY CLIMATE ACTION PLAN, AN IMPLEMENTATION COMPONENT OF THE ONTARIO PLAN SUPPORTING THE SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT (SCH 2021070364) FOR FILE NO. PADV22-002.

ATTACHMENT: File Nos. PGPA20-002 PADV22-002 Exhibit A - TOP 2050 Public Outreach Timeline
ATTACHMENT: File Nos. PGPA20-002 & PADV22-002 TOP 2050 Update^01 PC Backup
ATTACHMENT: File Nos. PGPA20-002 PADV22-002 TOP 2050 Update^02 RESO PART A SEIR^RM
ATTACHMENT: File Nos. PGPA20-002 PADV22-002 TOP 2050 Update^03 ATT A FSEIR
ATTACHMENT: File Nos. PGPA20-002 & PADV22-002 TOP 2050 Update^04 ATT B FOFSOC
ATTACHMENT: File Nos. PGPA20-002 & PADV22-002 TOP 2050 Update^05 ATT C MMRP
ATTACHMENT: 20220816 File Nos. PGPA20-002 PADV22-002 TOP 2050 Update^06 RESO PART B Gov Vision^RM
ATTACHMENT: File Nos. PGPA20-002 & PADV22-002 TOP 2050 Update^07 ATT A_Vision
ATTACHMENT: File Nos. PGPA20-002 & PADV22-002 TOP 2050 Update^08 ATT B_Governance
ATTACHMENT: File Nos. PGPA20-002 PADV22-002 TOP 2050 Update^09 RESO PART C Policy Plan 1^RM
ATTACHMENT: File Nos. PGPA20-002 & PADV22-002 TOP 2050 Update^10 ATT A Policy Plan
ATTACHMENT: File Nos. PGPA20-002 & PADV22-002 TOP 2050 Update^11 ATT B Vulnerability Study
ATTACHMENT: File Nos. PGPA20-002 PADV22-002 TOP 2050 Update^12 RESO PART D CCAP^RM
ATTACHMENT: File Nos. PGPA20-002 & PADV22-002 TOP 2050 Update^13 ATT A_ CCAP

29. A PUBLIC HEARING TO CONSIDER ADOPTION OF A RESOLUTION TO UPDATE AND MODIFY DEVELOPMENT IMPACT FEES

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

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA,

UPDATING AND MODIFYING DEVELOPMENT IMPACT FEES.

ATTACHMENT: Development Impact Fee (DIF) Update^01 Proposed Consolidated DIF Schedule
ATTACHMENT: Development Impact Fee (DIF) Update 02^RESO^RM
ATTACHMENT: Development Impact Fee (DIF) Update^03 Draft Nexus Report
ATTACHMENT: Development Impact Fee (DIF) Update^04 Letters of Support

ADMINISTRATIVE REPORTS/DISCUSSION/ACTION

30. A RESOLUTION AUTHORIZING THE ISSUANCE OF CITY OF ONTARIO COMMUNITY FACILITIES DISTRICT NO. 57 (NEUHOUSE) SPECIAL TAX BONDS, SERIES 2022, IN AN AGGREGATE PRINCIPAL AMOUNT NOT TO EXCEED $13 MILLION AND RELATED MATTERS

That the City Council consider and adopt a Resolution authorizing the issuance of City of Ontario Community Facilities District No. 57 (Neuhouse) Special Tax Bonds, Series 2022.

A. Authorize the issuance of special tax bonds for public improvements required to facilitate the development of the Neuhouse project and the Ontario Ranch development;
B. Approve the forms of the Indenture, the Bond Purchase Agreement, the Continuing Disclosure Agreement, and the Preliminary Official Statement;
C. Authorize a negotiated sale of the special tax bonds to Stifel, Nicolaus & Company, Incorporated in accordance with the terms of the Bond Purchase Agreement; and
D. Authorize the execution of the Indenture, the Bond Purchase Agreement, the Continuing Disclosure Agreement, a deemed final certification in connection with the Preliminary Official Statement, a final Official Statement and other documents in connection with the issuance of the bonds by the City Manager or the other specified authorized officers.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, AUTHORIZING THE ISSUANCE OF CITY OF ONTARIO COMMUNITY FACILITIES DISTRICT NO. 57 (WEST HAVEN) SPECIAL TAX BONDS, SERIES 2022, IN AN AGGREGATE PRINCIPAL AMOUNT OF NOT TO EXCEED $13,000,000.00, AUTHORIZING THE EXECUTION AND DELIVERY OF AN INDENTURE, A BOND PURCHASE AGREEMENT, AND A CONTINUING DISCLOSURE AGREEMENT, AUTHORIZING THE DISTRIBUTION OF AN OFFICIAL STATEMENT IN CONNECTION THEREWITH AND AUTHORIZING THE EXECUTION OF NECESSARY DOCUMENTS AND CERTIFICATES AND RELATED ACTIONS.

ATTACHMENT: CFD No. 57 Neuhouse 01 RESO Authorizing Issuance of Bonds^RM.docx

STAFF MATTERS

City Manager Ochoa

COUNCIL MATTERS

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

ADJOURNMENT

CITY OF ONTARIO
CLOSED SESSION REPORT
City Council // Housing Authority // Other // *(GC 54957.1)*
August 16, 2022

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

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

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

- GC 54956.95, CONFERENCE WITH LEGAL COUNSEL: *San Bernardino Workers' Compensation Appeals Board, EAMS Case No. ADJ12109360*

No Reportable Action	Continue	Approved
/ /	/ /	/ /

Disposition: _____

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

- GC 54956.8, CONFERENCE WITH REAL PROPERTY NEGOTIATORS
  Property: APN: 1010-521-27; City/Authority negotiator: Scott Ochoa or his designee; Negotiating parties: Best Market; 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)*
August 16, 2022
(continued)

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

- GC 54956.8, CONFERENCE WITH REAL PROPERTY NEGOTIATORS
  Property: APN: 1010-521-26; City/Authority negotiator: Scott Ochoa or his designee; Negotiating parties: Dan & Sara Clark Family Trust; Under negotiation: Price and terms of payment.

No Reportable Action	Continue	Approved
/ /	/ /	/ /

Disposition: _____

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

- GC 54956.8, CONFERENCE WITH REAL PROPERTY NEGOTIATORS
  Property: APN: 1048-564-05; City/Authority negotiator: Scott Ochoa or his designee; Negotiating parties: Y & A Investments, LLC.; 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)*
August 16, 2022
(continued)

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

- GC 54956.8, CONFERENCE WITH REAL PROPERTY NEGOTIATORS
  Property: APN: 1048-564-04; City/Authority negotiator: Scott Ochoa or his designee; Negotiating parties: Y & A Investments, LLC.; Under negotiation: Price and terms of payment.

No Reportable Action	Continue	Approved
/ /	/ /	/ /

Disposition: _____

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

- GC 54956.8, CONFERENCE WITH REAL PROPERTY NEGOTIATORS
  Property: APN: 1049-057-05; City/Authority negotiator: Scott Ochoa or his designee; Negotiating parties: Thee Aguila Inc.; Under negotiation: Price and terms of payment.

No Reportable Action	Continue	Approved
/ /	/ /	/ /

Disposition: _____

Reported by:

_____
City Attorney / City Manager / Executive

CITY OF ONTARIO *Agenda Report* **August 16, 2022**	**SECTION:** **SPECIAL CEREMONIES**
Department: Community Improvement Prepared By: Douglas J Sorel Staff Member Presenting: Scott Murphy, Executive Director Community Development Approved By:	Submitted To: Council/OHA Approved: _____ Continued To: _____ Denied: _____ Item No:

SUBJECT: COMMUNITY IMPROVEMENT PROPERTY RECOGNITION PROGRAM AWARDS

RECOMMENDATION: That the City Council present the Community Improvement Property Recognition Awards to the selected recipients.

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 no direct fiscal impact associated with this action.

BACKGROUND & ANALYSIS: The Community Improvement Department developed the Property Recognition Program to acknowledge residential property owners who have demonstrated outstanding maintenance or significant improvement to their properties and celebrate their dedication to beautifying Ontario and building better neighborhoods.

The Neighborhood Action Team, comprised of Staff from various City Departments, considered each category and chose the following recipients:

- Outstanding Property Award (Owner-Occupied) - 1342 North Euclid Avenue - Norman & Helen Goza
- Outstanding Property Award (Rental) - 1119 South Euclid Avenue - Ted & Stella Triantos
- Property Beautification Award (Owner-Occupied) - 587 West Armsley Square - Miguel & Nanette Llamas
- Property Beautification Award (Rental) - 1352 West Fifth Street - West Fifth Apartments, LLC.

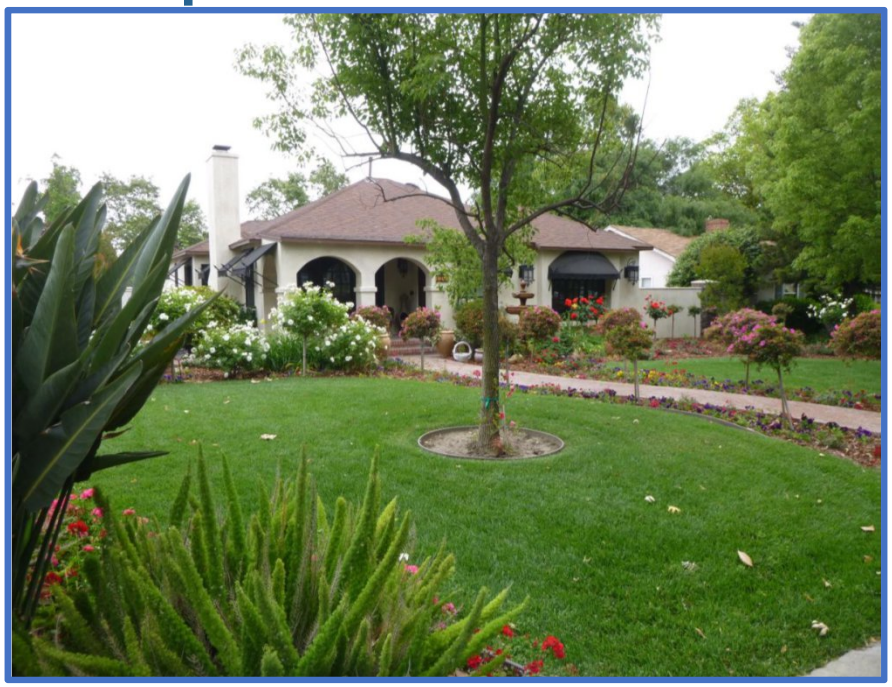
Community Improvement Property Recognition Program Awards

Presented By: Scott Murphy, Executive Director

August 16, 2022

Outstanding Property Award
Owner-Occupied





1342 North Euclid Avenue

Norman & Helen Goza

Outstanding Property Award
Rental Property





1119 South Euclid Avenue

Ted & Stella Triantos

Property Beautification Award
Owner Occupied





587 West Armsley Square

Miguel & Nanette Llamas

Property Beautification Award
Rental Property





1352 West Fifth Street

West Fifth Apartments LLC.

Make a Nomination

- Online Nomination Form
  - https://www.ontarioca.gov/CommunityImprovement
- Via Telephone
  - Community Improvement – (909) 395-2007

ONTARIO CITY COUNCIL/
ONTARIO HOUSING AUTHORITY
MINUTES
July 19, 2022

JOINT MEETINGS

The regular meetings of the Ontario City Council and Housing Authority were held on Tuesday, July 19, 2022 at Ontario City Hall, 303 E. B Street Ontario, California and a teleconferencing location at 119 E. Belmont Street, Ontario, California.

CALL TO ORDER

Mayor pro Tem Wapner called the joint meetings to order at 6:30 p.m.

ROLL CALL

PRESENT:	Mayor/Chairman	Paul S. Leon (Via Teleconference)
	Mayor pro Tem/Vice Chair:	Alan D. Wapner
	Council/Authority Members:	Jim W. Bowman, Debra Dorst-Porada 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.

PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was led by Mayor pro Tem Wapner.

INVOCATION

Pastor Pete Edwardson, Calvary Baptist Church.

PUBLIC COMMENTS

There were three emailed comments:

Lory Masonis, submitted questions regarding Item No. 18.
May Morales, in support of local agriculture.
Jesse Delgado, regarding code violations throughout the City of Ontario.

Mayor pro Tem Wapner called on the first speaker:

Stephanie, spoke on the importance of pedestrian safety.

Randy Bekendam, spoke in support of local agriculture.

Chris Robles, read a letter from his attorney Scott Rafferty noting issues the Plaintiff had with the districting process.

Armando Rodriguez, spoke on upcoming events hosted by the Hispanic Chamber of Commerce.

Luisano Quezada, representative for Congresswoman Norma Torres, spoke on homelessness issues, and his request for documents.

Spencer Resnik, not present when called upon.

AGENDA REVIEW/ANNOUNCEMENTS

City Manager Ochoa announced an update to Item No. 22 a Resolution for placement of special assessments on the San Bernardino County tax rolls noting payments from property owners reflect a reduced amount of $146,058.76.

CONSENT CALENDAR

MOTION: Moved by Council Member Dorst-Porada, seconded by Council Member Valencia and carried by unanimous roll call 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 June 21, 2022, approving the same as on file in the Records Management Department.

2. BILLS & PAYROLL

Bills from June 17, 2022 through June 30, 2022 in the amount of $20,491,488.04 and Payroll from June 5, 2022 through June 18, 2022 in the amount of $3,823,883.74, when audited by the Finance Department.

3. CONTRACT AWARD FOR EMERGENCY MASS NOTIFICATION SYSTEM

The City Council approved a contract for up to five years for a not-to-exceed amount of $300,000 ($60,000 annually) with Everbridge, Inc. to maintain and enhance the current Emergency Mass Notification System (AlertOntario).

4. A CONSTRUCTION CONTRACT AND AN AMENDMENT TO A PROFESSIONAL SERVICES AGREEMENT FOR THE 2022 STREET MAINTENANCE SLURRY SEAL, CAPE SEAL & CDBG PAVEMENT MANAGEMENT REHABILITATION PROJECT

The City Council:

A. Awarded a construction contract with Pavement Coatings Co. of Jurupa Valley, California, for the 2022 Street Maintenance Slurry Seal, Cape Seal & CDBG Pavement Rehabilitation Project (Project) in the amount of $2,004,074 and authorized the City Manager, or his designee, to execute said contract and all related documents, and file a notice of completion at the conclusion of all construction activities; and
B. Approved and authorized the City Manager, or his designee, to execute an amendment to the Professional Services Agreement with Group Delta Consultants, Inc. of Anaheim, California, to provide on-call geotechnical consulting and materials testing for the Project in the amount of $4,375,000 for a revised total authorized expenditure of $490,836.

5. AN AMENDMENT TO A PROFESSIONAL SERVICES AGREEMENT WITH KLEINFELDER, INC. FOR ON-CALL GEOTECHNICAL CONSULTING, MATERIALS TESTING AND COMPACTION TESTING SERVICES

The City Council approved and authorized the City Manager, or his designee, to execute Amendment No. 18 to the on-call Professional Services Agreement with Kleinfelder, Inc., of Ontario, California, to provide on-call geotechnical consulting, materials testing and compaction testing services for the 2022 Fall Pavement Rehabilitation Project in the amount of $50,000 for a revised not-to-exceed total of $1,642,115, and extend the term contract through December 31, 2023 for the completion of this construction project and other ongoing construction projects, unless earlier terminated to allow for existing contracts to finalize.

6. A PROFESSIONAL SERVICES AGREEMENT FOR THE MASTER PLAN OF DRAINAGE UPDATE PROJECT

The City Council approved a Professional Services Agreement with Michael Baker International, Inc., of Ontario, California to provide professional engineering services for the Master Plan of Drainage Update Project in the amount of $483,758; and authorized the City Manager, or his designee, to execute said Agreement and future amendments within the authorization limits.

7. AN AMENDMENT TO THE GOODS & SERVICES AGREEMENT FOR PARTS AND REPAIRS OF REFUSE TRUCK BODIES WITH AMREP MANUFACTURING COMPANY

The City Council authorized the City Manager or his designee to execute Amendment No. 2 to the Goods & Services Agreement with AMREP Manufacturing Company of Ontario, California, in the amount of $200,000, increasing the not-to-exceed amount to $1,650,000 for parts and repairs of refuse truck bodies.

8. A GOODS AND SERVICES AGREEMENT FOR PROCUREMENT OF ASPHALT MATERIALS

The City Council authorized the City Manager to execute an Amendment to the existing three-year Service Agreement with Granicus, LLC, of Saint Paul, Minnesota, for the purchase of new hardware and subscription for a total not-to-exceed $105,912.

9. AUTHORIZE THE PURCHASE OF FLEET VEHICLES

The City Council authorize the cooperative purchase and delivery of 10 Ford Police Utility Vehicles for the Police Department in the amount of $416,865 from National Auto Fleet Group of Watsonville, California, consistent with the terms and conditions of the Sourcewell Cooperative Contract No. 091521-NAF.

10. DECLARATION OF MANDATORY WATER RESTRICTIONS - STAGE 3

The City Council implemented Stage 3 of the City's Municipal Code Water Conservation Plan.

11. AN AMENDMENT TO ON-CALL DESIGN SERVICES AGREEMENT FOR SEWER IMPROVEMENTS FOR THE PIEMONTE OVERLAY AND SURROUNDING AREAS

The City Council approved and authorized the City Manager to execute Amendment No. 8 to the On-Call Design Services Agreement with Stantec Consulting Services, Inc., of Irvine, California, in the amount of $280,609.

12. AN AMENDMENT TO THE MAINTENANCE SERVICES AGREEMENT FOR MAINTENANCE AND REPAIRS OF THE COMPRESSED NATURAL GAS FUELING STATION WITH CLEAN ENERGY

The City Council approved and authorized the City Manager or his designee to execute Amendment No. 1 to the Maintenance Services Agreement with Clean Energy of Newport Beach, California, in the amount of $87,386, increasing the not-to-exceed amount to $175,000 and extending the term of the Agreement to June 30, 2023, for maintenance and repairs of the City's compressed natural gas (CNG) fueling station.

13. PROFESSIONAL SERVICES AGREEMENT FOR THE EVALUATION OF AN ADVANCED WASTEWATER PURIFICATION FACILITY

The City Council approved and authorized the City Manager or his designee to execute a Professional Services Agreement with Stetson Engineering Inc. of Covina, California, for the Evaluation of an Advanced Wastewater Purification Facility Alternative Supply Program for an amount not-to-exceed $186,148.

14. AN AMENDMENT TO THE GOODS & SERVICES AGREEMENT FOR TIRE REPAIR AND RETREADING WITH DANIELS TIRE SERVICE

The City Council authorized the City Manager or his designee to execute Amendment No. 4 to the Goods & Services Agreement with Daniels Tire Service of Santa Fe Springs, California, in the amount of $200,000, increasing the not-to-exceed amount to $600,000 and extending the term of the Agreement to June 30, 2023, for tire repair and retreading.

15. AN AMENDMENT TO THE GOODS & SERVICES AGREEMENT FOR THE PROCUREMENT OF NEW TIRES AND TIRE CASINGS WITH DANIELS TIRE SERVICE

The City Council authorized the City Manager or his designee to execute Amendment No. 3 to the Goods & Services Agreement with Daniels Tire Service of Santa Fe Springs, California, in the amount of $220,000, increasing the not-to-exceed amount to $740,000 and extending the term of the Agreement to June 30, 2023, for the procurement of new tires and tire casings.

16. AN AMENDMENT TO THE PROFESSIONAL SERVICES AGREEMENT WITH THE 20/20 NETWORK FOR COMMUNICATIONS CONSULTING

The City Council approved and authorized the City Manager or his designee to execute Amendment No. 1 to the Professional Services Agreement with The 20/20 Network of Upland, California, for three additional years at $60,000 per year, $180,000 total, and a new total not-to-exceed contract amount of $232,000.

17. PROFESSIONAL SERVICES AGREEMENT WITH RON IVIE, CONSULTANT, FOR BROADBAND STRATEGY, DEVELOPMENT, AND OPERATIONS SERVICES

The City Council authorized the City Manager or his designee to execute a Professional Services Agreement for up to five years with Ron Ivie, Consultant, of Boise, Idaho, for broadband strategy, development and operations support consulting services for a not-to-exceed amount of $900,000.

18. APPROVAL OF ALLOCATION AND SPENDING PLAN FOR THE BUREAU OF JUSTICE ASSISTANCE EDWARD BYRNE MEMORIAL JUSTICE ASSISTANCE GRANT PROGRAM FOR FISCAL YEAR 2021

The City Council approved and authorized the City Manager to execute all documents necessary to participate in the Bureau of Justice Assistance (BJA) Edward Byrne Memorial Justice Assistance Grant (JAG) Program; and approve the proposed $47,878 grant spending plan.

19. PURCHASE OF WATER METERS AND REPAIR PARTS

The City Council approved and authorized the sole source purchase of new water meters and repair parts for a total not-to-exceed amount of $2,700,000 from HydroPro Solutions of Ontario, California.

20. A RESOLUTION APPROVING FOUR SEPARATE GROUND LEASES BETWEEN THE CITY OF ONTARIO AND OTC LOT A OWNER, LLC, THE CITY OF ONTARIO AND OTC LOT B OWNER, LLC, THE CITY OF ONTARIO AND OTC LOT C OWNER, LLC, AND THE CITY OF ONTARIO AND OTC LOT D OWNER, LLC

The City Council ("City") considered and:

A. Adopted a Resolution approving four separate Ground Leases (each a "Ground Lease" and collectively, the "Ground Leases") between the City of Ontario and OTC Lot A Owner, LLC, the City of Ontario and OTC Lot B Owner, LLC, the City of Ontario and OTC Lot C Owner, LLC, and the City of Ontario and OTC Lot D Owner, LLC (each a "Tenant") for City-owned property located at 4000 East Ontario Center Parkway and the southeast and southwest corners of Via Piemonte and Via Villagio (APNs: 0210-205-01, 0210-204-38, and 0210-204-39) (on file with the Records Management Department).
B. Authorized the City Manager or his designee to further negotiate and execute the Ground Leases and sign all documents necessary to implement the Ground Leases.

RESOLUTION NO. 2022-110 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, APPROVING FOUR SEPARATE GROUND LEASES, TO WIT: BETWEEN THE CITY OF ONTARIO AND OTC LOT A OWNER, LLC, BETWEEN THE CITY OF ONTARIO AND OTC LOT B OWNER, LLC, BETWEEN THE CITY OF ONTARIO AND OTC LOT C OWNER, LLC, AND BETWEEN THE CITY OF ONTARIO AND OTC LOT D OWNER, LLC WITH RESPECT TO APPROXIMATELY 10.49 ACRES OF LAND LOCATED AT 4000 EAST ONTARIO CENTER PARKWAY AND THE SOUTHEAST AND SOUTHWEST CORNERS OF VIA PIEMONTE AND VIA VILLAGIO (APNS: 0210-205-01, 0210-204-38, AND 0210-204-39).

21. PROFESSIONAL SERVICES AGREEMENTS WITH KENGRAPHICS, ECLIPSE PRINTING AND GRAPHICS, LLC DBA JAMES LITHO, AND ULTIMATE PRINT SOURCE FOR PRINT SERVICES

The City Council awarded, approved, and authorized the City Manager, or his designee to execute three (3) separate Professional Services Agreements with Kengraphics of Upland, California; Eclipse Printing and Graphics, LLC dba James Litho of Ontario, California; and Ultimate Print Source of Ontario, California to provide Print Services for up to five years for a total not-to-exceed amount of $500,000 for all three vendors.

22. 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. 2022-111 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.

23. ADOPTION OF AN ORDINANCE AMENDING CHAPTER 3 OF TITLE 6 OF THE ONTARIO MUNICIPAL CODE RELATING TO NON-WASTE REPORTING REQUIREMENTS

The City Council considered and adopted an Ordinance amending Chapter 3 of Title 6 of the Ontario Municipal Code related to Non-Waste Reporting Requirements and finding the action exempt from CEQA. Introduction and First reading took place at a regular City Council meeting on July 5, 2022.

ORDINANCE NO. 3216 AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, AMENDING CHAPTER 3 (INTEGRATED SOLID WASTE MANAGEMENT) OF TITLE 6 (SANITATION AND HEALTH) OF THE ONTARIO MUNICIPAL CODE RELATING TO NON-WASTE REPORTING REQUIREMENTS.

24. APPROVAL OF PROFESSIONAL SERVICES AGREEMENT WITH SECURITAS SECURITY SERVICES USA, INC REFERENCE UNARMED SECURITY SERVICES AT CITY LOCATIONS

The City Council authorized the City Manager to execute a Professional Services Agreement with Securitas Security Services USA, Inc ("Securitas") for unarmed Security Services at various City locations for up to 5 years, for an amount not to exceed $5,418,006 which includes an optional two-year extension.

PUBLIC HEARINGS

25. A PUBLIC HEARING TO CONSIDER ORDINANCES APPROVING DEVELOPMENT AGREEMENTS (FILE NOS. PDA22-003-A, B, C, AND D) BETWEEN THE CITY OF ONTARIO AND OTC LOT OWNER, LLC, TO ESTABLISH THE TERMS AND CONDITIONS ASSOCIATED WITH A DEVELOPMENT PLAN (FILE NO. PDEV22-014)

The City Council introduced and waived further reading of Ordinances approving Development Agreements (File Nos. PDA22-003-A, B, C, and D) to establish the terms and conditions associated with a Development Plan (File No. PDEV22-014) to construct up to 694 residential units and 71,500 square feet of commercial/office/retail uses on 10.49 acres of land located at 4000 East Ontario Center Parkway and the southeast and southwest corners of Via Piemonte and Via Villagio, within the Mixed-Use land use district (Subareas 8, 11, 16, and 17) of the Piemonte Overlay of the Ontario Center Specific Plan.

Notice of public hearing was duly given and affidavits of compliance are on file in the Records Management Department. There was one written communication from Lory Masonis in opposition.

Mayor pro Tem Wapner opened the public hearing. Hearing no speakers, he closed the public hearing.

ORDINANCE NO. 3217 (FIRST READING) AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, APPROVING FILE NO. PDA22-003-A, A DEVELOPMENT AGREEMENT BETWEEN THE CITY OF ONTARIO AND OTC LOT A OWNER LLC, TO ESTABLISH THE TERMS AND CONDITIONS FOR A DEVELOPMENT PLAN (FILE NO. PDEV22-014) TO CONSTRUCT 384 RESIDENTIAL UNITS AND UP TO 25,256 SQUARE FEET OF COMMERCIAL/OFFICE/RETAIL USES, ON APPROXIMATELY 4.83 ACRES OF LAND LOCATED AT THE SOUTHWEST CORNER OF ONTARIO CENTER PARKWAY AND CONCOURS STREET, WITHIN MIXED-USE SUBAREA 16 OF THE PIEMONTE OVERLAY OF THE ONTARIO CENTER SPECIFIC PLAN, AND MAKING FINDINGS IN SUPPORT THEREOF—APN: NORTHEAST PORTION OF 0210-205-01.

ORDINANCE NO. 3218 (FIRST READING) AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, APPROVING FILE NO. PDA22-003-B, A DEVELOPMENT AGREEMENT BETWEEN THE CITY OF ONTARIO AND OTC LOT B OWNER LLC, TO ESTABLISH THE TERMS AND CONDITIONS FOR A DEVELOPMENT PLAN (FILE NO. PDEV22-014) TO CONSTRUCT 112 RESIDENTIAL UNITS AND UP TO 20,802 SQUARE FEET OF COMMERCIAL/OFFICE/RETAIL USES, ON APPROXIMATELY 1.69 ACRES OF LAND LOCATED AT THE SOUTHWEST CORNER OF ONTARIO CENTER PARKWAY AND FERRARI LANE, WITHIN MIXED-USE SUBAREA 17 OF THE PIEMONTE OVERLAY OF THE ONTARIO CENTER SPECIFIC PLAN, AND MAKING FINDINGS IN SUPPORT THEREOF—APN: SOUTHEAST PORTION OF 0210-205-01.

ORDINANCE NO. 3219 (FIRST READING) AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, APPROVING FILE NO. PDA22-003-C, A DEVELOPMENT AGREEMENT BETWEEN THE CITY OF ONTARIO AND OTC LOT C OWNER LLC, TO ESTABLISH THE TERMS AND CONDITIONS FOR A DEVELOPMENT PLAN (FILE NO. PDEV22-014) TO

CONSTRUCT 94 RESIDENTIAL UNITS AND UP TO 11,047 SQUARE FEET OF COMMERCIAL/OFFICE RETAIL USES, ON APPROXIMATELY 1.93 ACRES OF LAND FOR LOCATED AT THE SOUTHWEST CORNER OF ONTARIO VIA PIEMONTE AND VIA VILLAGIO, WITHIN MIXED-USE SUBAREA 8 OF THE PIEMONTE OVERLAY OF THE ONTARIO CENTER SPECIFIC PLAN, AND MAKING FINDINGS IN SUPPORT THEREOF—APN: 0210-204-39.

ORDINANCE NO 3220 (FIRST READING) AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, FILE NO. PDA22-003-D, A DEVELOPMENT AGREEMENT BETWEEN THE CITY OF ONTARIO AND OTC LOT D OWNER, LLC, TO ESTABLISH THE TERMS AND CONDITIONS FOR A DEVELOPMENT PLAN (FILE NO. PDEV22-014) TO CONSTRUCT 104 RESIDENTIAL UNITS AND UP TO 14,095 SQUARE FEET OF COMMERCIAL/OFFICE/RETAIL USES, ON APPROXIMATELY 2.04 ACRES OF LAND LOCATED AT THE SOUTHEAST CORNER OF ONTARIO VIA PIEMONTE AND VIA VILLAGIO WITHIN THE MIXED-USE SUBAREA 11 OF THE PIEMONTE OVERLAY OF THE ONTARIO CENTER SPECIFIC PLAN, AND MAKING FINDINGS IN SUPPORT THEREOF—APN: 0210-204-38.

MOTION: Moved by Council Member Dorst-Porada, seconded by Council Member Bowman and carried by unanimous roll call vote 5-0, introduce Ordinances Nos. 3217, 3218, 3219, 3220.

26. ANNUAL LEVY OF ASSESSMENTS WITHIN STREET LIGHTING MAINTENANCE DISTRICT NOS. 1 AND 2 FOR FISCAL YEAR 2022-23.

The City Council conducted a combined public hearing for the districts and take the following actions pertaining to the levy of assessments within Street Lighting Maintenance Districts (SLMD) Nos. 1 and 2 and:

A. Adopt a Resolution approving the Engineer's Reports relating to the levy of assessments for each district;
B. Adopt a Resolution confirming the diagram and assessment and providing for the assessment levy within Street Lighting Maintenance District 1; and
C. Adopt a Resolution confirming the diagram and assessment and providing for the assessment levy within Street Lighting Maintenance District 2.

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 pro Tem Wapner opened the public hearing. Hearing no speakers, he closed the public hearing.

RESOLUTION NO. 2022-112 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, APPROVING THE ENGINEER'S REPORTS FOR THE ANNUAL LEVY OF ASSESSMENTS WITHIN STREET LIGHTING MAINTENANCE DISTRICTS NO. 1 AND 2 FOR FISCAL YEAR 2022-23.

RESOLUTION NO. 2022-113 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, CONFIRMING THE DIAGRAM AND ASSESSMENT AND PROVIDING FOR THE ANNUAL ASSESSMENT LEVY WITHIN STREET LIGHTING MAINTENANCE DISTRICT NO. 1 FOR FISCAL YEAR 2022-23.

RESOLUTION NO. 2022-114 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, CONFIRMING THE DIAGRAM AND ASSESSMENT AND PROVIDING FOR THE ANNUAL ASSESSMENT LEVY WITHIN STREET LIGHTING MAINTENANCE DISTRICT NO. 2 FOR FISCAL YEAR 2022-23.

MOTION: Moved by Council Member Bowman, seconded by Council Member Dorst-Porada and carried by unanimous vote 5-0, to adopt Resolution Nos. 2022-112, 2022-113 and 2022-114.

27. ANNUAL LEVY OF ASSESSMENTS WITHIN ONTARIO PARKWAY MAINTENANCE ASSESSMENT DISTRICT NOS. 1, 2, 3 AND 4 FOR FISCAL YEAR 2022-23

The City Council conducted a combined public hearing for the districts and take the following actions pertaining to the levy of assessments within Ontario Parkway Maintenance Assessment Districts (OPMAD) Nos. 1, 2, 3 and 4 and:

A. Adopt a Resolution approving the Engineer's Reports relating to the levy of assessments for each district;
B. Adopt a Resolution confirming the diagrams and assessments and providing for the assessment levy within Ontario Parkway Maintenance Assessment Districts Nos. 1, 2, & 3; and
C. Adopt a Resolution confirming the diagram and assessment and providing for the assessment levy within Ontario Parkway Maintenance Assessment District No. 4.

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 pro Tem Wapner opened the public hearing. Hearing no speakers, he closed the public hearing.

RESOLUTION 2022-115 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, APPROVING THE ENGINEER'S REPORTS FOR THE ANNUAL LEVY OF ASSESSMENTS WITHIN ONTARIO PARKWAY MAINTENANCE ASSESSMENT DISTRICTS NO. 1, 2, 3 AND 4 FOR FISCAL YEAR 2022-23.

RESOLUTION 2022-116 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, CONFIRMING THE DIAGRAMS AND ASSESSMENTS, AND PROVIDING FOR THE ANNUAL ASSESSMENT LEVY WITHIN ONTARIO PARKWAY MAINTENANCE ASSESSMENT DISTRICTS NO. 1, 2 AND 3 FOR FISCAL YEAR 2022-23.

RESOLUTION NO. 2022-117 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, CONFIRMING THE DIAGRAM AND ASSESSMENT AND PROVIDING FOR THE ANNUAL ASSESSMENT LEVY WITHIN ONTARIO PARKWAY MAINTENANCE ASSESSMENT DISTRICT NO. 4 FOR FISCAL YEAR 2022-23.

MOTION: Moved by Council Member Bowman, seconded by Council Member Valencia and carried by unanimous roll call vote 5-0, to adopt Resolution Nos. 2022-115, 2022-116 and 2022-117.

28. A PUBLIC HEARING TO REVIEW INITIAL DRAFT DISTRICTING MAPS FOR THE DISTRICT-BASED ELECTIONS UNDER THE CALIFORNIA VOTING RIGHTS ACT AND INTRODUCE AN ORDINANCE TO ADOPT A MAP

The City Council held a Public Hearing to review, consider, and provide direction regarding initial draft maps.

Notice of public hearing was duly given and affidavits of compliance are on file in the Records Management Department. There was one written communication from Raymond Smith in support of map #10.

Mayor pro Tem Wapner opened the public hearing.

City Attorney Duran spoke on the City's demonstration of good faith effort in the districting process. These efforts extended to Plaintiff Chris Robles by providing additional time during the public comment. He spoke on the City's efforts to prioritize open and honest communications with the public and that the City's compliance has surpassed the legally required number of Public Hearings; hosting nine community workshops in English and Spanish throughout the City. City Attorney Duran encouraged the City Council to listen to the public comments and consider the 16 maps before them.

Assistant City Attorney Guiboa provided background on the item, presented the 16 maps for review, and indicated that City Council should take input from the public.

Joanna Silva, spoke in support of Map #10 and opposed maps #11 through #16.

Mayor pro Tem Wapner recessed the meeting at 7:14 p.m. and reconvened at 7:17 p.m.

Chris Robles, spoke regarding his costs of bringing litigation against the City and his communities of interest.

Tony Morino, canvassed five residents and spoke on their communities of interest.

Mo Garnder, canvassed six residents and spoke on their communities of interest.

Arsal Asif, canvassed five residents and spoke on their communities of interest.

Karen May, canvassed two residents and spoke on their communities of interest.

Andrea Galvan, asked City Council to consider all the communities of interest presented and encouraged more community engagement.

Ana Gonzalez, spoke in support of map #10.

Maria Galvan, spoke in support of map #10.

Mayor pro Tem Wapner closed the Public Hearing and opened the item for Council discussion.

City Manager Ochoa expressed his appreciation for the volunteers that went into the community to gather information. He added that smaller communities of interest could be part of larger districts and spoke on the five Public Hearings held in the districting process where members of the public have had the opportunity to speak on the matter.

Council Member Dorst-Porada noted the importance of Creekside, Eden Glen, Archibald Ranch, and the Ranch area remaining together as much as possible. She expressed concern over the historic districts being separated and noted concerns over the north-side residents between Grove Avenue, Vinyard Avenue, and Baker Avenue above 5th Street feeling left out. After much consideration she was looking more closely at maps 3, 4, 6, 10, and 11.

Council Member Bowman expressed his gratitude for the public input contributed during the Public Hearings, and noted he was looking more closely at maps 4,6,10, and 11, as they best represent majority-minority populations.

Council Member Valencia expressed gratitude towards the community input and noted that natural boundaries such as freeways, main streets and historic properties, contribute to the physical configuration of the final map and he that he was looking more closely at maps 1, 4, 6, 7, and 8.

Mayor Leon noted he was looking more closely at maps 4, 7, 10, and 13, with map #10 being his first choice. He further noted the historical changes that have occurred over the years.

Mayor pro Tem Wapner expressed his gratitude for the volunteers who canvassed the community. He noted he is looking more closely at maps 1, 4, and 10. He spoke on his support on additional community engagement opportunities. He noted his preference for map 4, but did not like the idea of carving the Creekside community out. He encouraged moving three maps forward.

City Manager Ochoa noted the three maps with the greatest votes are 4, 6, and 10 and confirmed that Council liked map 4 with the addition of Creekside.

Mayor pro Tem Wapner received consensus on moving maps 4, 6, and 10 and inquired if formal action is necessary.

City Attorney Duran noted City Council conducted the Public Hearing, reached a consensus on maps 4, 6, and 10, and confirmed Council's request for additional community engagement meetings. No additional action was required as this time.

Mayor pro Tem Wapner requested a calendar of future community engagement meetings and Public Hearing dates from Staff. There was no further Council discussion.

29. A PUBLIC HEARING TO CONSIDER THE PROPOSED CHANGES TO THE RATE AND METHOD OF APPORTIONMENT OF THE EXISTING SPECIAL TAX FOR COMMUNITY FACILITIES DISTRICT NO. 35 (COUNTRYSIDE PHASE 2 SOUTH-FACILITIES), AND A PUBLIC HEARING TO CONSIDER THE AMENDMENT OF RESOLUTION NO. 2017-124 TO INCREASE THE MAXIMUM AGGREGATE AMOUNT OF BONDED INDEBTEDNESS THAT COMMUNITY FACILITIES DISTRICT NO. 35 (COUNTRYSIDE PHASE 2 SOUTH-FACILITIES) IS AUTHORIZED TO INCUR

The City Council considered and:

A. Adopted a Resolution calling a special election for proposed changes to the Rate and Method of Apportionment (the "RMA") of the existing Special Tax of City of Ontario Community Facilities District No. 35 (Countryside Phase 2 South-Facilities),
B. Adopted a Resolution declaring results of the special election, determining that changes to the Rate and Method of Apportionment of the existing Special Tax of City of Ontario Community Facilities District No. 35 (Countryside Phase 2 South-Facilities) are lawfully authorized and directing recording of an amendment to Notice of Special Tax Lien,
C. Introduced and waived further reading of an Ordinance amending and restating Ordinance No. 3082 levying special taxes within City of Ontario Community Facilities District No. 35 (Countryside Phase 2 South-Facilities).
D. Adopted a Resolution deeming it necessary to amend Resolution No. 2017-124 in order to increase the maximum aggregate amount of bonded indebtedness that Community Facilities District No. 35 (Countryside Phase 2 South-Facilities) is authorized to incur;

E. Adopted a Resolution calling a special election for Community Facilities District No. 35 (Countryside Phase 2 South-Facilities); and
F. Adopted a Resolution declaring the results of the special election.

Mayor pro Tem Wapner moved on to the second part of this action. City Clerk Mautz announced 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 pro Tem Wapner opened the public hearing. Hearing no speakers, he closed the public hearing.

RESOLUTION NO. 2022-118 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, CALLING A SPECIAL ELECTION FOR PROPOSED CHANGES TO THE RATE AND METHOD OF APPORTIONMENT OF THE EXISTING SPECIAL TAX OF CITY OF ONTARIO COMMUNITY FACILITIES DISTRICT NO. 35 (COUNTRYSIDE PHASE 2 SOUTH-FACILITIES).

MOTION: Moved by Council Member Bowman, seconded by Council Member Dorst-Porada and carried by unanimous roll call vote 5-0, to adopt Resolution No. 2022-118.

RESOLUTION NO. 2022-119 A RESOLUTION OF CHANGE OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, DECLARING RESULTS OF SPECIAL ELECTION, DETERMINING THAT CHANGES TO THE RATE AND METHOD OF APPORTIONMENT OF THE EXISTING SPECIAL TAX OF CITY OF ONTARIO COMMUNITY FACILITIES DISTRICT NO. 35 (COUNTRYSIDE PHASE 2 SOUTH-FACILITIES) ARE LAWFULLY AUTHORIZED AND DIRECTING RECORDING OF AN AMENDMENT TO NOTICE OF SPECIAL TAX LIEN.

City Clerk Mautz opened the ballot in connection with the proceedings and declared it was in favor to the prosed rates and method.

MOTION: Moved by Council Member Bowman, seconded by Council Member Dorst-Porada and carried by unanimous roll call vote 5-0, to adopt Resolution No. 2022-119.

ORDINANCE NO. 3221 (FIRST READING) AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, AMENDING AND RESTATING ORDINANCE NO. 3082 LEVYING SPECIAL TAXES WITHIN THE CITY OF ONTARIO COMMUNITY FACILITIES DISTRICT NO. 35 (COUNTRYSIDE PHASE 2 SOUTH-FACILITIES).

MOTION: Moved by Council Member Dorst-Porada, seconded by Council Member Bowman and carried by unanimous roll call vote 5-0, to introduce Ordinance No. 3221.

RESOLUTION NO. 2022-120 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, DEEMING IT NECESSARY TO AMEND RESOLUTION NO. 2017-124 IN ORDER TO INCREASE THE MAXIMUM AGGREGATE AMOUNT OF BONDED INDEBTEDNESS THAT CITY OF ONTARIO COMMUNITY FACILITIES DISTRICT NO. 35 (COUNTRYSIDE PHASE 2 SOUTH-FACILITIES) IS AUTHORIZED TO INCUR.

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 pro Tem Wapner opened the public hearing. Hearing no speakers, he closed the public hearing.

MOTION: Moved by Council Member Bowman, seconded by Council Member Dorst-Porada and carried by unanimous roll call vote 5-0, to adopt Resolution No. 2022-120.

RESOLUTION NO. 2022-121 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, CALLING SPECIAL ELECTION FOR CITY OF ONTARIO COMMUNITY FACILITIES DISTRICT NO. 35 (COUNTRYSIDE PHASE 2 SOUTH-FACILITIES).

MOTION: Moved by Mayor pro Tem Wapner, seconded by Council Member Dorst-Porada and carried by unanimous roll call vote 5-0, to adopt Resolution No. 2022-121.

RESOLUTION NO. 2022-122 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, DECLARING RESULTS OF SPECIAL ELECTION OF COMMUNITY FACILITIES DISTRICT NO. 35 (COUNTRYSIDE PHASE 2 SOUTH-FACILITIES).

City Clerk Mautz opened the ballot in connection with the proceedings and declared it was in favor to the prosed rates and method.

MOTION: Moved by Council Member Bowman, seconded by Council Member Valencia and carried by unanimous roll call vote 5-0, to adopt Resolution No. 2022-122.

30. A PUBLIC HEARING TO CONSIDER A DEVELOPMENT CODE AMENDMENT (FILE NO. PDCA22-004) PROPOSING CERTAIN CLARIFICATIONS AND REVISIONS TO THE CITY OF ONTARIO DEVELOPMENT CODE PERTAINING TO CHINO AIRPORT

The City Council introduced and waived further reading of the Ordinance approving File No. PDCA22-004, a Development Code Amendment proposing certain clarifications and revisions to the City of Ontario Development Code, establishing the Chino Airport Overlay zoning district and Reference L, Chino Airport Land Use Compatibility Plan.

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 pro Tem Wapner opened the public hearing. Hearing no speakers, he closed the public hearing.

ORDINANCE NO. 3222 (FIRST READING) AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, APPROVING FILE NO. PDCA22-004, A DEVELOPMENT CODE AMENDMENT FOR CERTAIN REVISIONS TO THE CITY OF ONTARIO DEVELOPMENT CODE, ESTABLISHING THE CHINO AIRPORT OVERLAY ZONING DISTRICT AND REFERENCE L, CHINO AIRPORT LAND USE COMPATIBILITY PLAN, AND MAKING FINDINGS IN SUPPORT THEREOF.

MOTION: Moved by Council Member Dorst-Porada, seconded by Council Member Bowman and carried by unanimous roll call vote 5-0, to introduce Ordinance No. 3222.

STAFF MATTERS

City Manager Ochoa made no comments.

COUNCIL MATTERS

Council Member Valencia made no comments.

Council Member Bowman made no comments.

Council Member Dorst-Porada announced upcoming events at Ontario Museum of History & Art and the Ovitt Family Community Library.

Mayor Leon made no comments.

Mayor pro Tem Wapner made no comments.

ADJOURNMENT

Mayor pro Tem Wapner adjourned the meetings of the Joint Agencies at 8:23 p.m. and announced the next regular meeting to be held on Tuesday, August 2, 2022.

Respectfully submitted,

_____
SHEILA MAUTZ, CITY CLERK/SECRETARY

APPROVED:

_____
ALAN D. WAPNER, MAYOR PRO TEM/VICE CHAIRMAN

CITY OF ONTARIO *Agenda Report* **August 16, 2022**	**SECTION:** **CONSENT CALENDAR**
Department: Economic Development Prepared By: Karla Tavera Staff Member Presenting: Jennifer McLain Hiramoto, Economic Development Director Approved By:	Submitted To: Council/OHA Approved: _____ Continued To: _____ Denied: _____ Item No: 3

SUBJECT: **A LEASE AGREEMENT BETWEEN CALIFORNIA STATE UNIVERSITY SAN BERNARDINO, INLAND EMPIRE CENTER FOR ENTREPRENEURSHIP AND SMALL BUSINESS DEVELOPMENT CENTER AND THE CITY OF ONTARIO**

RECOMMENDATION: That the City Council approve a lease agreement (on file in the Records Management Department) between California State University San Bernardino, Inland Empire Center for Entrepreneurship and Small Business Development Center, and the City of Ontario for the use of the City-owned property located at 603 North Euclid Avenue for a one-year term with the option to extend for up to two additional one-year terms.

THE FOLLOWING COUNCIL GOALS ARE BEING ACHIEVED:
Invest in the Growth and Evolution of the City's Economy
Operate in a Businesslike Manner

FISCAL IMPACT: There is no direct fiscal impact associated with this action. The lease rate for the property is proposed at $1.00 per month, and in return, the City will gain the monetized value of the business assistance services provided to the community by the Small Business Development Center.

BACKGROUND & ANALYSIS: In 2012, California State University San Bernardino (CSUSB), in partnership with the Inland Empire Center for Entrepreneurship (IECE), was awarded a grant to operate a Small Business Development Center (SBDC) in the Inland Empire. Downtown Ontario was identified as a prime location for a new SBDC to provide business assistance services. On April 3, 2012 the City Council approved the original lease agreement. The lease was then renewed on October 20, 2015 and July 3, 2018 with CSUSB and IECE, to operate an SBDC office in the City-owned property located at 603 North Euclid Avenue.

SBDC provides services through professional business advisors such as: development of business plans; manufacturing assistance; financial packaging and lending assistance; exporting and importing support; disaster recovery assistance; procurement and contracting aid; and market research services. Small business owners also have access to professional development courses and workshops that assist them in becoming more efficient and productive entrepreneurs. These

services are provided at little or no cost to businesses.

The services provided by the SBDC have resulted in significant positive impact for the local business community. The SBDC is a catalyst for daytime activity and is a valuable component of the small business growth efforts underway in Downtown Ontario. Staff recommends that the City Council approve the lease agreement with the SBDC to use the City-owned property located at 603 North Euclid Avenue for a one-year term, with the option to extend for up to two additional one-year terms.

CITY OF ONTARIO *Agenda Report* **August 16, 2022**	**SECTION:** **CONSENT CALENDAR**
Department: Fire Department Prepared By: Sagar Patel Staff Member Presenting: Ray Gayk, Fire Chief Reviewed By: Jordan T Villwock Approved By:	Submitted To: Council/OHA Approved: _____ Continued To: _____ Denied: _____ Item No: 4

SUBJECT: ACCEPT FEMA GRANT FUNDS AND AWARD CONTRACT TO UPDATE THE LOCAL HAZARD MITIGATION PLAN AND THE EMERGENCY OPERATIONS PLAN

RECOMMENDATION: That the City Council take the following actions:

A. Accept FEMA grant funds in the award amount of $125,000 to be used specifically for consultant support on writing the emergency plans.
B. Authorize the City Manager or his designee to execute a contract with Atlas Planning Solutions through June 30, 2024, for a total not-to-exceed amount of $150,000 to update the City's Local Hazard Mitigation Plan and the Emergency Operations Plan.

THE FOLLOWING COUNCIL GOALS ARE BEING ACHIEVED:
Maintain the Current High Level of Public Safety

FISCAL IMPACT: On May 18, 2022, the City was awarded $125,000 through the Hazard Mitigation Grant Program. These funds will be allocated at the next quarterly budget update. These grants funds will partially offset consulting service to update both the Local Hazard Mitigation Plan and the Emergency Operations Plan. The remaining $25,000 has been appropriated in Fire Mutual Aid Fund for Fiscal Year 2022-23. The contract includes a not-to-exceed amount of $150,000 through June 30, 2024.

BACKGROUND & ANALYSIS: The Local Hazard Mitigation Plan (LHMP) is required by the Federal Disaster Mitigation Act of 2000 (DMA 2000) and requires a community to have an approved hazard mitigation plan to identify policies and to take actions that can be implemented over the long term to reduce risk and future losses when an emergency or disaster occurs. Additionally, this Plan also makes the City eligible to apply for and receive FEMA hazard mitigation funds. With the current Plan set to expire in December 2023, City Staff applied for the Hazard Mitigation Grant Program in June 2021, for the maximum allowable amount of $125,000 to support updating the existing plan before said expiration. On May 18, 2022, Staff received award notification from FEMA that the grant application was approved at the requested maximum amount of $125,000. This grant has a two-year performance period with the project ending on May 18, 2024, and a 75% Federal Share

($93,750) and 25% Local Share ($31,250). The 25% Local Share will be offset by Staff salary supporting this project during the performance period. It is Staff's recommendation that the City Council accept this grant award.

Parallel to the Local Hazard Mitigation Plan update, the City's Emergency Operations Plan (EOP) was last revised in 2017, and also determined to be in need of significant updates. This is largely in part due to a reorganization within the City, a change to staffing in the recent years, and also various pieces of passed legislation at the State and Federal level requiring our EOP to include topics such as climate change and approach to vulnerable populations throughout the community.

Therefore, in June 2022, the City solicited proposals through the City's bid management system and received four viable proposal to update the Local Hazard Mitigation Plan, and optionally the Emergency Operations Plan. Atlas Planning Solutions (APS) was recommended by a review committee of City Staff. APS has demonstrated a strong background in Hazard Mitigation Plans writing, having updated many jurisdictions here within the southern California region in comparison to other proposals submitted. In recognition of the timeline to update both LHMP and EOP, Staff recommends using the awarded grant funds in conjunction with already appropriated Fiscal Year 2022-23 funds to award a contract to Atlas Planning Solutions for consulting services to update these plans with a total not-to-exceed amount of $150,000 through June 30, 2024.

CITY OF ONTARIO *Agenda Report* **August 16, 2022**	**SECTION:** **CONSENT CALENDAR**
Department: Fire Department Prepared By: Janny Phan Staff Member Presenting: Ray Gayk, Fire Chief Reviewed By: Jordan T Villwock Approved By:	Submitted To: Council/OHA Approved: _____ Continued To: _____ Denied: _____ Item No: 5

SUBJECT: AN AGREEMENT FOR PUBLIC SAFETY SUPPORT SERVICES, COUNSELING AND CRITICAL INCIDENT STRESS MANAGEMENT SERVICES

RECOMMENDATION: That the City Council authorize the City Manager to execute up to a five-year Professional Services Agreement with The Counseling Team International, of San Bernardino, California, for public safety personnel support services, counseling, pre-employment psychological testing, and critical incident stress management. The total compensation shall not exceed $100,000 annually and the total not-to-exceed is $500,000 for the five-year Agreement.

THE FOLLOWING COUNCIL GOALS ARE BEING ACHIEVED:
Maintain the Current High Level of Public Safety

FISCAL IMPACT: The Fiscal Year 2022-23 Proposed Budget includes appropriations in the General Fund and General Liability for public safety support services, counseling, and critical incident intervention services. Funding for these services is included in the operating budgets for the Fire Department, Police Department, and Human Resources/Risk Management agencies. The total compensation shall not exceed $100,000 annually and the total not-to-exceed is $500,000 for the five-year Agreement. If additional funding is needed for a crisis, additional appropriations will be requested at that time or requested at the next quarterly budget update.

BACKGROUND & ANALYSIS: In April 2022, the City solicited proposals through the City's bid management system from experienced firms capable of providing comprehensive employee support services such as Employee Assistance Program (EAP) services, counseling, critical incident management, hostage negotiations training, and in-service peer support training. This service is used by sworn and professional public safety employees, such as police officers, firefighters, and 911 dispatchers, who need counseling after critical incidents.

During the bid process, 72 vendors were notified about the opportunity and of that, eight vendors showed interest. Ultimately, The Counseling Team International was the only firm to submit a proposal. After reviewing the proposal, The Counseling Team International met all criteria outlined in the Request for Proposal. The Counseling Team International provides these services nationwide to over 50 organizations including cities, counties, school districts, and specializes in public safety.

The Counseling Team International has been under contract with the City and provided satisfactory services for the past thirty-two years, therefore, Staff is recommending the Professional Services Agreement be awarded to The Counseling Team International for public safety personnel support services, counseling, critical incident stress management, and psychological testing.

CITY OF ONTARIO *Agenda Report* **August 16, 2022**	**SECTION:** **CONSENT CALENDAR**
Department: Economic Development Prepared By: Karen Khukoyan Staff Member Presenting: Jennifer McLain Hiramoto, Economic Development Director Approved By:	Submitted To: Council/OHA Approved: _____ Continued To: _____ Denied: _____ Item No: 6

SUBJECT: **A RESOLUTION APPROVING A DISPOSITION AND DEVELOPMENT AGREEMENT BETWEEN THE CITY OF ONTARIO AND D STREET TOWNHOME APARTMENTS, LLC, A CALIFORNIA LIMITED LIABILITY CORPORATION IN ACCORDANCE WITH GOVERNMENT CODE SECTION 37350 ET. SEQ.**

RECOMMENDATION:

That the City Council ("City") consider and:

A. Adopt the attached Resolution approving the Disposition and Development Agreement ("Agreement") between the D Street Townhome Apartments, LLC, a California Limited Liability Corporation ("Developer") (on file with the Records Management Department).
B. Authorize the City Manager/Executive Director or his designee to sign all documents necessary to implement the Agreement.

THE FOLLOWING COUNCIL GOALS ARE BEING ACHIEVED:
Focus Resources in Ontario's Commercial and Residential Neighborhoods
Invest in the Growth and Evolution of the City's Economy
Operate in a Businesslike Manner

FISCAL IMPACT: The Developer will purchase approximately 0.74 acres of real property for $675,000 which will be deposited into a City Fund.

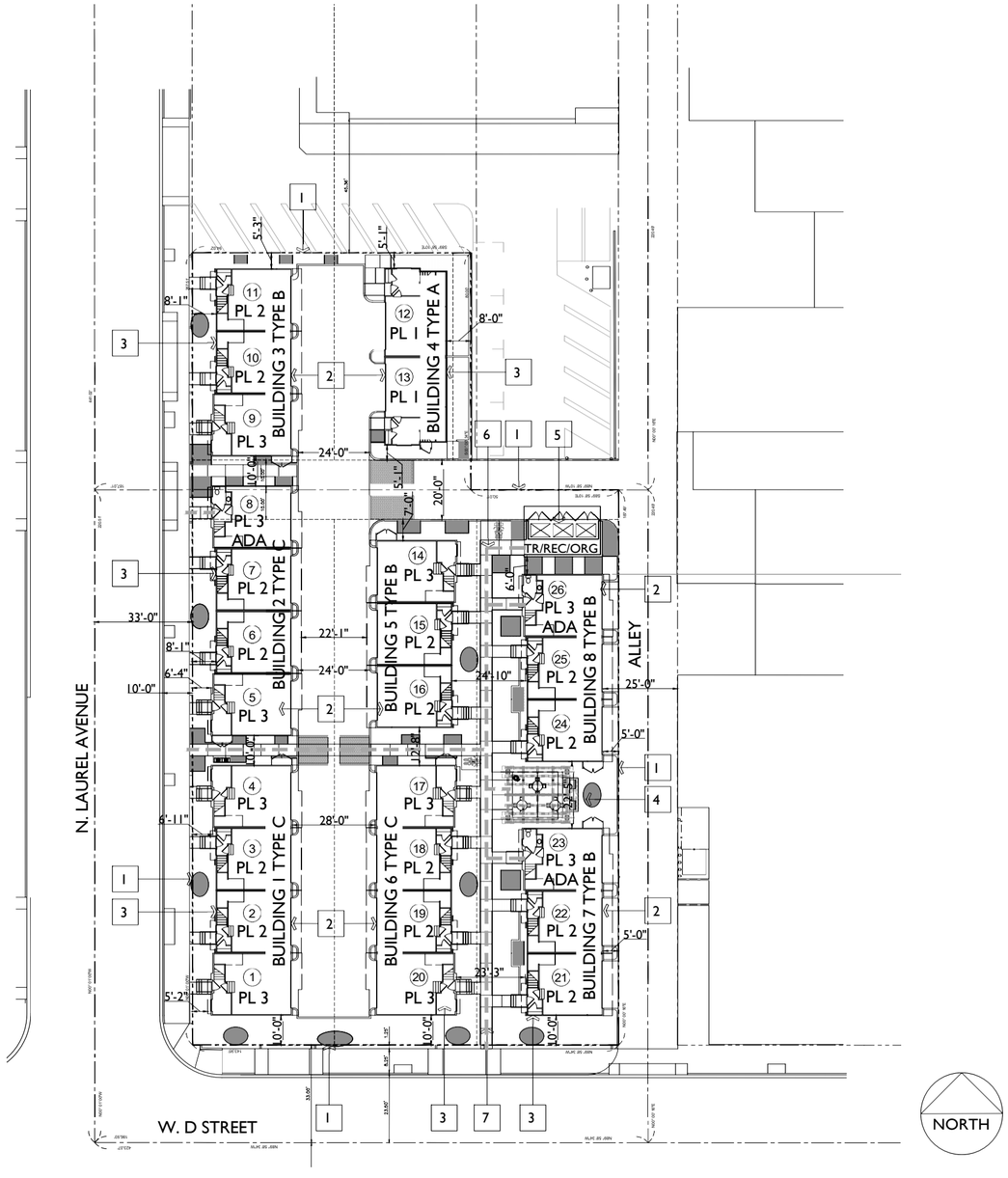
BACKGROUND & ANALYSIS: The D Street and Laurel Avenue development ("Development") is 0.737 acres (APNs 1048-354-12 and 1048-354-13), commonly known as 120 West D Street and 420 North Laurel Avenue, Ontario, CA 91762. It is bounded by Laurel Avenue on the west, E Street on the north, Euclid Avenue on the east, and D Street on the south. The Development offers an opportunity to continue Ontario's efforts to revitalize downtown Ontario with high-density residential units, which will in turn bring in more pedestrians and visitors to create a vibrant district.

The Development location is ideally located to provide high-density residential units next to local shopping, public transportation, and other amenities that will enhance the quality of life for the

future residents. The Development will result in the construction of 26 three-story townhomes, consistent with the City's Downtown Specific Plan and related development standards and design guidelines. Parking for the project will be on-site, with a two-car garage for each proposed townhome. Additional guest/visitor parking may be located in the nearby City public parking facility located at C Street and Lemon Avenue.

The developer is D Street Townhome Apartments, LLC, located in Los Angeles, California. They have developed, owned and managed residential, mixed-use and office/commercial projects at various locations throughout Southern California. The site plan has been prepared to be consistent with the development and design guidelines as contained in the Town Center Planned Unit Development. The proposed site plan and architectural elevations are attached as Exhibit "A."

The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to Section 15332 (Class 32, Infill Development Projects) of the CEQA Guidelines. On May 24, 2022, the Planning Commission found that the proposed project was consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.



PROJECT SUMMARY

ZONE:	MU-1/LUA-1
SITE AREA:	0.792 ACRES
TOTAL UNITS:	26 DU - 3 STORY ROW TOWNHOMES
DENSITY:	32.8 DU/AC
OCCUPANCY TYPE:	R-3, U-GARAGES

UNIT SUMMARY

2	PLAN 1	1,379 S.F.	2 BD/2.5 BA
14	PLAN 2	1,336 S.F.	2 BD/2.5 BA
10	PLAN 3	1,375 S.F.	2 BD/2.5 BA

26 TOTAL UNITS

PROVIDED PARKING:
52 GARAGE STALLS
0 OPEN STALLS
52 TOTAL STALLS
2.0 STALLS PER UNIT

BUILDING SUMMARY			
BLDG TYPE	BLDG QTY IN PROJECT	UNITS PER BLDG	TOTAL UNITS
A	1	2	2
B	4	3	12
C	3	4	12
TOTAL	8		26

UNIT SUMMARY				
UNIT TYPE	QUANTITY	TOTAL UNIT AREA	BED/BATH	# OF STORIES
1	2	1379	2BD/2.5BA	3
2	14	1336	2BD/2.5BA	3
3	10	1375	2BD/2.5BA	3
TOTAL	26			

SITE PLAN KEYNOTES:

1. PROPERTY LINE
2. 2 CAR GARAGE PER UNIT PLANS
3. 3-STORY TOWNHOME BLDG. (TYP.)
4. RECREATION AREA - SEE LANDSCAPE PLANS
5. TRASH ENCLOSURE
6. WALKWAY
7. ACCESSIBLE PATH OF TRAVEL

ONTARIO, CA

LAUREL AT D TOWNHOMES

SITE PLAN

TIPPING DEVELOPMENT
811 S. PRIMROSE AVE, UNIT P
MONROVIA, CA 91016
626-602-4375

APRIL 4, 2022

0 20 40 80

SUMMA ARCHITECTURE
5256 S. Mission Road, Suite 404
Bonsall, CA 92003
www.summarch.com
760.724-1198

SP



REAR ELEVATION

MATERIAL & COLOR APPLICATION - COLOR SCHEME 1 - BUILDING C				
MATERIAL	APPLICATION	COLOR	MANUFACTURER	PRODUCT
STUCCO 1	WALLS	INCREDIBLE WHITE SW 7028	SHERWIN WILLIAMS	PAINT
STUCCO 2	WALLS	ESSENTIAL GRAY SW 6002	SHERWIN WILLIAMS	PAINT
METAL ACCENT	RAILINGS	IRON ORE SW 7069	SHERWIN WILLIAMS	PAINT
DOOR/WINDOW /TRIM	GARAGE/UTILITY DOORS & DOOR/WINDOW TRIM	GRIZZLE GRAY SW 7068	SHERWIN WILLIAMS	PAINT
BRICK VENEER	WALLS	CARMEL MOUNTAIN	CORONADO STONE	WEATHERED BRICK

MATERIAL & COLOR APPLICATION - COLOR SCHEME 2 - BUILDING B				
MATERIAL	APPLICATION	COLOR	MANUFACTURER	PRODUCT
STUCCO 1	WALLS	ANGORA SW 6036	SHERWIN WILLIAMS	PAINT
STUCCO 2	WALLS	COCOA WHIP SW 9084	SHERWIN WILLIAMS	PAINT
METAL ACCENT	RAILINGS	IRON ORE SW 7069	SHERWIN WILLIAMS	PAINT
DOOR/WINDOW /TRIM	GARAGE/UTILITY DOORS & DOOR/WINDOW TRIM	GRIZZLE GRAY SW 7068	SHERWIN WILLIAMS	PAINT
BRICK VENEER	WALLS	BEAR CREEK	CORONADO STONE	SPECIAL USED BRICK



REAR ELEVATION



LEFT ELEVATION



RIGHT ELEVATION



LEFT ELEVATION



RIGHT ELEVATION



FRONT ELEVATION

BUILDING B (SCHEME 2 SHOWN)

MATERIAL SCHEDULE

1	ROOF - BUILT UP PARAPET
2	WALL - EXTERIOR 1620 STUCCO
3	WALL - BRICK VENEER
4	TRIM - STUCCO OVER FOAM TRIM
5	WINDOWS - VINYL W/ STUCCO O/FOAM TRIM
6	RAILING - DECORATIVE WROUGHT IRON
7	DECORATIVE AWNINGS
8	DECORATIVE LIGHT FIXTURE
9	STUCCO REGLET
10	METAL SECTIONAL GARAGE DOOR



FRONT ELEVATION

BUILDING A (SCHEME 1 SHOWN)

ONTARIO, CA

LAUREL AT D TOWNHOMES

BLDG TYPE A & B EXTERIOR ELEVATIONS

TIPPING DEVELOPMENT
811 S. PRIMROSE AVE, UNIT P
MONROVIA, CA 91016
626-602-4375

APR 4, 2022

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SUMMA ARCHITECTURE
5256 S. Mission Road, Suite 404
Bonsall, CA 92003
www.summarch.com
760.724-1198

A-4

MATERIAL & COLOR APPLICATION - COLOR SCHEME 1 - BUILDING C				
MATERIAL	APPLICATION	COLOR	MANUFACTURER	PRODUCT
STUCCO 1	WALLS	INCREDIBLE WHITE SW 7028	SHERWIN WILLIAMS	PAINT
STUCCO 2	WALLS	ESSENTIAL GRAY SW 6002	SHERWIN WILLIAMS	PAINT
METAL ACCENT	RAILINGS	IRON ORE SW 7069	SHERWIN WILLIAMS	PAINT
DOOR/WINDOW /TRIM	GARAGE/UTILITY DOORS & DOOR/WINDOW TRIM	GRIZZLE GRAY SW 7068	SHERWIN WILLIAMS	PAINT
BRICK VENEER	WALLS	CARMEL MOUNTAIN	CORONADO STONE	WEATHERED BRICK



REAR ELEVATION



LEFT ELEVATION



RIGHT ELEVATION



FRONT ELEVATION

MATERIAL SCHEDULE

1	ROOF - BUILT UP PARAPET
2	WALL - EXTERIOR 1620 STUCCO
3	WALL - BRICK VENEER
4	TRIM - STUCCO OVER FOAM TRIM
5	WINDOWS - VINYL W/ STUCCO O/FOAM TRIM
6	RAILING - DECORATIVE WROUGHT IRON
7	DECORATIVE AWNINGS
8	DECORATIVE LIGHT FIXTURE
9	STUCCO REGLET
10	METAL SECTIONAL GARAGE DOOR

BUILDING C (SCHEME 1 SHOWN)

ONTARIO, CA

LAUREL AT D TOWNHOMES

BLDG TYPE C EXTERIOR ELEVATIONS

TIPPING DEVELOPMENT
811 S. PRIMROSE AVE, UNIT P
MONROVIA, CA 91016
626-602-4375

APR 4, 2022

0 8 16 24

SUMMA ARCHITECTURE
5256 S. Mission Road, Suite 404
Bonsall, CA 92003
www.summarch.com
760.724-1198

A-5

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, APPROVING A DISPOSITION AND DEVELOPMENT AGREEMENT BETWEEN THE CITY OF ONTARIO AND D STREET TOWNHOME APARTMENTS, LLC WITH RESPECT TO APPROXIMATELY 0.737 ACRES OF LAND LOCATED AT 120 WEST D STREET AND 420 NORTH LAUREL AVENUE (APNS: 1048-354-12 AND 1048-354-13).

WHEREAS, the City of Ontario ("City") currently owns in fee that certain approximately 0.737-acre property (APNs 1048-354-12 and 1048-354-13), commonly known as 120 West D Street and 420 North Laurel Avenue, Ontario, CA 91762, bounded by Laurel Avenue on the west, E Street on the north, Euclid Avenue on the east, and D Street on the south, and is more specifically described in Exhibit "A" attached hereto and incorporated into this Resolution by reference (the "Property"); and

WHEREAS, the City desires to sell the Property by entering into a Disposition and Development Agreement ("Agreement") with D Street Townhome Apartments, LLC ("Developer"), a form of which is attached hereto as Exhibit "B" and incorporated into this Resolution by reference; and

WHEREAS, the Developer proposes to construct a three-story, townhome residential development project, consisting of 26 townhomes containing 52 bedrooms and a 2-car garage for each townhome (the "Project"); and

WHEREAS, the Agreement provides for the sale of the Property at fair market value, and binds Developer to construct the Project, subject to all required approvals and environmental compliance, in a timely manner, and in accordance with the terms therein; and

WHEREAS, on May 24, 2022, pursuant to Government Code section 65402, the Planning Commission adopted Resolution No. PC22-020 making findings that the proposed disposition of the Property is consistent with The Ontario Plan Policy Plan (General Plan); and

WHEREAS, the proposed sale of the Property pursuant to the Agreement is authorized by Government Code Section 37350, as it is for the common benefit, because Developer intends to build residential townhomes on the Property, which would further the goals and objectives of the City's General Plan and the goals and objectives of the City by: (i) strengthening the City's land use and social structure, (ii) increasing the housing supply; (iii) alleviating economic and physical blight on the Property and in the surrounding community; (iv) eliminating a vacant site that creates nuisance conditions; and (v) creating an increase in property taxes, all of which accrue to the common benefit of the City and its residents.

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

SECTION 1. Recitals. The Recitals set forth above are true and correct and are incorporated into this Resolution by this reference.

SECTION 2. Findings. The City Council finds that the sale of the Property pursuant to the Agreement will further the goals and purposes of the City, and is in the common interest of the City and its residents.

SECTION 3. CEQA. The City Council's approval of the Agreement does not constitute approval of any development of the Property or of other activity on the Property that would have a direct or reasonably foreseeable indirect environmental impact pursuant to CEQA. (See 14 C.C.R. §§ 15060(c); 15378(b).) Moreover, close of escrow on the Property under the Agreement, and Developer's future use or development of the Property is expressly conditioned on CEQA compliance.

SECTION 4. Approval of Agreement. The City Council hereby approves the Agreement in substantially the form attached hereto as Exhibit B, subject to any non-substantive revisions which do not increase the City's liability and are approved by the City Attorney, and authorizes the City Manager to sign and enter into the Agreement and perform the obligations of the City under the Agreement.

SECTION 5. Severability. If any provision of this Resolution or the application of any such provision to any person or circumstance is held invalid by a court of competent jurisdiction, such invalidity shall not affect other provisions or applications of this Resolution that can be given effect without the invalid provision or application, and to this end the provisions of this Resolution are severable. The City Council declares that the City Council would have adopted this Resolution irrespective of the invalidity of any particular portion of this Resolution.

SECTION 6. Effective Date. This Resolution shall become effective 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 August 2022.

_____

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. 2022- was duly passed and adopted by the City Council of the City of Ontario at their regular meeting held August 16, 2022 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. 2022- duly passed and adopted by the Ontario City Council at their regular meeting held August 16, 2022.

_____
SHEILA MAUTZ, CITY CLERK

(SEAL)

2022 DISPOSITION AND DEVELOPMENT AGREEMENT
(D Street and Laurel Avenue)

between

THE CITY OF ONTARIO

a California municipal corporation

and

D STREET TOWNHOME APARTMENTS, LLC,

a California limited liability company

This 2022 DISPOSITION AND DEVELOPMENT AGREEMENT (D Street and Laurel Avenue) ("**Agreement**") is dated as of _____, 2022 ("**Effective Date**"), for reference purposes only, and is entered into by and between the City of Ontario, a California municipal corporation ("**City**"), and D STREET TOWNHOME APARTMENTS, LLC, a California limited liability company ("**Developer**"). The City and the Developer are sometimes referred to in this Agreement, each individually, as a "**Party**," or collectively, as the "**Parties**."

RECITALS

This Agreement is entered into with reference to the following recitals of fact ("**Recitals**") that City and Developer believe to be true as of the Effective Date of this Agreement:

A. The City represents and asserts it owns and controls that certain approximately ___-acre property (APNs 104-835-412 and 104-835-413), commonly known as 120 West D Street and 420 North Laurel Avenue, Ontario, CA 91762, bounded by Laurel Avenue on the west, E Street on the north, Euclid Avenue on the east, and D Street on the south, and is more specifically described in **Exhibit A** attached hereto and incorporated herein by this reference (the "Property"); and

B. The Developer proposes to construct a three-story, townhome residential development project, consisting of 26 townhomes containing 52 bedrooms and a 2-car garage for each townhome and (the "Project"). The site plan for the proposed Project is attached hereto as **Exhibit B** and incorporated herein by this reference; and

C. Parking for the Project will be on-site, and accessed from the Property's E Street frontage. Additional guest/visitor parking may be located in the nearby City public parking facility located at C Street and Lemon Avenue; and

C. The City finds that the Developer's proposed acquisition of the Property and subsequent construction and completion of the Project on the Property pursuant to the terms of this Agreement is in the best interest of the City and the health, safety and welfare of the City's taxpayers and residents and is in accordance with the public purposes set forth in applicable law. Implementation of this Agreement will further the goals and objectives of the City's general plan by: (i) strengthening the City's land use and social structure, and (ii) alleviating economic and physical blight on the Property and in the surrounding community; and

D. The City desires to sell the Property to the Developer for the development of the Project and the Developer desires to purchase the Property from the City for the same purpose.

NOW, THEREFORE, in consideration of the mutual promises set forth in this Agreement and other good and valuable consideration, the receipt and sufficiency of which is acknowledged by City and Developer, the Parties agree as follows:

[*Continued on following page*]

TERMS AND CONDITIONS

ARTICLE I
DEFINITIONS; REPRESENTATIONS AND WARRANTIES; EFFECTIVE DATE

1.1 Definitions. All initially capitalized terms not otherwise defined in this Agreement shall have the following meanings:

1.1.1 "**Additional Insureds**" has the meaning ascribed to such term in Section 5.10.

1.1.2 **"Affiliate"** means and refers to any person or entity, directly or indirectly, Controlling or Controlled by or under common Control with the Developer, whether by direct or indirect ownership of equity interests, by contract or otherwise.

1.1.3 "**CEQA**" means the California Environmental Quality Act, Public Resources Code Sections 21000, et seq.

1.1.4 "**Certificate of Completion**" means the written certification of City that the construction of the Project has been completed in compliance with the terms and conditions of this Agreement, substantially in the form of Exhibit H attached to this Agreement.

1.1.5 "**City**" means the City of Ontario, California, a California municipal corporation.

1.1.6 "**City Manager**" means the City Manager of the City or his or her designee or successor in function.

1.1.7 "**City Requirements**" has the meaning ascribed to the term in Section 2.6.1.

1.1.8 "**City's Title Notice Response**" means the written response of the City to the Developer's Title Notice, in which the City either (i) elects to cause the removal from the Preliminary Report of any matters shown in Schedule B of the Preliminary Report as exceptions to coverage under the proposed Title Policy that were objected to in the Developer's Title Notice, or (ii) elects not to cause the removal from the Preliminary Report of any matters shown in Schedule B of the Preliminary Report as exceptions to coverage under the proposed Title Policy that were objected to in the Developer's Title Notice.

1.1.9 "**Close of Escrow**" or "**Closing**" means the recording of the Grant Deed for the Property in the Official Records of the Recorder of the County, and completion of each of the actions set forth in Article III by the Escrow Holder for the City to sell the Property to the Developer and the Developer to purchase the Property from the City.

1.1.10 "**Closing Date**" means the date that the Closing occurs.

1.1.11 "**Completion of Construction**" means the issuance of a Certificate of Completion confirming that the final certificate of occupancy for the Project, based on the plans submitted by the Developer to the City, has been issued.

1.1.12 "**Construction Commencement Date**" means the date that is thirty (30) days from the Permit Issuance Date.

1.1.13 "**Construction Costs**" means the total cost incurred by Developer in acquiring the Property and constructing the Project in accordance with this Agreement.

1.1.14 "**Construction Drawings Submittal Date**" means the date when Developer submits to the City its Plans and Specifications, which date shall be no later than sixty (60) days from the Entitlement Obtainment Date.

1.1.15 "**Construction Lender**" means a Lender(s) that provide(s) a Construction Loan to the Developer to pay the Construction Costs of all or a portion of the Project.

1.1.16 "**Construction Loan**" means a Loan obtained by Developer from a Construction Lender to finance all or part of the Construction Costs in conformity with the Financing Plan.

1.1.17 "**Construction Loan Deed of Trust(s)**" means the Lien(s) required by a Construction Lender to secure the Developer's performance under the associated Construction Loan.

1.1.18 **"Control"** means and refers to possession, directly or indirectly, of the power to direct or cause the direction of the management and policies of a person or entity, whether by ownership of equity interests, by contract or otherwise.

1.1.19 **"Controlling"** and **"Controlled"** mean and refer to exercising or having Control.

1.1.20 "**County**" means the County of San Bernardino, California.

1.1.21 "**Developer's Title Notice**" means a written notice from the Developer to the City indicating the Developer's acceptance of the state of the title to the Property, as described in the Preliminary Report, or the Developer's objection to specific matters shown in Schedule B of the Preliminary Report as exceptions to coverage under the proposed Title Policy for the Property, describing in suitable detail the actions that the Developer reasonably believes are indicated to cure or correct each of the Developer's objections.

1.1.22 "**Developer's Title Notice Waiver**" means a written notice from the Developer to the City waiving the Developer's previous objection in the Developer's Title Notice to specific matters shown in Schedule B of the Preliminary Report as exceptions to coverage under the proposed Title Policy for the Property.

1.1.23 "**Due Diligence Investigations**" means the Developer's due diligence investigations of the Property to determine the suitability of the Property for development and

operation of the Project, including, without limitation, investigations of the environmental and geotechnical suitability of the Property, as deemed appropriate in the reasonable discretion of the Developer, all at the sole cost and expense of the Developer.

1.1.24 "**Due Diligence Investigation Conclusion Notice**" means a written notice of the Developer delivered to the City and the Escrow Holder, prior to the end of the Due Diligence Period, indicating the Developer's acceptance of the condition of the Property or indicating the Developer's rejection of the condition of the Property and refusal to accept a conveyance of fee title to the Property, describing in reasonable detail the actions that the Developer reasonably believes are indicated to allow the Developer to accept the condition of the Property.

1.1.25 "**Due Diligence Period**" means the date commencing on the Escrow Opening Date and ending at 5:00 p.m. on the ninetieth (90th) day following the Escrow Opening Date.

1.1.26 "**Earnest Money Deposit**" means Twenty Thousand One Hundred Forty Two Dollars ($20,142.00) payable in cash or other immediately available funds.

1.1.27 "**Effective Date**" has the meaning ascribed to the term in Section 1.3.

1.1.28 "**Entitlement(s)**" shall have the meaning ascribed to the term in Section 2.6.2.

1.1.29 "**Entitlement Application Date**" means the date when Developer submits its application(s) to the City to obtain all necessary Entitlements to commence construction of the Project, which date shall be no later than sixty (60) days from the Effective Date.

1.1.30 "**Entitlement Obtainment Date**" means the date when Developer obtains all necessary Entitlements to commence construction of the Project, which date shall be no later than nine (9) months from the Entitlement Application Date.

1.1.31 "**Environmental Claims**" has the meaning ascribed to the term in Section 5.9.

1.1.32 "**Environmental Laws**" means all federal, state, local, or municipal laws, rules, orders, regulations, statutes, ordinances, codes, decrees, or requirements of any government authority regulating, relating to, or imposing liability of standards of conduct concerning any hazardous substance (as later defined), or pertaining to occupational health or industrial hygiene (and only to the extent that the occupational health or industrial hygiene laws, ordinances, or regulations relate to hazardous substances on, under, or about the Property, occupational or environmental conditions on, under, or about the Property, as now or may at any later time be in effect, including without limitation, the Comprehensive Environmental Response, Compensation and Liability Act of 1980 ("CERCLA") [42 USC Section 9601 et seq.]; the Resource Conservation and Recovery Act of 1976 ("RCRA") [42 USC Section 6901 et seq.]; the Clean Water Act, also known as the Federal Water Pollution Control Act ("FWPCA") [33 USC Section 1251 et seq.]; the Toxic Substances Control Act ("TSCA") [15 USC Section 2601 et seq.]; the Hazardous Materials Transportation Act ("HMTA") [49 USC Section 1801 et seq.]; the

Insecticide, Fungicide, Rodenticide Act [7 USC Section 6901 et seq.] the Clean Air Act [42 USC Section 7401 et seq.]; the Safe Drinking Water Act [42 USC Section 300f et seq.]; the Solid Waste Disposal Act [42 USC Section 6901 et seq.]; the Surface Mining Control and Reclamation Act [30 USC Section 101 et seq.] the Emergency Planning and Community Right to Know Act [42 USC Section 11001 et seq.]; the Occupational Safety and Health Act [29 USC Section 655 and 657]; the California Underground Storage of Hazardous Substances Act [California Health & Safety Code Section 25288 et seq.]; the California Hazardous Substances Account Act [California Health & Safety Code Section 25300 et seq.]; the California Safe Drinking Water and Toxic Enforcement Act [California Health & Safety Code Section 24249.5 et seq.] the Porter-Cologne Water Quality Act [California Water Code Section 13000 et seq.] together with any amendments of or regulations promulgated under the statutes cited above and any other federal, state, or local law, statute, ordinance, or regulation now in effect or later enacted that pertains to occupational health or industrial hygiene, and only to the extent the occupational health or industrial hygiene laws, ordinances, or regulations relate to hazardous substances on, under, or about the Property, or the regulation or protection of the environment, including ambient air, soil, soil vapor, groundwater, surface water, or land use.

1.1.33 "**Environmental Matters**" has the meaning ascribed to the term in Section 5.9.

1.1.34 "**Escrow**" has the meaning ascribed to the term in Section 2.1.

1.1.35 "**Escrow Closing Date**" has the meaning ascribed to the term in Section 3.6.

1.1.36 "**Escrow Holder**" means Chicago Title Insurance Company.

1.1.37 "**Escrow Opening Date**" has the meaning ascribed to the term in Section 3.1.

1.1.38 "**Event of Default**" has the meaning ascribed to the term in Section 7.1.

1.1.39 "**Financing Commitment**" means (a) one or more commitment(s) from one or more Construction Lender(s) agreeing to provide sufficient funds which, when combined with the Developer's equity contribution and the financial assistance to be provided by the City pursuant to this Agreement, is sufficient, as determined by the City in its reasonable discretion, to fully fund the Project's Construction Costs, or (b) a letter from one or more Construction Lender(s) indicating approval of a loan to the Developer for the development of the Property.

1.1.40 "**FIRPTA Affidavit**" means an affidavit complying with Section 1445 of the United States Internal Revenue Code.

1.1.41 "**Grant Deed**" means a deed in the form of Exhibit E to this Agreement, conveying all of the City's interest in the Property to the Developer.

1.1.42 "**Governmental Agency**" means any and all courts, boards, agencies, commissions, offices, or authorities of any nature whatsoever for any governmental unit (federal, state, county, district, municipal, city, or otherwise) whether now or later in existence.

1.1.43 "**Governmental Requirements**" means all codes, statutes, ordinances, laws, permits, orders, and any rules and regulations promulgated thereunder of any Governmental Agency.

1.1.44 "**Hazardous Substances**" means, without implied limitation, substances defined as "hazardous substances," "hazardous material," "toxic substance," "solid waste," or "pollutant or contaminate" in the Comprehensive Environmental Response, Compensation and Liability Act of 1980, as amended, 42 U.S.C. Sections 9601, et seq.; the Toxic Substances Control Act ("TSCA") [15 U.S.C. Sections 2601, et seq.]; the Hazardous Materials Transportation Act, 49 U.S.C. Sections 1801, et seq.; the Resource Conservation and Recovery Act, 42 U.S.C. Sections 6901, et seq.; those substances listed in the United States Department of Transportation (DOT) Table [49 CFR 172.101], or by the EPA, or any successor authority, as hazardous substances [40 CFR Part 302]; and those substances defined as "hazardous waste" in Section 25117 of the California Health and Safety Code or, as "hazardous substances" in Section 25316 of the California Health and Safety Code; other substances, materials, and wastes that are, or become, regulated or classified as hazardous or toxic under federal, state, or local laws or regulations and in the regulations adopted pursuant to said laws, and shall also include manure, asbestos, polychlorinated biphenyl, flammable explosives, radioactive material, petroleum products, and substances designated as a hazardous substance pursuant to 33 USC Section 1321 or listed pursuant to 33 USC Section 1317.

1.1.45 "**Indemnified Parties**" has the meaning ascribed to the term in Section 5.9.

1.1.46 "**Lender**" means any state or federally chartered bank, savings and loan, capital investment group, or other third party financial institution which routinely makes Loans to developments and developers such as the Project and the Developer in the normal course of business and which has been approved by the City pursuant to Section 6.3.

1.1.47 "**Lien**" means any mortgage, deed of trust, or other security instrument encumbering Developer's fee interest in the Property and/or Project, or any part thereof, or any pledge or other agreement given as security for the repayment of a Loan and by which a Lender would be able to acquire any interest in the Developer upon the Developer's breach of any obligation under the Lender's Loan Documents.

1.1.48 "**Loan**" means any loan or third party equity/capital contribution (e.g. mezzanine financing) for the Project other than that provided by the City.

1.1.49 "**Loan Documents**" means the various documents and instruments made by and between the Developer and a Lender that evidence a Loan and the security for repayment of such Loan.

1.1.50 "**Maintenance Deficiency**" has the meaning ascribed to the term in Section 5.4.1.

1.1.51 "**Normal Business Hours**" means the normal business hours of the City. As of the Effective Date, the City's normal business hours are Monday through Thursday,

between the hours of 7:30 a.m. and 5:30 p.m. Pacific Time; and Friday between the hours of 7:30 a.m. and 4:30 p.m. Pacific Time.

1.1.52 "**Notice of Agreement**" means the notice in the form of Exhibit F to this Agreement to be recorded against the Property at the Close of Escrow to provide constructive record notice of the existence and application of this Agreement to the Property.

1.1.53 "**Official Records**" means the Official Records of San Bernardino County.

1.1.54 "**Party**" means, individually, the City or the Developer, as applicable.

1.1.55 "**Parties**" means, collectively, the City and the Developer.

1.1.56 "**PCO Statement**" means a preliminary change of ownership statement provided for in California Revenue and Taxation Code Section 480.3.

1.1.57 "**Permit Issuance Date**" means the date when the City issues the first building permit to Developer, which date shall be no later than five (5) months from the Construction Drawings Submittal Date.

1.1.58 "**Permitted Exceptions**" means (i) any and all items shown in Schedule B of the Preliminary Report as exceptions to coverage under the proposed Title Policy that the Developer accepts, pursuant to Section 2.3; (ii) any exceptions from coverage under the proposed Title Policy resulting from the Developer's activities on the Property; (iii) non-delinquent property taxes and assessments; (iv) this Agreement; or (v) the Grant Deed.

1.1.59 "**Permitted Transfer**" means and refers to any of the following types of Transfers by the Developer, where the person or entity to which such Transfer is made expressly assumes the obligations of the Developer under this Agreement in a written instrument satisfactory to the City.

1.1.59.1 Any Transfer of stock or equity of the Developer that does not change management or operational Control of the Property or the Project;

1.1.59.2 Any Transfer of any interest in the Developer or the Property or Project or any portion thereof irrespective of the percentage of ownership (i) to any other owner of any interest in the Developer; or (ii) to any Affiliate, or (iii) to any other person or entity in which any holder of an interest (including any beneficial interest) in the Developer is a manager, officer or partner or in which any of the aforementioned is a shareholder, member or partner (including a beneficial owner); and

1.1.59.3 Any Lien given to Lender in connection with a Loan approved by the City pursuant to Section 6.3.

1.1.60 "**Plans and Specifications**" has the meaning ascribed to the term in Section 2.6.1.

1.1.61 "**Preliminary Report**" means a preliminary report issued by the Title Company in contemplation of the issuance of the Title Policy, accompanied by legible copies of all documents listed in Schedule B of the report as exceptions to coverage under the proposed Title Policy. The Parties acknowledge that they may prepare one (1) or more Preliminary Reports for each parcel, or group of parcels, comprising the Property. In such case, all reports, notices, and objection letters which pertain to the Preliminary Report for the entirety of the Property shall apply separately to each Preliminary Report associated with a parcel or a group of parcels.

1.1.62 "**Project**" means the construction and development of the Property as a multi-story, mixed-use residential and retail commercial development, including all required or associated on-site and off-site improvements, all hardscape and all landscaping, all as specifically described in the Scope of Development, and all to be developed in accordance with the Plans and Specifications to be approved by the City and any conditions imposed by the City in its approval of the Plans and Specifications.

1.1.63 "**Project Completion Date**" means that date set forth therefor by which a Certificate of Completion shall be issued for the Project, as more particularly provided in the Schedule of Performance. The Project Completion Date shall be no later than the date which is twelve (12) months after the Construction Commencement Date.

1.1.64 "**Property**" means that real property, and all current and future improvements thereon (including, without implied limitation, the Project), legally described in Exhibit A and depicted in Exhibit B.

1.1.65 **"Property Transfer"** means and refers to any "change in ownership," as defined in Revenue and Taxation Code Sections 60, et seq., of all or any portion of the Property.

1.1.66 "**Purchase Price**" means the amount of Six Hundred Seventy Five Thousand Dollars ($675,000.00).

1.1.67 "**Record**", "**recorded**", "**recording**" or "**recordation**" each mean and refer to recordation of the referenced document in the official records of the Recorder of the County of San Bernardino, California.

1.1.68 "**Schedule of Performance**" means the schedule for the performance of certain actions by the Parties pursuant to this Agreement, attached to this Agreement as Exhibit D.

1.1.69 "**Scope of Development**" means the detailed description of the Project attached to this Agreement as Exhibit C.

1.1.70 "**Title Approval Date**" means the date when Developer submits the Developer's Title Notice, which date shall be no later than sixty (60) days from the Escrow Opening Date.

1.1.71 "**Title Company**" means Chicago Title Company, which shall be the same party named in 1.1.33.

1.1.72 "**Title Policy**" means a standard CLTA owners' policy of title insurance issued by the Title Company, with coverage in the full amount of the Purchase Price and insuring fee title to the Property, subject only to the Permitted Exceptions. However, at Developer's option, Developer may acquire an ALTA extended coverage policy. City shall pay for the standard CLTA policy. Developer shall pay for any additional or ALTA extended coverage policy if requested by Developer.

1.1.73 "**Transfer**" means any of the following:

1.1.73.1 Any total or partial sale, assignment, conveyance, trust, power, or transfer in any other mode or form, by the Developer of more than a 49% interest in the Developer's interest in this Agreement, the Property, or a series of such sales, assignments and the like that, in the aggregate, result in a disposition of more than a 49% interest in the Developer's interest in this Agreement, the Property or the Project; or

1.1.73.2 Any total or partial sale, assignment, conveyance, or transfer in any other mode or form, of or with respect to any interest in the Developer or a series of such sales, assignments and the like that, in the aggregate, result in a disposition of more than a 49% interest in any interest in the Developer; or

1.1.73.3 Any merger, consolidation, sale, or lease of all or substantially all of the assets of the Developer or a series of such sales, assignments and the like that, in the aggregate, result in a disposition of more than a 49% interest of all or substantially all of the assets of the Developer; or

1.1.73.4 Any Property Transfer; or

The recordation of any deed of trust, mortgage, Lien or similar encumbrance against all or any portion of the Property or the Project.

1.1.74 "**Unavoidable Delay**" means any delay that is caused by the exclusively by the other party or that is beyond the control of the City or the Developer, including delay caused by strikes, acts of God, weather, inability to obtain labor or materials, inability to obtain governmental permits or approvals, governmental restrictions, civil commotion, fire or similar causes, but excluding circumstances subject to Section 8.7.2.

1.2 Representations and Warranties.

1.2.1 City Representations and Warranties. The representations and warranties of City contained in this Section 1.2.1 shall be based upon the actual knowledge of the City Manager as of the Effective Date, without any duty of investigation or inquiry. All representations and warranties contained in this Section 1.2.1 are true and correct as of the Effective Date. City's liability for misrepresentation or breach of warranty, representation or covenant, wherever contained in this Agreement, shall survive the execution and delivery of this Agreement and the Closing. City hereby makes the following representations, covenants and

warranties and acknowledges that the execution of this Agreement by Developer has been made in material reliance by Developer on such covenants, representations and warranties:

1.2.1.1 City is a California municipal corporation, duly formed and operating under the laws of the State of California. City has the legal power, right and authority to enter into this Agreement and to execute the instruments and documents referenced herein, and to consummate the transactions contemplated hereby.

1.2.1.2 The persons executing any instruments for or on behalf of City have been authorized to act on behalf of City and this Agreement is valid and enforceable against City in accordance with its terms and each instrument to be executed by City pursuant hereto or in connection therewith will, when executed, shall be valid and enforceable against City in accordance with its terms. No approval, consent, order or authorization of, or designation or declaration of any other person, is required in connection with the valid execution and delivery of and compliance with this Agreement by City.

1.2.1.3 City has taken all requisite action and obtained all requisite consents for agreements or matters to which City is a party in connection with entering into this Agreement and the instruments and documents referenced herein and in connection with the consummation of the transactions contemplated hereby. Execution hereon by City requires no further votes, resolutions or approvals of this Agreement.

1.2.1.4 If the City becomes aware of any act or circumstance that would change or render incorrect, in whole or in part, any representation or warranty made by the City under this Agreement, whether as of the date given or any time thereafter, whether or not such representation or warranty was based upon the City's knowledge and/or belief as of a certain date, the City will give immediate written notice of such changed fact or circumstance to the Developer.

1.2.2 Developer Representations and Warranties. The representations and warranties of Developer contained in this Section 1.2.2 shall be based upon the actual knowledge of George Voigt as of the Effective Date, without any duty of investigation or inquiry. All representations and warranties contained in this Section 1.2.2 are true and correct as of the Effective Date. Developer's liability for misrepresentation or breach of warranty, representation, or covenant, wherever contained in this Agreement, shall survive the execution and delivery of this Agreement and the Closing. Developer hereby makes the following representations, covenants and warranties and acknowledges that the execution of this Agreement by City has been made in material reliance by City on such covenants, representations, and warranties:

1.2.2.1 Developer is a California limited liability company, lawfully entitled to do business in the State of California and the City. Developer has the legal right, power and authority to enter into this Agreement and the instruments and documents referenced herein and to consummate the transactions contemplated hereby. The persons executing this Agreement and the instruments referenced herein on behalf of Developer hereby represent and warrant that such persons have the power, right and authority to bind Developer.

1.2.2.2 Developer has taken all requisite action and obtained all requisite consents in connection with entering into this Agreement and the instruments and documents

referenced herein and the consummation of the transactions contemplated hereby, and no consent of any other party is required for Developer's authorization to enter into Agreement.

1.2.2.3 Neither the execution of this Agreement nor the consummation of the transactions contemplated hereby shall result in a breach of or constitute a default under any other agreement, document, instrument or other obligation to which Developer is a party or by which Developer may be bound, or under law, statute, ordinance, rule, governmental regulation or any writ, injunction, order or decree of any court or governmental body applicable to Developer or to the Property.

1.2.2.4 This Agreement is, and all agreements, instruments and documents to be executed by Developer pursuant to this Agreement shall be, duly executed by and shall be valid and legally binding upon Developer and enforceable in accordance with their respective terms. No approval, consent, order or authorization of, or designation or declaration of any other person, is required in connection with the valid execution and delivery of in compliance with this Agreement by Developer.

1.2.2.5 If the Developer becomes aware of any act or circumstance that would change or render incorrect, in whole or in part, any representation or warranty made by the Developer under this Agreement, whether as of the date given or any time thereafter, whether or not such representation or warranty was based upon the Developer's knowledge and/or belief as of a certain date, the Developer will give immediate written notice of such changed fact or circumstance to the City.

1.3 Effective Date. This Agreement is dated August 16, 2022 for reference purposes only. This Agreement shall not become effective until the date on which all of the following are true ("**Effective Date**"): (i) this Agreement is approved and executed by the appropriate authorities of Developer and delivered to City; (ii) Developer has delivered to City a certified copy of the official action taken by all of the members of the Developer approving this Agreement, in the form attached to this Agreement as Exhibit G; (iii) following all legally required notices and hearings, this Agreement is approved by the City Council; and (iv) this Agreement is executed by the authorized representatives of City.

1.4 Exhibit List. The following is a list of the Exhibits attached to this Agreement. Each of the Exhibits is incorporated by this reference into the text of this Agreement.

Exhibit A	Legal Description of Property
Exhibit B	Property Site Plan
Exhibit C	Scope of Development
Exhibit D	Schedule of Performance
Exhibit E	Form of Grant Deed
Exhibit F	Form of Notice of Agreement
Exhibit G	Form of Official Action of Developer
Exhibit H	Form of Certificate of Completion

ARTICLE II

PROPERTY DISPOSITION

2.1 Purchase and Sale. Developer agrees to purchase, and City agrees to sell, the Property for the Purchase Price. For the purposes of exchanging funds and documents to complete the sale from the City to the Developer and the purchase by the Developer from the City of the Property pursuant to the terms of this Agreement, the City and the Developer agree to open an escrow ("**Escrow**") with the Escrow Holder. ARTICLE III of this Agreement constitutes the joint escrow instructions of the Parties to the Escrow Holder for completion of the Escrow for the sale of the Property, as contemplated by this Agreement. The Developer and the City shall execute such further escrow instructions, consistent with the provisions of this Agreement, as may be reasonably requested by the Escrow Holder. In the event of any conflict between the provisions of this Agreement and any other escrow instructions requested by the Escrow Holder, the provisions of this Agreement shall control.

2.2 Earnest Money Deposit. Concurrent with its opening of the Escrow, the Developer shall deposit into Escrow the Earnest Money Deposit. The Escrow Holder shall deposit the Earnest Money Deposit into an interest bearing account. All interest earned on such funds shall be added to the original principal amount of the Earnest Money Deposit and be considered part of the same. The Earnest Money Deposit shall be nonrefundable upon the conclusion of the Due Diligence Period. Should Escrow fail to close after the conclusion of the Due Diligence Period, the Earnest Money Deposit shall be forfeited by Developer and shall be paid to the City upon the cancellation of Escrow in accordance with Section 3.10. The Earnest Money Deposit shall be returned to Developer if this Agreement is terminated due to the exercise by the Developer of any contingencies, or disapprovals allowed herein prior to the end of the Due Diligence Period, or in the case of the City's failure of its obligations herein.

2.3 Title Approval. As soon as practicable following the opening of the Escrow, the City shall obtain from Title Company the Preliminary Report and deliver a copy of the Preliminary Report to the Developer. Within sixty (60) days following the Escrow Opening Date (defined at Section 3.1), the Developer shall deliver the Developer's Title Notice to the City. If the Developer fails to deliver the Developer's Title Notice to the City by the Title Approval Date, the Developer will be deemed to disapprove the status of title to the Property and refuse to accept title to the Property, in which case the City shall have the right, subject to Section 2.3.2, to cancel the Escrow and terminate this Agreement, in the City's sole discretion, without liability to the Developer or any other person, by delivery of a written notice of termination to the Developer and Escrow Holder. Within twenty (20) days following receipt by the City of Developer's Title Notice, if any, the City shall serve City's Title Notice Response. If Developer's Title Notice does not object to any matter in the Preliminary Report, the City shall not be required to serve City's Title Notice Response. If the City does not serve City's Title Notice Response, if necessary, within twenty (20) days following its receipt of Developer's Title Notice, the City shall be deemed to elect not to remove any matter objected to in Developer's Title Notice, if any, from the Preliminary Report. If the City elects in City's Title Notice Response to cause the removal of any matter objected to in Developer's Title Notice from the Preliminary Report, the City shall cause the removal of each such objectionable matter from the Preliminary Report within sixty (60) days following receipt by the Developer of City's Title Notice Response or such other period of time that may be agreed to

in writing by both the City and the Developer, and any such delay will also delay the end of the Due Diligence Period. If the City is unwilling or unable to cause the removal of any matter objected to in Developer's Title Notice from the Preliminary Report, then, within ten (10) days following the Developer's receipt of City's Title Notice Response stating that the City is unwilling to remove or cause the removal of any matter objected to in Developer's Title Notice, the Developer may either (1) refuse to accept title to and conveyance of the Property, in which case the Parties shall have the right, subject to Section 2.3.2, to cancel the Escrow and terminate this Agreement without liability to either Party or any other person, by delivery of a written notice of termination to the Escrow Holder, or (2) waive its objection to any items set forth in Developer's Title Notice by delivering Developer's Title Notice Waiver to the City. Failure by the Developer to deliver Developer's Title Notice Waiver, where City's Title Notice Response or the City's failure to serve City's Title Notice Response indicates the City's election not to cause the removal of any matter objected to in Developer's Title Notice from the Preliminary Report, for the City to deliver City's Title Notice Response under this Agreement, will be deemed the Developer's continued refusal to accept the title to and conveyance of the Property, in which case the City shall have the right, subject to Section 2.3.2, to cancel the Escrow and terminate this Agreement, in the City's sole discretion, without liability to the Developer or any other person, by delivery of a written notice of termination to the Developer and Escrow Holder. If the City's Title Notice Response indicates that the City will cause the removal of any matter of Title, but upon the expiration of the above sixty (60) day time period during which the City elected to remove such objectionable matters from the Preliminary Report and was unable to do so, City must notify Developer that it was unable to do so. Within ten (10) days after this notice, Developer may either (1) refuse to accept the title to and conveyance of the Property, in which case the Parties shall have the right, subject to Section 2.3.2, to cancel the Escrow and terminate this Agreement without liability to either Party or any other person, by delivery of a written notice of termination to the Escrow Holder, or (2) waive its objection to any items set forth in Developer's Title Notice by delivering Developer's Title Notice Waiver to the City.

2.3.1 If at any time prior to the Close of Escrow the Title Company issues an updated Preliminary Report containing any previously undisclosed matter affecting title to the Property, or the City becomes aware of any previously undisclosed matter affecting title to the Property, following the delivery of the Developer's Title Notice, the City shall provide written notice to the Developer of such matter, together with any updated Preliminary Report related to such matter. The City and the Developer shall have such rights and obligations with respect to such previously undisclosed title matters as they did with respect to any title matters set forth in the original Preliminary Report as set forth in this Section 2.3.

2.3.2 Before exercising any right a Party may have under this Section 2.3 to cancel the Escrow and terminate this Agreement, such Party shall notify the non-terminating Parties in writing of its election to terminate and shall, upon a non-terminating Party's request, which must be delivered, if at all, within three (3) days following its receipt of the terminating Party's notice of election to terminate, meet and confer with the non-terminating Parties for a period of thirty (30) days. During such time, the Parties shall meet as often as reasonably requested by any Party to negotiate, in good faith, methods and means by which the objectionable title matter may be eliminated or mitigated. Nothing herein shall constitute an agreement, representation, or warranty by any Party that an acceptable resolution of the objectionable title matter will be achieved, nor shall any Party be obligated to expend any funds or undertake any other action

whatsoever with respect to such title matter unless such agreement is reduced to a writing which is approved by all Parties, in their sole and absolute discretion. If, at the end of such thirty (30) day period, the Parties have not been able to agree on a mutually acceptable method of resolving such title matter, or if any proposed agreement is disapproved by the City Council, the Escrow shall be cancelled, this Agreement shall be terminated without liability to any Party, and the Parties shall proceed pursuant to Section 3.10. The phrase "without liability to any party" includes return of Developer's Earnest Money Deposit, subject to Sections 2.3 and 3.10, and so long as the notice referred to in the first sentence of this paragraph is delivered prior to the end of the Due Diligence Period, the additional time periods in this paragraph shall not act to cause Developer's Earnest Money Deposit to be forfeit.

2.4 Developer Investigations.

2.4.1 The Developer shall have until the expiration of the Due Diligence Period to complete all of its Due Diligence Investigations with respect to the entirety of the Property. The Developer shall complete all of its Due Diligence Investigations within the Due Diligence Period and shall conduct all of its Due Diligence Investigations at its sole cost and expense. The Developer shall rely solely and exclusively upon the results of its Due Diligence Investigations of the Property, including, without limitation, investigations regarding geotechnical soil conditions, compliance with applicable laws pertaining to the use of the Property by the Developer and any other matters relevant to the condition or suitability of the Property for the Project, as the Developer may deem necessary or appropriate. City makes no representation or warranty to the Developer relating to the condition of the Property or suitability of the Property for any intended use or development by the Developer. The Developer shall deliver a Due Diligence Investigation Conclusion Notice to the City and the Escrow Holder prior to the end of the Due Diligence Period. If the Developer does not unconditionally accept the condition of the Property by delivery of its Due Diligence Investigation Conclusion Notice indicating such acceptance prior to the end of the Due Diligence Period, the Developer shall be deemed to have rejected the condition of the Property and refused to accept conveyance of title to the Property. If the condition of the Property is rejected or deemed rejected by the Developer, then the City shall have the right, subject to Section 2.4.3, to cancel the Escrow and terminate this Agreement, in the City's sole discretion, without liability to the Developer or any other person, by delivery of a written notice of termination to the Developer and Escrow Holder. The Developer shall accept all conditions of the Property, without any liability of the City whatsoever, upon the Developer's acceptance of the condition of the Property indicated in its Due Diligence Investigation Conclusion Notice. The Developer's delivery of its Due Diligence Investigation Conclusion Notice indicating the Developer's unconditional acceptance of the condition of the Property shall evidence the acceptance of the condition of the Property by the Developer in its existing "AS IS," "WHERE IS" and "SUBJECT TO ALL FAULTS" condition, as of the last day of the Due Diligence Period. In its sole discretion, the Developer may accept the Property in its "AS IS," "WHERE IS" and "SUBJECT TO ALL FAULTS" condition at any time before the end of the Due Diligence Period. The Developer shall conduct during the Due Diligence Period such environmental assessment(s) of the Property as the Developer deems appropriate. If such assessment(s) do not reveal the presence of any Hazardous Substances on the Property in levels that exceed applicable Governmental Requirements, then the City shall promptly and at its sole cost and expense install security fencing around the Property. If such assessment(s) do reveal the presence of any Hazardous Substances on the Property in levels that exceed applicable Governmental

Requirements, then the City and the Developer shall negotiate in good faith in an effort to reach agreement as to the allocation of responsibility and cost of remediation thereof.

2.4.2 Any Due Diligence Investigations of the Property by the Developer shall not unreasonably disrupt any then-existing use or occupancy of the Property or the operations of the City. The Developer shall be liable for any damage or injury to any person or property arising from the acts of the Developer, its employees, agents or representatives during the course of any Due Diligence Investigations on the Property and the Developer shall indemnify, defend (with counsel reasonably acceptable to the City), and hold harmless the City and its elected officials, officers, directors, attorneys, contractors, agents and employees from any and all actual or alleged liens, claims, demands or liability arising from any Due Diligence Investigations by the Developer on the Property. Prior to commencing any Due Diligence Investigations on the Property, the Developer shall deliver copies of policies or certificates of insurance to the City evidencing compliance by the Developer with the insurance requirements of Section 5.10.

2.4.3 Before exercising any right a Party may have under this Section 2.4 to cancel the Escrow and terminate this Agreement, including due to the failure of Developer to timely deliver the Due Diligence Investigation Conclusion Notice, such Party shall notify the non-terminating Parties in writing of its election to terminate and shall, upon a non-terminating Party's request, which must be delivered, if at all, within three (3) days following its receipt of the terminating Party's notice of election to terminate, meet and confer with the non-terminating Parties for a period of thirty (30) days. During such time, the Parties shall meet as often as reasonably requested by any Party to negotiate, in good faith, methods and means by which the objectionable Due Diligence matter may be eliminated or mitigated, and this time period will extend the Due Diligence Period. Nothing herein shall constitute an agreement, representation, or warranty by any Party that an acceptable resolution of the objectionable Due Diligence matter will be achieved, nor shall any Party be obligated to expend any funds or undertake any other action whatsoever with respect to such Due Diligence matter unless such obligation is reduced to a writing which is approved by all Parties, in their sole and absolute discretion. If, at the end of such thirty (30) day period, the Parties have not been able to agree on a mutually acceptable method of resolving the objectionable Due Diligence matter, or if any proposed agreement is disapproved by the City Council, the Escrow shall be cancelled, this Agreement shall be terminated without liability to any Party, and the Parties shall proceed pursuant to Section 3.10. City, and staff and agents will reasonably cooperate with Developer's efforts to investigate the property at Developer's cost, including but not limited to: authorizing any City consultants with prior reports or findings to issue certificates of reliance on the prior reports to Developer, at Developer's costs and without warranty from or liability to City; authorizing such consultants and contractors, subject to the City's prior review and approval, to open up records to Developer, and/or provide copies (digital versions where available) of reports and findings to Developer or its consultants. Any such information provided to Developer shall be without warranty from or liability to City.

2.5 <u>City Obligations</u>.

2.5.1 After the Closing and during the pre-development phase of the Project, City shall cooperate in providing Developer any information reasonably requested by Developer pertaining to the Site, including all available "as built" drawings for existing on-site structures,

underground utilities and site map (to the extent not already provided during the Due Diligence Period).

2.5.2 City and Developer shall work together to identify those existing utilities which can be relocated and those which can be vacated on site.

2.5.3 City agrees to indemnify, defend (with counsel chosen by City and approved by Developer, which such approval shall not be unreasonably withheld, conditioned or delayed), and hold harmless Developer, Ontario Place D Block, LLC, a California limited liability company and each of their respective officers and employees (collectively, the "Developer Parties") from and against any and all liabilities, losses, damages, judgments, fines, demands, claims, recoveries, deficiencies, costs and expenses (including, but not limited to, reasonable attorneys' fees, disbursements and court costs and all other professional or consultant's expenses) arising from any governmental agency stopping or delaying the Project from the Effective Date and approval of this Agreement to the Close of Escrow as a result of City's failure to pay any amounts imposed by the State of California (if any) pursuant to California Government Code Sections 54220 through 54239.4 in connection with the City's disposition of the Property to Developer. Governmental agency in the preceding sentence includes a third party allowed to make a claim under those codes.

2.6 Developer to Obtain all Project Entitlements.

2.6.1 By the Construction Drawings Submittal Date, Developer shall submit to City staff and the City Council, for review, the following (collectively, the "**Plans and Specifications**"):

2.6.1.1 A proposed complete conceptual development plan for the Project on the Property that describes and depicts: (1) the location and placement of proposed buildings and (2) the architecture and elevations of the proposed buildings;

2.6.1.2 Proposed zoning change or changes to the City's General Plan, if any, necessary to accommodate the Project on the Property;

2.6.1.3 A list of anticipated lease rates and resale land prices for the Property, as developed with the Project;

2.6.1.4 A proposed time schedule and cost estimates for the development of the Project on the Property;

2.6.1.5 A proposed financing plan identifying financing sources for all private and public improvements proposed for the Project; and

2.6.1.6 A preliminary financial analysis demonstrating the costs and benefits to the City and the City regarding all construction, maintenance and operations of all proposed public improvements, the costs of additional or increased levels of public services and any new public revenues anticipated to be generated by the Project.

2.6.2 The City's zoning, building and land use regulations (whether contained in ordinances, the City's municipal code, conditions of approval, policies, practice or elsewhere)

(collectively, the "**City Requirements**"), shall be applicable to the use and development of the Project on the Property by the Developer. The Developer acknowledges that all Plans and Specifications and any changes to the Plans and Specifications shall be subject to the City Requirements. No action by the City with reference to this Agreement or any related documents shall be deemed to constitute a waiver of any City Requirements regarding the Property, the Project, the Developer, any successor-in-interest of the Developer or any successor-in-interest to the Property. The City Requirements may only be changed or waived by modification or variance approved by the City and consistent with this Agreement. No entitlement, permit or other approval from the City for development of the Project on the Property (collectively, the "**Entitlements**") shall attach to any portion of the Property or otherwise become effective to allow the Developer to develop the Project on the Property until after the Developer owns fee title to that portion of the Property to which such Entitlement pertains. Under no circumstances shall the Developer commence development of any portion of the Project on the Property prior to the Developer owning fee title to the Property.

2.6.3 The approval of the Scope of Development shall not be binding on the City Council or the Planning Commission of the City regarding any approvals of the Project required by such bodies. The Developer obtains no right to develop the Project on the Property or any portion of the Property by virtue of this Agreement, except that following the Close of Escrow, the Developer shall possess the same rights as any other owner of property that desires to develop its property in a manner consistent with the City's General Plan. If any revisions of the Scope of Development are required by a Governmental Agency (other than the City) having jurisdiction over the Property or the Project, the Developer shall promptly make any such revisions that are generally consistent with the Scope of Development.

2.6.4 Notwithstanding any provision to the contrary in this Agreement, following the Close of Escrow, the Developer agrees to accept and comply fully with any and all conditions of approval applicable to all approvals, permits and other governmental actions regarding the development or operation of the Project on the Property. Developer will seek approvals consistent with the Plans and Specifications, but in the event such conditions of approval require an adjustment or change to the number and size of units, or the layout, arrangement of any structures now on the Plans and Specifications, or as indicated in the Scope of Development, Developer shall notify the City.

2.6.5 Developer to Pay All Costs and Expenses. The Parties agree that the City shall not provide any financial assistance to the Developer in connection with the Project except as may be expressly set forth in this Agreement. The Developer shall be solely responsible for paying for the costs of all design work, construction, labor, materials, fees and permit expenses associated with the Project. The Developer shall pay any and all fees pertaining to the review and approval of the Project by the City, any other Governmental Agency and utility service providers, including the costs of preparation of all required construction, planning and other documents reasonably required by a Governmental Agency pertinent to the development or operation of the Project on the Property, including, but not limited to, specifications, drawings, plans, maps, permit applications, land use applications, zoning applications, environmental review and disclosure documents and design review documents. The Developer shall pay for any and all costs, including, but not limited to, the costs of design, construction, relocation and securing of permits for sewer or utility improvements and connections, that may be required in development of the Project,

whether located on or off of the Property. Except as otherwise specified herein, Developer is not responsible for City's costs in reaching this Agreement, nor for attorneys' fees, internal staff costs or hours expended by City staff, or other costs incurred by City during escrow, and any City costs not specifically made the Developer's responsibility are excluded. By no later than the Entitlement Application Date, the Developer shall apply to obtain any and all necessary Entitlements, and by no later than the Entitlement Obtainment Date obtain any and all necessary Entitlements, prior to the commencement of applicable portions of construction, and the Developer shall take reasonable precautions to ensure the safety and stability of surrounding properties during said construction. In accordance with this Section 2.6.5, Developer shall be responsible for the costs, or immediate reimbursement to the City upon delivery of an invoice for the costs, of the following:

2.6.5.1 all fees or expenses of engineers, architects, financial consultants, legal, planning or other consultants or contractors, retained by the Developer for any study, analysis, evaluation, report, schedule, estimate, environmental review, planning and/or design activities, drawings, specifications or other activity or matter relating to the Property or the Project or the negotiation of this Agreement that may be undertaken by the Developer;

2.6.5.2 all fees, charges and costs, make all deposits and provide all bonds or other security associated with the submission to and processing by the City of any and all applications and other documents and information to be submitted to the City by the Developer pursuant to this Agreement or otherwise associated with the Project; and

2.6.6 The Developer shall obtain all Entitlements, including but not limited to a condominium map for the Project, for use and development of the Project on the Property from each Governmental Agency, within the time period for such actions specifically set forth in the Schedule of Performance, subject to any extensions of time authorized by this Agreement upon the occurrence of an Unavoidable Delay.

2.6.7 The Developer will prior to close of escrow seek to obtain building permits issued by the City, and other governmental agencies as required, for construction of the Project to proceed. Parties hereto agree that the time for Developer to Close Escrow shall be extended until seven (7) days after such necessary building permits are issued for construction, or all needed plans for construction of the Project are fully approved by all required governmental agencies and have achieved "ready to issue permit" status. Developer may waive this condition and Close Escrow without such permits or "ready to issue" plans at its sole discretion.

ARTICLE III

ESCROW INSTRUCTIONS

3.1 Opening of Escrow. For purposes of this Agreement, the opening of Escrow shall be the first date on which a fully executed copy of this Agreement and Earnest Money Deposit are deposited with Escrow Holder ("**Escrow Opening Date**"). The Developer shall cause the Escrow to be opened within fourteen (14) days following the Effective Date. Escrow Holder shall promptly confirm in writing to each of the Parties the date of the Escrow Opening Date. This ARTICLE III shall constitute the joint escrow instructions of the City and the Developer to Escrow Holder for

conduct of the Escrow to complete the purchase and sale of the Property between them, as contemplated in this Agreement.

3.2 Conditions to Close of Escrow. The conditions set forth below shall be satisfied or waived in writing by the respective benefited Party on or before the Escrow Closing Date or the Party benefited by any unsatisfied condition shall not be required to proceed to close Escrow.

3.2.1 Developer's Conditions to Close of Escrow. The Developer's obligation to purchase the Property from the City on the Escrow Closing Date shall be subject to the satisfaction of the following conditions precedent, each of which can only be waived in writing by the Developer:

3.2.1.1 The Developer agrees to accept the title to and conveyance of the Property, pursuant to and subject to procedures in Sections 2.3 and 2.3;

3.2.1.2 The Developer delivers its Due Diligence Investigation Conclusion Notice to both the City and Escrow Holder indicating the Developer's unconditional acceptance of the condition of the Property, prior to the expiration of the Due Diligence Period;

3.2.1.3 The City's planning commission finds, pursuant to Government Code Section 65402, that the Project is consistent with the City's General Plan;

3.2.1.4 The Title Company is unconditionally committed to issue the Title Policy for the Property, subject to any Permitted Exceptions, to the Developer;

3.2.1.5 The City deposits the items into the Escrow required by Section 3.4;

3.2.1.6 The representations, warranties and covenants of the City set forth in Section 1.2.1 are true and correct in all material respects on the Effective Date and on the Escrow Closing Date;

3.2.1.7 The Developer has obtained all Entitlements, subject to conditions of approval acceptable to Developer in Developer's sole discretion, any applicable appeal period has expired without appeal having been filed or, if an appeal is filed, such appeal has been denied, and no legal action has been instituted against Developer or the City alleging the invalidity of such Entitlements; and

3.2.1.8 The City has completed all of its material obligations required by this Agreement to be completed prior to the Close of Escrow.

3.2.1.9 The City has issued approved Building Permits, or stamped and issued plans in "Ready to Issue Permits" status.

3.2.2 City's Conditions to Close of Escrow. The City's obligation to sell the Property to the Developer on or before the Escrow Closing Date shall be subject to the satisfaction of the following conditions precedent, which can only be waived in writing by the City:

3.2.2.1 The Developer agrees to accept the title to and conveyance of the Property, pursuant to and subject to procedures in Sections 2.3 and 2.3;

3.2.2.2 The Developer delivers its Due Diligence Investigation Conclusion Notice to both the City and Escrow Holder indicating the Developer's unconditional acceptance of the physical condition of the Property, prior to the expiration of the Due Diligence Period;

3.2.2.3 The City's planning commission finds, pursuant to Government Code Section 65402, that the Project is consistent with the City's General Plan;

3.2.2.4 The City has taken the necessary actions to comply with CEQA;

3.2.2.5 The Title Company is unconditionally committed to issue the Title Policy for the Property, subject to any Permitted Exceptions, to the Developer;

3.2.2.6 The Developer submits to the City, at least five (5) business days prior to the Escrow Closing Date, evidence satisfactory to the City, in the City's reasonable discretion, that the Developer has obtained all Entitlements, including but not limited to a condominium map if necessary, from each applicable Governmental Agency, including the City;

3.2.2.7 The Developer delivers to the City, at least thirty (30) days prior to the Escrow Closing Date, in form and substance acceptable to the City, the Financing Commitment(s) applicable to the Property;

3.2.2.8 The Developer obtains the City's approval of the Construction Loan and Construction Lender applicable to the Property, in accordance with Section 6.3, which approval shall not be unreasonably withheld;

3.2.2.9 The Developer has completed all of its material obligations required by this Agreement to be completed prior to the Close of Escrow;

3.2.2.10 The representations, warranties and covenants of the Developer set forth in Section 1.2.2 are true and correct in all material respects on the Effective Date and on the Escrow Closing Date; and

3.2.2.11 The Developer deposits the funds and items into the Escrow required by Section 3.3 for the Escrow.

3.3 Developer's Escrow Deposits. Following satisfaction or waiver of each of the Developer's conditions to Close of Escrow set forth in Sections 3.2.1, as applicable, the Developer shall deposit the following funds and documents into Escrow at least two (2) business days prior to the Escrow Closing Date in a writing delivered to the Parties:

3.3.1 Earnest Money Deposit. The Earnest Money Deposit, plus any additional funds required to be deposited into Escrow by the Developer under the terms of this Agreement to close the Escrow, all in immediately available funds.

3.3.2 **PCO Statement.** A PCO Statement executed by the authorized representative(s) of the Developer.

3.3.3 **Acceptance of Grant Deed.** The Certificate of Acceptance of the Deed, in the form attached to the Grant Deed, executed by the authorized representative(s) of the Developer in recordable form.

3.3.4 **Notice of Agreement.** The Notice of Agreement executed by the authorized representative(s) of the Developer in recordable form.

3.4 **City's Escrow Deposits.** Following satisfaction or waiver of each of the City's conditions to Close of Escrow set forth in Sections 3.2.2, as applicable, the City shall deposit the following documents into Escrow at least two (2) business days prior to the Escrow Closing Date:

3.4.1 **Grant Deed.** The Grant Deed executed by the authorized representative(s) of the City in recordable form.

3.4.2 **FIRPTA Affidavit (City).** The FIRPTA Affidavit completed and executed by the authorized representative(s) of the City.

3.4.3 **Notice of Agreement.** The Notice of Agreement executed by the authorized representative(s) of the City in recordable form.

3.5 **Closing Procedure.** When each of the Developer's Escrow required deposits, as set forth in Section 3.3, and each of the City's Escrow required deposits, as set forth in Section 3.4, are deposited into Escrow, Escrow Holder shall request confirmation in writing from both the City and the Developer that each of their respective conditions to the Close of Escrow, as set forth in Section 3.2, are satisfied or waived. Upon Escrow Holder's receipt of written confirmation from both the City and the Developer that each of their respective conditions to the Close of Escrow are either satisfied or waived, Escrow Holder shall close the Escrow for the Property by doing all of the following:

3.5.1 **Recordation of Documents.** File the following with the Office of the Recorder of the County, for recordation in the order set forth in Section 3.7 (i) the Grant Deed, with the Developer's certificate of acceptance attached, (ii) the Notice of Agreement, and (iii) if applicable, the Construction Loan Deed of Trust.

3.5.2 **Distribution of Recorded Documents.** Distribute each recorded document to the Party or person designated for such distribution in Section 3.7.

3.5.3 **PCO Statement.** File the PCO Statement with the Office of the Recorder of the County.

3.5.4 **FIRPTA Affidavit.** File the FIRPTA Affidavit with the United States Internal Revenue Service.

3.5.5 **Title Policy.** Obtain and deliver the Title Policy to the Developer, and deliver any lender title policy to the lender if applicable.

3.6 Close of Escrow. Close of Escrow shall occur no later than the tenth (10th) business day following Escrow Holder's receipt of written confirmation from both the City and the Developer of the satisfaction or waiver of all conditions precedent to the Close of Escrow for the Property (the "**Escrow Closing Date**"). If for any reason the Close of Escrow has not occurred by the Escrow Closing Date, then any Party not then in default of this Agreement may cancel the Escrow and terminate this Agreement, subject to the notice and cure provisions of Section 7.1 (to the extent applicable), without liability to any other Party or any other person for such termination and cancellation, by delivering written notice of termination to the other Party(ies) and Escrow Holder and, thereafter, the Parties shall proceed pursuant to Section 3.10 if the non-terminating Party is not in default or pursuant to Section 7.2 or 7.3 (as applicable) if the non-terminating Party is in default. Without limiting the right of any Party to terminate this Agreement, pursuant to the preceding sentence, if Escrow does not close on or before the Escrow Closing Date, and no Party has exercised its contractual right to cancel Escrow and terminate this Agreement before such time, then Escrow shall close as soon as reasonably possible following the first date on which Escrow Holder is in a position to close the Escrow pursuant to the terms and conditions of this Agreement.

3.7 Recordation and Distribution of Documents. As applicable, Escrow Holder shall cause the following documents to be recorded in the official records of the Recorder of the County in the following order of priority at the Close of Escrow: (i) the Grant Deed, with the Developer's certificate of acceptance attached, (ii) the Notice of Agreement; (iii) the Construction Loan Deed of Trust, if applicable, and (iv) any other documents to be recorded through Escrow upon the joint instructions of the Parties. All recorded documents shall provide that they are to be returned to Escrow Holder after recordation. When originals of such recorded documents are returned to Escrow Holder, Escrow Holder shall deliver: (i) the original Grant Deed, with the Developer's original certificate of acceptance attached, to the Developer and copies to the City, each showing all recording information, (ii) the original of the Notice of Agreement to the City, with copies to the Developer, each showing all recording information, (iii) the Construction Loan Deed of Trust to the Construction Lender for the Project, with copies to the Developer and the City, each showing all recording information, and (iv) the original of any other document recorded at the close of Escrow to the Party or other person designated in the joint escrow instructions of the Parties for such recordation and a copy of each such document to the other Party or Parties, each showing all recording information. If any construction lender requests that the original deed of trust be delivered elsewhere then that request will be honored by Escrow Holder.

3.8 Escrow Closing Costs, Taxes and Title Policy Premium. The City and the Developer shall each pay one-half (1/2) of the Escrow fees and such other costs as Escrow Holder may charge for the conduct of the Escrow. Escrow Holder shall notify the Developer and the City of the costs to be borne by each of them at the Close of Escrow by delivering the Escrow Holder's estimated closing/settlement statement to both the City and the Developer at least four (4) business days prior to the Escrow Closing Date. The City shall pay the premium charged by the Title Company for the standard Title Policy for the Property, exclusive of any endorsements or other supplements to the coverage of such Title Policy that may be requested by the Developer, as well as documentary transfer taxes and any and all other charges, fees and taxes levied by a Governmental Authority relative to the conveyance of any portion of the Property through the Escrow transaction contemplated in this Agreement. The City shall pay any City and/or County and/or state transfer taxes calculated on the value of the Property if any are charged. The Developer

shall pay any and all recording fees relative to the conveyance of any portion of the Property through the Escrow transaction contemplated in this Agreement.

3.9 Escrow Cancellation Charges. If the Escrow fails to close due to either the City's material default under this Agreement and the Escrow is cancelled and this Agreement is terminated, the City shall pay all ordinary and reasonable Escrow and title order cancellation charges. If the Escrow fails to close due to the Developer's material default under this Agreement and the Escrow is cancelled and this Agreement is terminated, the Developer shall pay all ordinary and reasonable Escrow and title order cancellation charges. If the Escrow fails to close for any reason other than the material default of either the Developer or the City and the Escrow is cancelled and this Agreement is terminated, the Developer and the City shall each pay one-half (1/2) of any ordinary and reasonable Escrow and title order cancellation charges.

3.10 Escrow Cancellation. If this Agreement is terminated and the Escrow cancelled pursuant to a contractual right granted to a Party in this Agreement to terminate this Agreement and cancel the Escrow, other than due to the material default of another Party, the Parties shall do each of the following:

3.10.1 Cancellation Instructions. The Parties shall, within three (3) business days of receipt of Escrow Holder's written request, execute any reasonable Escrow cancellation instructions requested by Escrow Holder;

3.10.2 Return of Funds and Documents. Within ten (10) days of receipt by the Parties of a settlement statement of Escrow and title order cancellation charges from Escrow Holder: (i) the Developer or Escrow Holder shall return to the City any documents previously delivered by the City to the Developer or Escrow Holder, (ii) the City or Escrow Holder shall return to the Developer all documents previously delivered by the Developer to the City or Escrow Holder; (iii) Escrow Holder shall return to the Developer any funds deposited by Developer into Escrow, including the Earnest Money Deposit (subject to Section 2.2), less the Developer's share of customary and reasonable Escrow and title order cancellation charges, if any; and (iv) Escrow Holder shall return to the City any funds deposited by City into Escrow if it has already been deposited, less the City's share of customary and reasonable Escrow and title order cancellation charges, if any.

3.11 Report to IRS. Following the Close of Escrow and prior to the last date on which such report is required to be filed with the Internal Revenue Service, if such report is required pursuant to Section 6045(e) of the Internal Revenue Code, Escrow Holder shall report the gross proceeds of the purchase and sale of the Property to the Internal Revenue Service on Form 1099-B, W-9 or such other form(s) as may be specified by the Internal Revenue Service pursuant to Section 6045(e). Upon the filing of such reporting form with the Internal Revenue Service, Escrow Holder shall deliver a copy of the filed form to the City and the Developer.

ARTICLE IV

PROJECT DEVELOPMENT

4.1 Developer Covenant to Undertake Project. Upon Close of Escrow the Developer covenants, for itself, its successors and assigns, to and for the exclusive benefit of the City, that the Developer shall commence and complete the development of the Project on the Property within the time period for such actions set forth in the Schedule of Performance. Upon Close of Escrow the Developer covenants and agrees for itself, its successors, and assigns, that the Property shall be improved and developed with the Project in substantial conformity with the terms and conditions of this Agreement, the Scope of Development, the Schedule of Performance, any and all plans, specifications and similar development documents required by this Agreement, except for such changes as may be mutually agreed upon in writing by and among the Parties, and all applicable laws, regulations, orders and conditions of each Governmental Agency with jurisdiction over the Property or the Project. The covenants of this Section 4.1 shall run with the land of the Property until the earlier of the date of recordation of the Certificate of Completion or the fifteenth (15th) anniversary of the date of the Close of Escrow.

4.2 Developer Changes to Plans and Specifications During Course of Construction. The Developer shall have the right during the course of construction of the Project to make "**minor field changes**," without seeking the approval of the City, if such changes do not affect the type of use to be conducted within all or any portion of a structure. "**Minor field changes**" shall be defined as those changes from the approved Plans and Specifications that have no substantial effect on the Project or are made in order to expedite the work of construction in response to field conditions. The Developer shall submit all other changes, i.e. those changes which are not **"minor field changes"**, to the City for its review and approval no less than fifteen (15) days prior to the date that the Developer intends to implement such changes. The City shall have ten (10) days from its receipt of such proposed changes to review the same and advise the Developer in writing whether such changes are acceptable to the City in its reasonable discretion. Any proposed changes which are not disapproved by the City within such ten (10) day period shall be deemed approved. Nothing contained in this Section 4.2 shall be deemed to constitute a waiver of or change in the City Requirements governing "**minor field changes**" or other changes or in any approvals by the City otherwise required for "**minor field changes."** or other changes.

4.3 Construction Start and Completion of Project. The Developer shall commence construction of the Project in accordance with the Schedule of Performance and, thereafter, shall diligently proceed to complete the construction of the Project in a good and workmanlike manner in substantial conformity with the approved plans, specifications, and conditions for the Project approved by the City and the Schedule of Performance. The Developer shall obtain a Certificate of Completion on or before the Project Completion Date subject to extension for unavoidable delays. The Developer will, promptly upon completion of construction of the Project, cause the Project to be inspected by each Governmental Agency with jurisdiction over the Project, shall correct any defects and deficiencies that may be disclosed by any such inspection and shall cause to be duly issued all occupancy certificates and other licenses, permits and authorizations necessary for the operation and occupancy of the completed Project. The Developer shall do and perform all of the foregoing acts and things and cause to be issued and executed all such occupancy certificates, licenses, and authorizations for the Project on or before the date set forth therefor in

the Schedule of Performance as the completion date for the Project. After commencement of the work of improvement of the Project, the Developer shall not permit the work of improvement of the Project to cease or be suspended for a time period in excess of thirty (30) consecutive calendar days, subject to Unavoidable Delays.

4.4 Compliance with Laws. All work performed in connection with the development of the Project shall comply with all Governmental Requirements.

4.5 Schedule of Performance. The Schedule of Performance establishes various dates and times for the accomplishment of various tasks assigned to the City and the Developer and the satisfaction of the conditions precedent to the close of the Escrow. The Parties agree that time is of the essence in the performance of such tasks and the satisfaction of conditions precedent, in view of the large investment of resources that all Parties recognize will be required for assembly of the Property and the undertaking of the Project. If the date or time for the performance of a task or the satisfaction of a condition, as set forth in either the text of this Agreement or in the Schedule of Performance, may not be achieved, then prior to such date or time set forth in the text of this Agreement or the Schedule of Performance, the Parties shall consider whether a modification to the text of this Agreement or to the Schedule of Performance is warranted. Any decision to approve a modification to a time or date established in either the text of this Agreement or the Schedule of Performance shall be subject to the sole discretion of each Party. Any modification of a time or date for performance of a particular task or satisfaction of a particular condition that does not result in a change of more than one hundred eighty (180) days may be approved on behalf of the City by the City Manager, in his or her reasonable discretion. A modification of a time or date for performance of a task or satisfaction of a condition (or a series of such modifications) that results in an aggregate change of more than one hundred eighty (180) days shall be subject to the approval of the City Council, in its sole and absolute discretion. If performance of a task or satisfaction of a condition in the Schedule Performance is prevented or delayed by Unavoidable Delays, the deadline for completion of such task or satisfaction of such condition shall be extended by the period of such Unavoidable Delays.

4.6 Developer Attendance at City Meetings. The Developer agrees to have one or more of its employees or consultants who are knowledgeable regarding this Agreement and the development of the Project, such that such person(s) can meaningfully respond to City questions regarding the progress of the Project, attend City Council meetings, when requested to do so on not less than ten (10) days prior written notice by City staff.

4.7 City's Right to Inspect Project and Property. Officers, employees, agents and representatives of the City shall have the right of reasonable access to the Property, without the payment of charges or fees, during normal construction hours, during the period of construction of the Project. Such officers, employees, agents or representatives of the City shall be those persons who are designated by the City Manager. Any and all officers, employees, agents or representatives of the City who enter the Property shall identify themselves at the construction management office on the Property, upon their entrance on to the Property, and shall at all times be accompanied by a representative of the Developer, while on the Property. The Developer shall make a representative of the Developer available for this purpose at all times during normal construction hours, upon reasonable notice from the City which is to be no less than two (2) business days in advance. The City shall indemnify and hold the Developer harmless from injury, property damage or liability

arising out of the exercise by the City of the right of access to the Property provided in this Section 4.7, other than injury, property damage or liability arising from the negligence or willful misconduct of the Developer or its officers, agents or employees. The City shall inspect relevant portions of the Property, prior to issuing any written statements reflecting adversely on the Developer's compliance with the terms and conditions of this Agreement pertaining to development of the Project. If in the City's reasonable judgment it is necessary, the City shall have the further right, from time to time, to retain a consultant or consultants to inspect the Project and verify compliance by the Developer with the provisions of this Agreement. The Developer acknowledges and agrees that any such inspections are for the sole purpose of protecting the City's rights under this Agreement, are made solely for the City's benefit, that the inspections may be superficial and general in nature, and are for the purposes of informing the City of the progress of the Project and the conformity of the Project with the terms and conditions of this Agreement, and that the Developer shall not be entitled to rely on any such inspection(s) as constituting an approval, satisfaction or acceptance of any materials, workmanship, conformity of the Project with this Agreement or otherwise. The Developer agrees to make its own regular inspections of the work of construction of the Project to determine that the quality of the Project and all other requirements of the work of construction of the Project are being performed in a manner satisfactory to the Developer. The Developer also agrees to immediately notify the City in writing should the Developer's inspections show any matters that will prevent the entire Project from being completed by the Project Completion Date set forth therefore in the Schedule of Performance. Without limiting the foregoing, the Developer shall permit the City upon reasonable notice to examine and copy all books and account records and other papers relating to the Property and the construction of the Project. The Developer will use commercially reasonable efforts to cause all contractors, subcontractors and materialmen to cooperate with the City to enable such examination.

4.8 Cost of Construction. The cost and expense of undertaking and completing the Project, including, without limitation, constructing all legally imposed on- and off-site improvements, and providing all utilities therefor, shall be borne by Developer at its sole cost, expense and liability. Developer shall be solely responsible for payment of all City land use, construction, inspection, plan check and development impact fees (collectively, "**Development Fees**") imposed by the City with respect to the development of the Project. Developer shall bear all costs and expenses associated with the processing and obtaining of the Entitlements and shall bear all costs and expenses (except to the extent expressly set forth otherwise in this Agreement), associated with any and all terms, conditions, requirements, mitigation measures and other exactions imposed on, or required in connection with, the Entitlements.

4.9 Private Undertaking; Prevailing Wages.

4.9.1 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.

4.9.2 The Developer agrees with the City that the Developer shall assume the responsibility and be solely responsible for determining whether or not laborers employed relative to the construction of the Project must be paid the prevailing per diem wage rate for their labor classification. The Developer, on behalf of itself, its successors, and assigns, waives and releases the City from any right of action that may be available to it pursuant to Labor Code Sections 1726 and 1781. The Developer acknowledges the protections of Civil Code Section 1542 relative to the waiver and release contained in this Section 4.9, 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 AND THAT, IF KNOWN BY HIM OR HER, WOULD HAVE MATERIALLY AFFECTED HIS OR HER SETTLEMENT WITH THE DEBTOR OR RELEASED PARTY."
>
> BY INITIALING BELOW, THE DEVELOPER KNOWINGLY AND VOLUNTARILY WAIVES THE PROVISIONS OF SECTION 1542 SOLELY IN CONNECTION WITH THE WAIVERS AND RELEASES OF THIS SECTION **Error! Reference source not found.**.
>
> _____
> Developer's Initials

4.9.3 Additionally, in accordance with Section 7.7, the Developer shall indemnify, defend with counsel acceptable to the City and hold the City harmless against any claims pursuant to Labor Code Sections 1726 and 1781 arising from this Agreement or the construction or operation of the Project.

4.10 Certificate of Completion.

4.10.1 Following the substantial completion of construction of the Project, and upon written request from the Developer for issuance of a Certificate of Completion for the Project, the City shall inspect the Project to determine whether or not the Project has been substantially completed in compliance with this Agreement. If the City determines that the Project is complete and in compliance with this Agreement, the City Manager shall furnish the Developer with a Certificate of Completion for the Project. If the City determines that the Project is not in

compliance with this Agreement, the City Manager shall send written notice of each non-conformity to the Developer. Upon issuance of the final certificate of occupancy for the development of the Project, based on the plans submitted by the Developer to the City, the City shall furnish the Developer with a Certificate of Completion for the Project. Until the issuance of a Certificate of Completion, the City shall retain a right of reverter in the Property pursuant to Section 7.6. The City shall not unreasonably interfere with the usual inspections by City agencies or other typical governmental inspections related to requirements for a certificate of occupancy.

4.10.2 The City shall not unreasonably withhold the issuance of a Certificate of Completion. A Certificate of Completion shall be evidence of the City's conclusive determination of satisfactory completion of the Project to which it pertains pursuant to the terms of this Agreement. After the recordation of a Certificate of Completion for the Project, any person then owning or thereafter purchasing, leasing or otherwise acquiring any interest in the Property improved with the Project shall not (because of such ownership, purchase, lease or acquisition) incur any obligation or liability under this Agreement regarding construction or installation of the Project except that such person shall be bound by any reservations, covenants, conditions, restrictions and other interests recorded against the Property pursuant to this Agreement and the Grant Deed.

4.10.3 If the City fails or refuses to issue a Certificate of Completion following written request from the Developer within fifteen (15) calendar days of the Developer's written request or within three (3) calendar days after the next regular meeting of the City Council, whichever date occurs later, the City shall provide the Developer with a written statement setting forth the reasons for the City's failure or refusal to issue a Certificate of Completion. The statement shall also contain the City's opinion of the action(s) the Developer must take to obtain a Certificate of Completion from the City. If the reason for the Developer's failure to complete the Project is confined to the immediate unavailability of specific items or materials for construction or landscaping at a price reasonably acceptable to the Developer or other minor building "**punch-list**" items, the City may issue its Certificate of Completion upon the posting of a bond or irrevocable standby letter of credit by the Developer in a form reasonably acceptable to the City in an amount representing the fair value of the work on the Project remaining to be completed, as reasonably determined by the City. If the City fails to provide such written statement, within the specified time period, the Developer shall be deemed conclusively and without further action of the City to have satisfied the requirements of this Agreement with respect to the Project, as if a Certificate of Completion had been issued by the City pursuant to this Agreement.

4.10.4 A Certificate of Completion shall not constitute evidence of compliance with or satisfaction of any obligation of the Developer to any holder of a mortgage, or any insurer of a mortgage securing money loaned to finance the Project, or any parts thereof. A Certificate of Completion shall not be deemed to constitute a notice of completion under Section 3093 of the California Civil Code, nor shall it act to terminate the continuing covenants, restrictions or conditions contained in the Grant Deed or any other instruments recorded against the Property pursuant to this Agreement. A Certificate of Completion is not evidence of the compliance of the Project with any City Requirements or any building code, conditions of approval, land use, zoning or other requirements of the City or any Governmental Agency with jurisdiction over the Property, other than the City.

ARTICLE V

DEVELOPER COVENANTS

5.1 Covenant to Maintain Property on Tax Rolls. The Developer for itself, its successors and assigns to all or any part or portion of the Property and/or Project, covenants and agrees that after Close of Escrow:

5.1.1 The entire Property shall remain on the County secured real property tax rolls for twenty years from the date of issuance of a certificate of occupancy for the Project.

5.1.2 The Developer shall pay all property tax bills with respect to the Property and all improvements thereon on or before the last day for the timely payment of each property tax installment during such time period and to timely pay all supplemental tax bills regarding the Property issued by the County. Nothing herein shall prohibit Developer, or current owner from making property tax payments pursuant to any tax collector approved payment plan. The Developer further covenants and agrees to provide to the City, on or before July 31 of each year, commencing in the calendar year following the calendar year in which a Certificate of Completion is recorded and in each calendar year, thereafter, for the full term of this covenant: (i) a true and correct copy of all property tax assessment notices, property tax bills and property tax assessment correspondence by and between the Developer and the County regarding the Property and all improvements thereon, with respect to the preceding fiscal year of the County, and (ii) cancelled checks issued by the Developer in payment of all property tax payments that are made to the County regarding the Property and all improvements thereon (or other reasonably acceptable evidence of such payment), with respect to the preceding County fiscal year.

5.1.3 The covenants of this Section 5.1 shall run with the land of the Property, shall be enforceable against the Developer and its successors and assigns, and shall be covenants set forth in the Grant Deed.

5.2 No Conveyance to Tax Exempt Entity. The Developer for itself, its successors and assigns to all or any part or portion of the Property and/or Project, covenants and agrees that:

5.2.1 The Developer shall not use or otherwise sell, transfer, convey, assign, lease, leaseback or hypothecate the Property, the Project, or any portion of any of the foregoing to any entity or person, or for any use of the Property, the Project, or any portion of any of the foregoing, that is partially or wholly exempt from the payment of real or personal property taxes or that would cause the exemption of the payment of all or any portion of real or personal property taxes otherwise assessable regarding the Property, the Project, or any portion of any of the foregoing, without the prior written consent of the City, which may be withheld in the City's sole and absolute discretion for a period of 20 years from the date of issuance of the Certificate of Completion for the Project by the City.

5.2.2 If the Property, or any portion of the Property, shall be conveyed, transferred or sold to any entity or person that is partially or wholly exempt from the payment of real or personal property taxes otherwise assessable against the Property, or any portion thereof (each, a "Tax-Exempt Entity"), without the prior written consent of the City, then, at the City's

election and in addition to all other remedies available to the City under this Agreement or at law or in equity, the Developer or its successor or assigns shall pay to the City a fee in lieu of payment of such taxes each year in an amount determined by the City to be one percent (1%) of the "**full cash value**" of the Property, or portion thereof, as may be subject to such exemption from payment of real or personal property taxes. The City's determination of "**full cash value**" for in-lieu payment purposes under this Section 5.2.2 shall be established by the City each year, if necessary, by reference to the real or personal property tax valuation principles and practices generally applicable to a county property tax assessor under Section 1 of Article XIIIA of the California Constitution. The City's determination of "**full cash value**" and that an in-lieu payment is due shall be conclusive on such matters. If the City determines that an amount is payable as an in-lieu payment under this Section 5.2.2 in any tax year, then such amount shall be paid to the City for that tax year within forty-five (45) days following transmittal by the City to the Developer or its successor or assigns of an invoice for payment of the in-lieu amount. Notwithstanding anything contrary to the foregoing, Developer shall not be responsible for any in-lieu amounts if (a) the City consents to Transfer of the Project to a non-Tax-Exempt Entity which subsequently becomes a Tax-Exempt Entity, or (b) a City-approved non-Tax-Exempt Entity to whom Developer Transfers the Property sells to a Tax-Exempt Entity or non-Tax-Exempt Entity which subsequently becomes a Tax-Exempt Entity.

5.2.3 The covenants of this Section 5.2 shall run with the land of the Property, shall be enforceable against the Developer and its successors and assigns, and shall be covenants set forth in the Grant Deed.

5.3 Deleted.

5.4 Maintenance Condition of the Property. The Developer for itself, its successors and assigns to all or any part or portion of the Property and/or Project, covenants and agrees that after Close of Escrow:

5.4.1 The areas of the Property that are subject to public view (including all existing and future improvements, paving, walkways, landscaping, exterior signage and ornamentation) shall be maintained in good repair and a neat, clean and orderly condition, ordinary wear and tear excepted. If there is an occurrence of an adverse condition on any area of the Property that is subject to public view in contravention of the general maintenance standard described above (a "**Maintenance Deficiency**"), then the City shall notify the Developer in writing of the Maintenance Deficiency. If the Developer fails to cure or commence and diligently pursue to cure the Maintenance Deficiency within thirty (30) days of its receipt of notice of the Maintenance Deficiency, the City shall have the right to enter the Property and perform all acts necessary to cure the Maintenance Deficiency, or to take any other action at law or in equity that may then be available to the City to accomplish the abatement of the Maintenance Deficiency. Any sum expended by the City for the abatement of a Maintenance Deficiency on the Property pursuant to this Section 5.4.1 shall become a lien on the Property, as applicable. If the amount of the lien is not paid within thirty (30) days after written demand for payment from the City to the Developer, the City shall have the right to enforce the lien in the manner provided in Section 5.4.3.

5.4.2 Graffiti, as this term is defined in Government Code Section 38772, that has been applied to any exterior surface of a structure or improvement on the Property that is

visible from any public right-of-way adjacent or contiguous to the Property, shall be removed by the Developer by either painting over the evidence of such vandalism with a paint that has been color-matched to the surface on which the paint is applied, or graffiti may be removed with solvents, detergents or water, as appropriate. If any such graffiti is not removed within five (5) days following the time of the discovery of the graffiti, the City shall have the right to enter the Property and remove the graffiti, without notice to the Developer. Any sum reasonably expended by the City for the removal of graffiti from the Property pursuant to this Section 5.4.2, shall be a lien on the Property. If the amount of the lien is not paid within thirty (30) days after written demand to the Developer from the City, the City shall have the right to enforce its lien in the manner provided in Section 5.4.3.

5.4.3 The Parties further mutually understand and agree that the rights conferred upon the City under this Section 5.4 expressly include a grant by the Developer of a security interest in the Property with the power to establish and enforce a lien or other encumbrance against the Property or any portion thereof, in the manner provided under Civil Code Sections 2924, 2924b and 2924c, to secure the obligations of the Developer and it successors under Section 5.4.1 or Section 5.4.2, including the reasonable attorneys' fees and costs of the City associated with the abatement of a Maintenance Deficiency or removal of graffiti. For the purposes of the preceding sentence the words "reasonable attorneys' fees and costs of the City" mean and include the salaries, benefits and costs of the City Attorney and the lawyers employed in the Office of the City Attorney. Said security interest will not be enforced without providing Developer an additional notice and thirty (30) days opportunity to pay all costs, interest, and fees due and owing to the City.

5.4.4 The provisions of this Section 5.4, shall be a covenant running with the land of the Property, shall be enforceable against the Developer and its successors and assigns, and shall be covenants set forth in the Grant Deed. Nothing in the foregoing provisions of this Section 5.4 shall be deemed to preclude the Developer from making any alteration, addition, or other change to any structure or improvement or landscaping on the Property, provided that any such changes comply with applicable zoning and building regulations of the City.

5.5 Obligation to Refrain from Discrimination. The Developer for itself, its successors and assigns to all or any part or portion of the Property and/or Project, covenants and agrees that:

5.5.1 There shall be no discrimination against or segregation of any person, or group of persons, on account of sex, marital status, race, color, religion, creed, national origin or ancestry in the sale, lease, sublease, transfer, use, occupancy, tenure or enjoyment of the Property nor shall the Developer, itself or any person claiming under or through it, establish or permit any such practice or practices of discrimination or segregation with reference to the selection, location, number, use or occupancy of tenants, lessees, sub-tenants, sub-lessees or vendees of the Property. The covenant of this Section 5.5 shall run with the land of the Property and shall be enforceable against the Developer and its successors and assigns in perpetuity and be a covenant in the Grant Deed and the Notice of Agreement.

5.5.2 The covenant of this Section 5.5 shall run with the land of the Property in perpetuity, shall be enforceable against the Developer and its successors and assigns, and shall be covenants set forth in the Grant Deed.

5.6 Form of Non-Discrimination and Non-Segregation Clauses. The Developer for itself, its successors and assigns to all or any part or portion of the Property and/or Project, covenants and agrees that:

5.6.1 The Developer, such successors and such assigns shall refrain from restricting the sale, lease, sublease, rental, transfer, use, occupancy, tenure or enjoyment of the Property (or any portion thereof) on the basis of sex, marital status, race, color, religion, creed, ancestry or national origin of any person. All deeds, leases or contracts pertaining to the Property shall contain or be subject to substantially the following non-discrimination or non-segregation covenants:

5.6.1.1 In deeds: "The grantee herein covenants by and for itself, its successors and assigns, and all persons claiming under or through them, that there shall be no discrimination against or segregation of, any person or group of persons on account of race, color, creed, religion, sex, marital status, national origin, or ancestry in the sale, lease, sublease, transfer, use, occupancy, tenure, or enjoyment of the premises herein conveyed, nor shall the grantee or any person claiming under or through it, establish or permit any such practice or practices of discrimination or segregation with reference to the selection, location, number, use or occupancy of tenants, lessees, sub-tenants, sub-lessee, or vendees in the premises herein conveyed. The foregoing covenants shall run with the land."

5.6.1.2 In leases: "The Lessee herein covenants by and for itself, its successors and assigns, and all persons claiming under or through them, and this lease is made and accepted upon and subject to the following conditions: That there shall be no discrimination against or segregation of any person or group of persons, on account of race, color, creed, religion, sex, marital status, national origin, or ancestry, in the leasing, subleasing, transferring, use, occupancy, tenure, or enjoyment of the premises herein leased nor shall the lessee itself, or any person claiming under or through it, establish or permit any such practice or practices of discrimination or segregation with reference to the selection, location, number, use, or occupancy, of tenants lessees, sub-lessee, sub-tenants, or vendees in the premises herein leased."

5.6.1.3 In contracts: "There shall be no discrimination against or segregation of any person or group of persons on account of race, color, creed, religion, sex, marital status, national origin, or ancestry, in the sale, lease, sublease, transfer, use, occupancy, tenure, or enjoyment of the premises herein conveyed or leased, nor shall the transferee or any person claiming under or through it, establish or permit any such practice or practices of discrimination or segregation with reference to the selection, location, number, use, or occupancy, of tenants, lessees, sub-lessees, sub-tenants, or vendees of the premises herein transferred." The foregoing provision shall be binding upon and shall obligate the contracting party or parties and any subcontracting party or parties, or other transferees under the instrument.

5.6.2 The covenant of this Section 5.6 shall run with the land of the Property in perpetuity, shall be enforceable against the Developer and its successors and assigns, and shall be covenants set forth in the Grant Deed.

5.7 Survival of Special Development Covenants. All of the covenants set forth in ARTICLE V, inclusive, shall be a covenant running with the land of the Property and each such special development covenant shall survive the Close of Escrow, execution and recordation of the Grant Deed, and issuance and recordation of any Certificate of Completion for the time period specifically set forth in each such special development covenant, except as expressly limited otherwise above or herein. The Parties acknowledge that although the special development covenants apply to the entirety of the Property, portions of the Project and Property may, in accordance with the Permitted Transfer requirements, be sold or otherwise transferred to various successors and assigns of the Developer. Accordingly, the City agrees that with respect to enforcement of any of the special development covenants, it is understood and agreed that, in the event of a breach of any of the special development covenants, the City will seek to enforce those covenants only against the then-current owner(s) of that portion of the Property which is not in compliance with any one or more the special development covenants. No owner of any portion of the Property which is in compliance with the special development covenants shall be liable for the breach of any of the special development covenants by any other owner of any other portion of the Property; provided, however, that the foregoing shall not preclude City from seeking damages against any prior owner of any portion of the Property if, during the tenure of such owner's ownership, such owner's portion of the Property was not in compliance with any one or more of the special development covenants.

5.8 Developer Covenant to Defend this Agreement. The Developer acknowledges that the City is a "**public entity**" and/or "**public agency**" as defined under applicable California law. Therefore, the City must comply with certain California statutes relating to the actions of public entities and public agencies. Also, as a public body, the City's action in approving this Agreement may be subject to proceedings to invalidate this Agreement or mandamus. The Developer assumes the risk of delays and damages that may result to the Developer from any third-party legal actions related to the City's approval of this Agreement or the pursuit of the activities contemplated by this Agreement, even in the event that an error, omission or abuse of discretion by the City is determined to have occurred. If a third-party files a legal action regarding the City's approval of this Agreement or the pursuit of the activities contemplated by this Agreement, either the City may terminate this Agreement on thirty (30) days written notice to the Developer of the City's intent to terminate this Agreement, referencing this Section 5.8, without any further obligation to perform the terms of this Agreement and without any liability to the Developer resulting from such termination, unless the Developer unconditionally agrees to indemnify and defend the City, with legal counsel acceptable to the City, against such third-party legal action, as provided in the next sentence. Within thirty (30) days of receipt of the City's notice of intent to terminate this Agreement, as provided in the preceding sentence, the Developer may offer to defend the City, with legal counsel reasonably acceptable to the City, in the third-party legal action and pay all of the court costs, attorney fees, monetary awards, sanctions, attorney fee awards, expert witness and consulting fees, and the expenses of any and all financial or performance obligations resulting from the disposition of the legal action. Any such offer from the Developer must be in writing and reasonably acceptable to the City in both form and substance. Notwithstanding the foregoing, City may not cancel or terminate this Agreement on the basis of

the assertion by a third party of a claim related to the Surplus Land Act (Government Code section 54220 et seq. through and including 54234) (the "SLA" and such a claim, an "SLA Claim"). In the event an SLA Claim demands, seeks or places restrictions on use of the Property which were not contemplated in this Agreement, then Developer may terminate this Agreement on thirty (30) days written notice, presuming said notice is served before Close of Escrow. Developer shall promptly notify the City following its receipt or knowledge of any notice of violation, claim, action, or proceeding initiated by the State of California, (or third party asserting such violations as a Qui Tam or otherwise acting as a private attorney general), and the Developer shall reasonably and in good faith cooperate in the City's defense. Notwithstanding anything to the contrary in this Agreement and for the avoidance of doubt, nothing contained in this Section 5.8 shall be deemed or construed to be an express or implied admission that the City is liable to the Developer or any other person or entity for damages alleged from any alleged or established failure of the City to comply with any statute, including, without limitation, CEQA and the SLA. Either Party's defense of such third party actions as described in this Section 5.8 shall constitute an Unavoidable Delay.

5.9 Environmental Indemnity of the City by the Developer. The Developer agrees that after Close of Escrow, at its sole cost and expense, to fully indemnify, protect, hold harmless, and defend (with counsel selected by the Developer and approved by the City) the City and its commissions, agents, attorneys, officers, employees, and authorized representatives (collectively, the "**Indemnified Parties**"), from and against any and all claims, demands, damages, losses, liabilities, obligations, penalties, fines, actions, causes of action, judgments, suits, proceedings, costs, disbursements and expenses, including, without limitation, attorney fees, disbursements and costs of attorneys, environmental consultants and other experts, and all foreseeable and unforeseeable damages or costs of any kind or of any nature whatsoever (collectively, "**Environmental Claims**") that may, at any time, be imposed upon, incurred or suffered by, or claimed, asserted or awarded against, the Indemnified Parties, directly or indirectly relating to or arising from any of the following "**Environmental Matters**" existing or occurring during or arising from the Developer's ownership of the Property or construction or operation of the Project:

5.9.1 The presence of Hazardous Materials on, in, under, from or affecting all or any portion of the Property or the Project.

5.9.2 The storage, holding, handling, release, threatened release, discharge, generation, leak, abatement, removal or transportation of any Hazardous Materials on, in, under, from or affecting the Property or the Project.

5.9.3 The violation of any law, rule, regulation, judgment, order, permit, license, agreement, covenant, restriction, requirement or the like by the Developer, its agents or contractors, relating to or governing in any way Hazardous Materials on, in, under, from or affecting the Property or the Project.

5.9.4 The failure of the Developer, its agents or contractors, to properly complete, obtain, submit and/or file any and all notices, permits, licenses, authorizations, covenants and the like in connection with the Developer's activities on the Property or regarding the Project.

5.9.5 The implementation and enforcement by the Developer, its agents or contractors of any monitoring, notification or other precautionary measures that may, at any time, become necessary to protect against the release, potential release or discharge of Hazardous Materials on, in, under, from or affecting the Property or the Project.

5.9.6 The failure of the Developer, its agents or contractors, in compliance with all applicable Environmental Laws, to lawfully remove, contain, transport or dispose of any Hazardous Materials existing, stored or generated on, in, under or from the Property or the Project.

5.9.7 Any investigation, inquiry, order, hearing, action or other proceeding by or before any governmental agency in connection with any Hazardous Materials on, in, under, from or affecting the Property or the Project or the violation of any Environmental Law relating to the Property or the Project.

5.9.8 The Developer shall pay to the Indemnified Parties all costs and expenses including, without limitation, reasonable attorneys' fees and costs, incurred by the Indemnified Parties in connection with enforcement of the aforementioned environmental indemnity.

5.9.9 Nothing herein shall require Developer to protect, defend or indemnify the City from costs arising from actions by other governmental agencies including fines, or required contributions to remediation costs, or a pro-rated portion of the total costs, including attorneys fees and consultant expenses if it is determined that the City itself was a generator of Hazardous Materials which is determined to have placed, released, or allowed migration of such materials onto or under the Property during a period of time prior to the execution of this agreement. The term 'generator' as used herein means that the City was directly involved in the use, placement, release, or migration of the Hazardous Materials.

5.10 Insurance. In order to protect the City and its commissions, agents, attorneys, officers, employees and authorized representatives (collectively, "**Additional Insureds**") against any and all claims and liability for death, injury, loss and damage resulting from the Developer's actions in connection with this Agreement, the Property, and the Project, the Developer shall secure and maintain the insurance coverage, described in and required by this Section 5.10. The City shall not have any obligation under this Agreement until the Developer provides the required policies and/or certificates evidencing the insurance required by this Section 5.10 to the City and the City approves such evidence of insurance. The Developer shall pay any deductibles and self-insured retentions under all insurance policies issued in satisfaction of the terms of this Agreement. Developer shall retain all insurance policies as set forth in this Section 5.10 until recordation of the Certificate of Completion.

5.10.1 Workers' Compensation Insurance Requirement. The Developer shall submit written proof that the Developer is insured against liability for workers' compensation in accordance with the provisions of Section 3700 of the Labor Code. By executing this Agreement, the Developer makes the following certification, required by Section 1861 of the Labor Code:

> "I am aware of the provisions of section 3700 of the Labor Code which require every employer to be insured against liability for workers' compensation or to undertake self-insurance in accordance with the provisions of that code, and I will comply with such provisions before commencing the performance of the work of the Agreement."

The Developer shall require each contractor and sub-contractor performing work on the Project to provide workers' compensation coverage for all of such contractor's or sub-contractor's employees, unless the contractor's or sub-contractor's employees are covered by workers' compensation insurance provided by the Developer. If any class of employees engaged in work or services performed in connection with the Project is not covered by Labor Code Section 3700, the Developer shall provide and/or require each contractor or sub-contractor to provide adequate workers' compensation insurance covering such employees. Each workers' compensation policy procured pursuant to this Section 5.10.1 shall contain a full waiver of subrogation clause in favor of the Additional Insureds.

5.10.2 Liability and Permanent Insurance Requirements.

5.10.2.1 The Developer shall maintain or cause to be maintained in full force and effect, until the issuance of the Certificate of Completion, subject to Section 5.10.2.4, the following insurance coverage:

5.10.2.1.1 Commercial General Liability Insurance coverage, including, but not limited to, Premises-Operations, Contractual Liability Insurance (specifically covering all indemnity obligations of the Developer pursuant to this Agreement), Products-Completed Operations Hazards, Personal Injury (including bodily injury and death), and Property Damage for liability arising out of the construction of the Project and/or the Developer's operations concerning the Property or the Project. The commercial general liability insurance coverage shall have minimum limits for Bodily Injury and Property Damage liability of TWO MILLION DOLLARS ($2,000,000) each occurrence and FOUR MILLION DOLLARS ($4,000,000) aggregate.

5.10.2.1.2 Developer will require the general contractor and all subcontractors to obtain Automobile Liability Insurance against claims of Personal Injury (including bodily injury and death) and Property Damage covering all owned, leased, hired and non-owned vehicles used by the Developer with minimum limits for Bodily Injury and Property Damage of ONE MILLION DOLLARS ($1,000,000). Such insurance shall be provided by a business or commercial vehicle policy.

5.10.2.1.3 If the Developer hires a consultant to provide design services, such as architectural or engineering services in connection with the Project, or any portion of the Project, the Developer shall require each such consultant to provide Professional Liability (Errors and Omissions) Insurance, for liability arising out of, or in connection with, the performance of such design services, with limits of not less than ONE MILLION DOLLARS ($1,000,000).

5.10.2.1.4 Upon acceptance of the Project or any portion thereof, from each contractor, the Developer shall maintain Fire and Extended Coverage Insurance on the Project on a blanket basis or with an agreed amount clause in amounts not less than 100% of the replacement value of all portions of the Project so accepted.

5.10.2.2 During the construction of the Project, the Developer shall require that each contractor performing work on the Project maintain the following insurance coverage, as specified below, at all times during the performance of said work, or the Developer shall provide for such contractors "wrap" coverage, as specified below, at all times during the performance of said work:

5.10.2.2.1 The Developer shall maintain Builder's Risk Insurance to be written on an All Risk Completed Value form, in an aggregate amount equal to 100% of the completed insurable value of the Project or portion of the Project on which such contractor is performing work.

5.10.2.2.2 Each general contractor and each sub-contractor shall maintain Commercial General Liability Insurance with limits of not less than ONE MILLION DOLLARS ($1,000,000) per occurrence and TWO MILLION DOLLARS ($2,000,000) aggregate to protect the Developer during the construction of the Project from claims involving bodily injury and/or death and damage to the property of others.

5.10.2.2.3 Each general contractor and each sub-contractor shall maintain Automobile Liability Insurance against claims of personal injury (including bodily injury and death) and property damage covering all owned, leased, hired and non-owned vehicles used in the performance of the contractor's obligations with minimum limits for bodily injury and property damage of ONE MILLION DOLLARS ($1,000,000) each occurrence and TWO MILLION DOLLARS ($2,000,000) aggregate. Such automobile liability insurance shall be provided by a business or commercial vehicle policy.

5.10.2.3 The insurance required in Section 5.10.2.1 and Section 5.10.2.2 above shall include endorsements naming the Additional Insureds as additional insured for liability arising out of this Agreement and any operation related to this Agreement.

5.10.2.4 Any insurance coverage required under this Agreement shall not be written on a "claims made" basis, except the 5.10.2.1.3 professional liability insurance which may be on a claims made basis. The applicable certificate of insurance must clearly provide that the coverage is on an "occurrence" basis. The requirements of this Section 5.10.2.4 shall survive any expiration or termination of this Agreement and the recordation of the Grant Deed and any Certificate of Completion.

5.10.2.5 Receipt by the City of evidence of insurance that does not comply with the above requirements shall not constitute a waiver of the insurance requirements of this Agreement.

5.10.2.6 Subject to Section 5.10.2.4, all of the insurance coverage required under this Section 5.10 shall be maintained by the Developer or its contractors, as required by the terms of this Agreement, until the issuance of the Certificate of Completion and requested not to

be reduced, modified, or canceled without, at least, thirty (30) days prior written notice to the City. These insurance requirements in 5.10.2 may be met in part or in whole by an OCIP (Owner Controlled Insurance Program), Builder's Risk or other 'wrap' type policy even if the above paragraphs state 'each' contractor or subcontractor must have separate insurance. The Developer shall immediately obtain replacement coverage for any insurance policy that is terminated, canceled, non-renewed, or whose policy limits are exhausted or upon insolvency of the insurer that issued the policy. If any notices of change, or cancellation are received Developer shall immediately notify the City, but requirements for "no changes without 30 days advance notice" may not be accepted by insurers, and minor variations in notice of cancellations clauses shall not be a breach of this Agreement. Failure of Developer to have replacement insurance meeting all requirements put in place prior to the cancellation date of any required insurance policy is a breach of this Agreement.

5.10.2.7 All insurance to be obtained and maintained by the Developer under this Section 5.10 shall be issued by a company or companies listed in the then current "Best's Key Rating Guide" publication with a minimum of an "A:VII" rating and be authorized to conduct business in the State of California , but said carriers may be 'non-admitted.'

5.10.2.8 The City will not accept self-insurance in satisfaction of the insurance requirements of this Section 5.10.

5.10.2.9 All insurance obtained and maintained by the Developer in satisfaction of the requirements of this Agreement shall be primary to and not contributing to any insurance maintained by the Additional Insureds.

5.10.2.10 Insurance coverage in the minimum amounts set forth in this Section 5.10 shall not be construed to relieve the Developer of any liability, whether within, outside, or in excess of such coverage, and regardless of solvency or insolvency of the insurer that issues the coverage; nor shall it preclude the Additional Insureds from taking such other actions as are available to them under any other provision of this Agreement or otherwise at law.

5.10.3 Failure by the Developer to maintain all insurance coverage required by this Section 5.10 in effect shall be an Event of Default by the Developer. The City, at its sole option, may exercise any remedy available to them in connection with such an Event of Default. Alternatively, the City may, at its sole option, purchase any such required insurance coverage and the City shall be entitled to immediate payment from the Developer for any premiums and associated costs paid by the City for such insurance coverage. Any election by the City to purchase or not to purchase insurance otherwise required to be carried by the Developer shall not relieve the Developer of its obligation to obtain and maintain the insurance coverage required by this Agreement.

ARTICLE VI

PROJECT FINANCING

6.1 Recordation of Construction Loan Deed of Trust. The Developer covenants to the City that, if Developer has arranged any secured Construction Loan, the Developer shall cause

the Construction Loan Deed of Trust(s) to be recorded against the Property within sixty (60) days following the Close of Escrow.

6.2 Unauthorized Liens. Except as provided in Section 6.3, until recordation of the Certificate of Completion, the Developer shall not record, and shall not allow to be recorded, against the Property, or any portion thereof, any Lien not expressly authorized by this Agreement. Until recordation of the Certificate of Completion, the Developer shall remove, or shall have removed, any unauthorized Lien made or recorded against the Property or any portion of the Property, or shall assure the satisfaction thereof to the satisfaction of the City. After one hundred twenty (120) calendar days prior written notice to the Developer, the City shall have the right, but not the obligation, to satisfy any unauthorized Lien made or recorded prior to recordation of the Certificate of Completion and receive reimbursement from the Developer for any amounts paid or incurred in satisfying any such Lien, upon demand. Nothing in this Section 6.2, though, shall require the Developer to pay or make provisions for the payment of any tax, assessment, lien, or charge that the Developer is in the process of contesting the validity or amount thereof, in good faith, and so long as such contest shall not subject the Property, or any portion thereof, to forfeiture or sale.

6.3 Rights of Lenders and City Regarding Permitted Loans and Liens.

6.3.1 The City shall have the right of reasonable review and approval of any Lender from which the Developer proposes to obtain any Loan, whether or not such Loan is secured by a Lien against the Property or any portion thereof. The City shall not unreasonably withhold, condition or delay its approval of any proposed Lender or Loan. In deciding whether to give, condition or withhold such approval, the City may consider, among other matters, whether or not the proposed Lender is a state or federally chartered bank, savings and loan, or other financial institution which routinely provides construction financing to development projects such as the Project, whether the terms of the Loan are reasonable and customary when compared to the financing terms of similar development projects in the County, the size and financial strength of the proposed Lender, and what effect, if any, any changes requested by the Lender to either this Agreement or any of the exhibits to this Agreement may have upon the City's rights and remedies hereunder. In connection therewith, in any notice requesting approval of a proposed Lender and Loan, the Developer shall include a statement identifying any amendments, modifications, or other changes to this Agreement or its exhibits which the proposed Lender will request in connection with the Developer's obtaining of the Loan. The City agrees to reasonably consider, but shall not be obligated to accept, any amendment, modification, or other change to this Agreement or any of the exhibits to this Agreement which materially restricts, diminishes, or burdens the City's rights and remedies.

6.3.2 Whenever the City delivers any notice or demand to the Developer regarding any breach or default by the Developer under this Agreement that, if not timely cured by the Developer, would entitle the City to terminate this Agreement, the City shall send a copy of such notice to each affected Lender of which the City has received notice and a contact address for transmittal of such notices. Whenever the City delivers any notice or demand to the Developer regarding any breach or default by the Developer under this Agreement that, if not timely cured by the Developer, would entitle the City to exercise its power of termination of the fee estate of all or any portion of the Property pursuant to Section 7.6, the City shall at the same time send a copy

of such notice or demand to each affected Lender of which the City has received notice and a contact address for transmittal of such notice. Each affected Lender receiving a copy of any such notice shall have the right, at its option, to commence the cure or remedy of any such default of the Developer and to diligently and continuously proceed with such cure or remedy, within one hundred eighty (180) calendar days following its receipt of notice of the default. If a default of the Developer under this Agreement cannot, with diligence, be remedied or cured, or the remedy or cure of such default cannot be commenced, within such one hundred eighty (180) calendar day period, the Lender shall have such additional time as is reasonably necessary to remedy or cure such default of the Developer, but in no event beyond three hundred sixty five (365) calendar days following its receipt of notice of the default. If such default of the Developer can only be remedied or cured by the Lender upon obtaining possession of the Property, the Lender shall seek to obtain possession of the Property with diligence and continuity through a receiver or otherwise, and shall remedy or cure such default of the Developer within one hundred eighty (180) calendar days after obtaining possession of the Property. Nothing contained in this Agreement shall be deemed to permit or authorize any Lender to undertake or continue the construction of any portion of the Project (beyond the extent necessary to conserve or protect improvements or construction already made), without expressly assuming the Developer's obligations under this Agreement by written agreement approved by the City, in which the Lender agrees to complete, in the manner provided in this Agreement, the improvements to which the Lien or title of the Lender relates, which approval shall not unreasonably be withheld, delayed, or conditioned by the City.

6.3.3 In any case where, one hundred eighty (180) calendar days after delivery of notice of a default of the Developer under Section 6.3.2, an affected Lender has not exercised the option provided in Section 6.3.2 to construct the applicable portions of the Project, or has exercised the option, but has not proceeded diligently and continuously with construction, the City shall have the option, in the City's sole and absolute discretion, to purchase the Loan of such Lender and any security interest of such Lender under its Loan Documents by payment to the Lender of the amount of the unpaid Loan, including principal, accrued and unpaid interest, late charges, costs, expenses and other amounts payable to the Lender by the Developer under its Loan Documents and, if the ownership of the Property or any portion of the Property has previously vested in such Lender, the City, at its option but not as its obligation, shall be entitled to a conveyance of any title or interest in the Property vested in such Lender from such Lender.

6.3.4 After expiration of the one hundred eighty (180) calendar day period provided for in Section 6.3.3, any affected Lender may demand, in writing, that the City act to exercise or forego the option granted in Section 6.3.3. If the City fails to exercise the right granted in Section 6.3.3 within sixty (60) calendar days from the date of the City's receipt of such written demand from a Lender, the City shall be conclusively deemed to have waived its right of purchase of that Lender's interest pursuant to Section 6.3.3.

6.3.5 In the event of a default or breach by the Developer under any Loan Documents, where the Lender has not exercised its option to complete the Project under Section 6.3.3, the City may cure the default of the Developer under the applicable Loan Documents, but is under no obligation to do so, prior to completion of any sale or foreclosure of the Property or any portion thereof under the applicable Loan Documents. The City shall be entitled to reimbursement from the Developer of all costs and expenses incurred by the City in curing any default of the Developer under any Loan Documents.

6.3.6 In any case where a Lender has acquired title to all or any portion of the Property or Project through foreclosure, deed in lieu of foreclosure, or any other means, and such Lender proposes to enter into an agreement to transfer the Property and/or Project, or any portion thereof, to a third party transferee, the Lender shall provide the City with written notice thereof, which notice shall include a reasonably detailed description of the terms and conditions of the proposed transaction. The City shall have the option, but not the obligation, to purchase the Property and/or Project on substantially the same terms as described in the Lender's notice, which option, if ever, shall be exercised by written notice from the City to the Lender within twenty (20) days following the City's receipt of the Lender's notice. If the City elects not to exercise its option, then, subject to Section 8.2.2, the Lender may complete the transaction described in its notice, provided that such transaction is closed on materially identical terms and conditions as those described in the Lender's notice to the City. If the Lender and third party transferee desire to materially amend the terms of their proposed transaction, the Lender shall give the City written notice of the proposed modifications and the City shall once again have the right to elect to acquire the Property and the Project (or portion thereof) on terms and conditions substantially similar to those modified terms. If, for any reason, the proposed transaction between the Lender and third party transferee fails to close within two hundred forty (240) days following the date on which the City first receives notice of the proposed transaction (or notice of the proposed modified transaction, whichever is later), then the City once again have the right to elect to acquire the Property and/or Project pursuant to this Section 6.3.6.

6.3.7 The restrictions set forth in this Section 6.3 shall remain in effect only until the recordation of the Certificate of Completion for the Project.

ARTICLE VII

DEFAULTS, REMEDIES AND TERMINATION

7.1 Defaults - General.

7.1.1 Subject to any extensions of time provided for in this Agreement, failure or delay by any Party to perform any term or provision of this Agreement shall constitute an "Event of Default" under this Agreement; provided, however, that if a Party otherwise in default commences to cure, correct or remedy such default, within thirty (30) calendar days after receipt of written notice from the injured Party specifying such default, and shall diligently and continuously prosecute such cure, correction or remedy to completion (and where any time limits for the completion of such cure, correction or remedy are specifically set forth in this Agreement, then within said time limits), such Party shall not be deemed to be in default under this Agreement and no Event of Default shall be deemed to have occurred.

7.1.2 The injured Party shall give written notice of default to the Party in default, specifying the default complained of by the non-defaulting Party. Delay in giving such notice shall not constitute a waiver of any default nor shall it change the time of default.

7.1.3 Any failure or delays by any Party in asserting any of their rights and/or remedies as to any default shall not operate as a waiver of any default or of any such rights or remedies. Delays by any Party in asserting any of its rights and/or remedies shall not deprive that

Party of its right to institute and maintain any actions or proceedings that it may deem necessary to protect, assert or enforce any such rights or remedies.

7.1.4 In addition to other acts or omissions of the Developer that may legally or equitably constitute a default or breach of this Agreement, the occurrence of any of the following specific events, prior to the issuance of a Certificate of Completion for the Project, shall constitute an "Event of Default" under this Agreement and shall not be subject to the notice and cure provisions of Section 7.1.1:

7.1.4.1 Any material default by the Developer under any Loan Documents for any purpose or reason that remains uncured following any applicable notice from Lender and expiration of any applicable cure period under such Loan Documents.

7.1.4.2 Any representation, warranty or disclosure made in writing to the City by the Developer regarding this Agreement or the Project is intentionally or recklessly and materially false or misleading, whether or not such representation or disclosure appears in this Agreement.

7.1.4.3 The construction of the Project is delayed or suspended for a period in excess of that permitted under Section 4.3 or the Developer has not been issued, or entitled to be issued, a Certificate of Completion by the Project Completion Date.

7.1.4.4 There occurs any event of dissolution, reorganization or termination of the Developer that adversely and materially affects the operation or value of the Property or the Project, and such event is not corrected within five (5) days following written notice of such event from the City to the Developer.

7.1.4.5 The Developer Transfers its interest in this Agreement, the Property, or the Project, or any portion thereof, whether voluntarily or involuntarily or by operation of law, in violation of the terms and conditions of this Agreement and such action is not cured within the period prescribed in Section 8.2.2.

7.1.4.6 The Developer becomes insolvent or a receiver is appointed to conduct the affairs of the Developer under state or federal law.

7.1.4.7 The Developer's legal status as a California limited liability company authorized by the Secretary of State of the State of California to transact business in California is suspended or terminated.

7.2 LIQUIDATED DAMAGES TO THE CITY. UPON THE OCCURRENCE OF AN EVENT OF DEFAULT BY THE DEVELOPER UNDER THIS AGREEMENT PRIOR TO THE CLOSE OF ESCROW, THE CITY MAY CANCEL THE ESCROW PURSUANT TO SECTION 3.10, AND UPON CANCELLATION OF THE ESCROW, THE CITY SHALL BE RELIEVED OF ANY OBLIGATION UNDER THIS AGREEMENT TO SELL OR CONVEY THE PROPERTY OR ANY PORTION THEREOF AND ANY SUCH ESCROW CANCELLATION SHALL BE WITHOUT ANY LIABILITY OF THE CITY TO THE DEVELOPER OR ANY OTHER PERSON ARISING FROM SUCH ACTIONS. THE CITY AND THE DEVELOPER ACKNOWLEDGE THAT IT IS EXTREMELY DIFFICULT AND

IMPRACTICAL, IF NOT IMPOSSIBLE, TO ASCERTAIN THE AMOUNT OF DAMAGES THAT WOULD BE SUFFERED BY THE CITY IN THE EVENT OF A CANCELLATION OF THE ESCROW DUE TO THE OCCURRENCE OF AN EVENT OF DEFAULT BY THE DEVELOPER UNDER THIS AGREEMENT PRIOR TO THE CLOSE OF ESCROW. HAVING MADE DILIGENT BUT UNSUCCESSFUL ATTEMPTS TO ASCERTAIN THE ACTUAL DAMAGES THE CITY WOULD SUFFER IN THE EVENT OF A CANCELLATION OF THE ESCROW DUE TO THE OCCURRENCE OF AN EVENT OF DEFAULT BY THE DEVELOPER UNDER THIS AGREEMENT PRIOR TO THE CLOSE OF ESCROW, THE CITY AND THE DEVELOPER AGREE THAT A REASONABLE ESTIMATE OF THE CITY'S DAMAGES IN SUCH EVENT IS THE TOTAL SUM OF THE EARNEST MONEY DEPOSIT OR TWENTY THOUSAND ONE HUNDRED FORTY TWO AND NO/100 DOLLARS ($20,142) (THE "**LIQUIDATED DAMAGES AMOUNT**"). THEREFORE, UPON THE CANCELLATION OF THE ESCROW BY THE CITY DUE TO THE OCCURRENCE OF AN EVENT OF DEFAULT BY THE DEVELOPER UNDER THIS AGREEMENT PRIOR TO THE CLOSE OF THE ESCROW, ESCROW HOLDER SHALL IMMEDIATELY CANCEL THE ESCROW AND PAY THE LIQUIDATED DAMAGES AMOUNT (I.E., THE EARNEST MONEY DEPOSIT) TO THE CITY WITHIN FIVE (5) DAYS OF ESCROW CANCELLATION. RECEIPT OF THE LIQUIDATED DAMAGES AMOUNT SHALL BE THE CITY'S SOLE AND EXCLUSIVE REMEDY UPON THE CANCELLATION OF THE ESCROW DUE TO THE OCCURRENCE OF AN EVENT OF DEFAULT BY THE DEVELOPER UNDER THIS AGREEMENT PRIOR TO THE CLOSE OF ESCROW.

CITY'S INITIALS: _____ DEVELOPER'S INITIALS: _____

7.3 DEVELOPER'S ELECTION RE: SPECIFIC ENFORCEMENT OF AGREEMENT OR WAIVER OF RIGHT TO SPECIFIC PERFORMANCE AND LIMITATION ON RECOVERY OF DAMAGES PRIOR TO CLOSE OF ESCROW. UPON THE OCCURRENCE OF AN EVENT OF DEFAULT PERTAINING TO THE CONVEYANCE OF THE PROPERTY BY THE CITY UNDER THIS AGREEMENT PRIOR TO CLOSE OF ESCROW, THE DEVELOPER SHALL, AS ITS SOLE AND EXCLUSIVE REMEDY, HAVE THE RIGHT TO EXERCISE ONE OF THE ALTERNATIVE REMEDIES DESCRIBED IN SECTIONS 7.3.1 AND 7.3.2. THE DEVELOPER'S ELECTION, ONCE MADE, SHALL BE IRREVOCABLE.

7.3.1 WAIVER OF RIGHT TO SPECIFIC PERFORMANCE AND LIMITATION ON RECOVERY OF DAMAGES. THE DEVELOPER MAY WAIVE THE REMEDIES SET FORTH IN SECTION 7.3.2 AND MAY CANCEL THE ESCROW PURSUANT TO SECTION 3.10, AND UPON CANCELLATION OF THE ESCROW, THE DEVELOPER SHALL BE RELIEVED OF ANY OBLIGATION UNDER THIS AGREEMENT TO PURCHASE OR ACCEPT TITLE TO THE PROPERTY AND ANY SUCH ESCROW CANCELLATION SHALL BE WITHOUT ANY LIABILITY OF THE DEVELOPER TO THE CITY OR ANY OTHER PERSON ARISING FROM SUCH ACTIONS. THE DEVELOPER SHALL BE LIMITED TO RECOVERING ANY AMOUNTS ACTUALLY EXPENDED BY THE DEVELOPER IN REASONABLE RELIANCE ON THIS AGREEMENT PRIOR TO THE DATE OF THE OCCURRENCE OF THE EVENT OF DEFAULT BY THE CITY, NOT TO EXCEED SIXTY THOUSAND DOLLARS ($60,000). THE DEVELOPER WAIVES ANY

RIGHT TO RECOVER ANY OTHER SUMS FROM THE CITY ARISING FROM AN EVENT OF DEFAULT BY THE CITY PRIOR TO THE CLOSE OF ESCROW. NOTWITHSTANDING THE FOREGOING, DEVELOPER SHALL NOT BE ENTITLED TO RECOVER ANY AMOUNT IF DEVELOPER TERMINATES THIS AGREEMENT PURSUANT TO SECTION 5.8 ABOVE. THE DEVELOPER ACKNOWLEDGES THE PROTECTIONS OF CIVIL CODE SECTION 1542 RELATIVE TO THE WAIVER AND RELEASE CONTAINED IN THIS SECTION 7.3.1, WHICH CIVIL CODE SECTION 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 AND THAT, IF KNOWN BY HIM OR HER, WOULD HAVE MATERIALLY AFFECTED HIS OR HER SETTLEMENT WITH THE DEBTOR OR RELEASED PARTY."

BY INITIALING BELOW, THE DEVELOPER KNOWINGLY AND VOLUNTARILY WAIVES THE PROVISIONS OF SECTION 1542 SOLELY IN CONNECTION WITH THE WAIVERS AND RELEASES OF THIS SECTION 7.3.1.

DEVELOPER'S INITIALS: _____

IN CONNECTION WITH THE WAIVERS OF THIS SECTION 7.3.1, THE DEVELOPER FURTHER WAIVES THE RIGHT TO RECORD A NOTICE OF PENDENCY OF ACTION AGAINST ALL OR ANY PORTION OF THE PROPERTY EXCEPT DEVELOPER MAY RECORD SUCH A NOTICE IN CONNECTION WITH ANY SUIT FOR SPECIFIC PERFORMANCE PERMITTED HEREUNDER IN THE EVENT DEVELOPER ELECTS NOT TO WAIVE ITS RIGHT TO SEEK SPECIFIC PERFORMANCE UNDER SECTION 7.3.2.

7.3.2 SPECIFIC PERFORMANCE. THE DEVELOPER MAY WAIVE THE REMEDIES SET FORTH IN SECTION 7.3.1 AND, IN ACCORDANCE WITH CIVIL CODE SECTION 3384, ET SEQ., INSTITUTE AN ACTION AGAINST THE CITY FOR SPECIFIC PERFORMANCE OF THE TERMS OR PROVISIONS OF THIS AGREEMENT WHICH WERE TO HAVE BEEN COMPLETED BY THE CITY PRIOR TO AND AT THE CLOSE OF ESCROW.

7.4 Legal Actions.

7.4.1 Except as otherwise provided by Section 7.3, any Party may institute legal action to cure, correct or remedy any default, to recover damages for any default, or to obtain any other remedy available to that Party under this Agreement or at law or in equity. Such legal actions must be instituted in the Superior Court of the State of California in and for the County of San Bernardino, California, in any other appropriate court within the County of San Bernardino, California.

7.4.2 The procedural and substantive laws of the State of California shall govern the interpretation and enforcement of this Agreement, without regard to conflicts of laws

principles. The Parties acknowledge and agree that this Agreement is entered into, is to be fully performed in and relates to real property located in the City of Ontario, County of San Bernardino, California.

7.5 Rights and Remedies are Cumulative. Except as otherwise expressly stated in this Agreement, the rights and remedies of the Parties set forth in this ARTICLE VII are non-exclusive and cumulative, and the exercise by any Party of one or more of such rights or remedies shall not preclude the exercise by it, at the same or different times, of any other rights or remedies for the same default or any other default by the other Party(ies).

7.6 City Power of Termination and Reverter Regarding the Property.

7.6.1 The City hereby reserves a power of termination pursuant to Civil Code Sections 885.010, et seq., exercisable by the City, in its sole and absolute discretion, upon sixty (60) calendar days written notice to the Developer referencing this Section 7.6, to terminate the fee interest of the Developer in the Property and/or any improvements to the Property and revest such fee title in the City and take possession of all or any portion of such real property and improvements, without compensation to the Developer, upon the occurrence of an Event of Default by the Developer following the Close of Escrow and prior to the issuance of the Certificate of Completion.

7.6.2 The sixty (60) calendar day written notice specified in Section 7.6.1 shall specify the Event of Default by the Developer triggering the City's exercise of its power of termination. The City shall proceed with its remedy set forth in Section 7.6.1 only if the Developer continues in default for a period of sixty (60) calendar days following such notice or, upon commencing to cure such default, fails to diligently and continuously prosecute said cure to satisfactory conclusion.

7.6.3 The rights of the City under this Section 7.6 shall be subject and subordinate to, shall be limited by and shall not defeat, render invalid or limit:

7.6.3.1 Each Lien recorded against the Property and specifically authorized by this Agreement as a Permitted Transfer;

7.6.3.2 Any leases, declarations of covenants, conditions and restrictions, easement agreements or other recorded documents or interests applicable to the Property and specifically authorized by this Agreement as a Permitted Transfer.

7.6.4 Upon the City's exercise of its power of termination pursuant to this Section 7.6, the Developer or its successors or assigns shall convey by grant deed to the City title to the Property, as specified in the City's notice pursuant to Section 7.6.1, and all improvements thereon, in accordance with Civil Code Section 1109, as such code section may hereafter be amended, renumbered, replaced or substituted. Such conveyance shall be duly acknowledged by the Developer and a notary in a manner suitable for recordation. The City may enforce its rights pursuant to this Section 7.6 by means of an injunctive relief or forfeiture of title action filed in any court of competent jurisdiction.

7.6.5 Upon the revesting in the City of title to the Property, whether by grant deed or court decree, the City shall exercise its reasonable good faith efforts to resell the Property at its then fair market value, as soon and in such manner as the City shall, in its sole discretion, find feasible and consistent with the objectives of the City's General Plan, to a qualified and responsible person or persons (as reasonably determined by the City) who will assume the Developer's obligations to begin and/or complete and/or operate that portion of the Project located on the Property, or such other replacement development acceptable to the City, in its sole and absolute discretion. Upon any such resale of the Property (or any portion thereof), the proceeds to the City from such sale shall be applied as follows:

7.6.5.1 First, to pay any and all amounts required to release/reconvey any Lien recorded against all or any portion of the Property; and

7.6.5.2 Second, to reimburse the City on its own behalf or on behalf of the City for all actual internal and third-party costs and expenses previously or currently incurred by the City related to the Property, the Project, or this Agreement, including, but not limited to, customary and reasonable fees or salaries to third-party personnel engaged in such actions, in connection with the recapture, management and resale of the Property or any part thereof; all taxes, assessments and utility charges paid by the City with respect to the Property or portion thereof; any payment made or necessary to be made to discharge or prevent from attaching or being made any subsequent encumbrances or liens due to obligations incurred by the Developer with respect to the acquisition of the Property or the construction of the Project; and amounts otherwise owing to the City by the Developer or its successors or assigns pursuant to the terms of this Agreement; and

7.6.5.3 Third, to the extent that any proceeds from such resale are, thereafter, available, taking into account any prior encumbrances with a claim thereto, to reimburse the Developer, or its successors in interest to the equal to the sum of: (1) the Purchase Price; and (2) the third-party costs actually incurred and paid by the Developer regarding the development of the Project located on the Property, including, but not limited to, pro rata costs of carry, taxes, and other items as set forth in a cost certification to be made by the Developer to the City prior to any such reimbursement, which certification shall be subject to the City's reasonable approval; provided, however, that the Developer shall not be entitled to reimbursement for any expenses to the extent that such expenses relate to any loans, Liens or other encumbrances that are paid by the City pursuant to the provisions of sub-sections 7.6.5.1 or 7.6.5.2 above.

7.6.5.4 Any portion of the proceeds from the resale of the Property remaining after the foregoing applications shall be retained by the City as their sole and exclusive property.

7.6.5.5 The City's power to terminate per section 7.6 ends upon issuance of a Certificate of Completion.

7.6.6 IMMEDIATELY FOLLOWING THE SIXTY (60) DAY PERIOD SPECIFIED IN SECTION 7.6.1, ABOVE, THE CITY, ITS EMPLOYEES AND AGENTS SHALL HAVE THE RIGHT TO REENTER AND TAKE POSSESSION OF THE PROPERTY AND ANY IMPROVEMENTS THEREON, WITHOUT FURTHER NOTICE OR

COMPENSATION TO THE DEVELOPER. BY INITIALING BELOW, THE DEVELOPER HEREBY EXPRESSLY WAIVES, TO THE MAXIMUM EXTENT ALLOWED BY LAW, ANY AND ALL RIGHTS THAT THE DEVELOPER MAY HAVE UNDER CALIFORNIA CIVIL CODE SECTION 791 AND CALIFORNIA CODE OF CIVIL PROCEDURE SECTION 1162, AS THOSE STATUTES MAY BE AMENDED, REPLACED, RENUMBERED OR SUBSTITUTED, OR UNDER ANY OTHER STATUTES OR COMMON LAW PRINCIPLES OF SIMILAR EFFECT.

DEVELOPER'S INITIALS: _____

7.6.7 THE DEVELOPER ACKNOWLEDGES AND AGREES THAT THE CITY'S EXERCISE OF ITS POWER OF TERMINATION AND RIGHT OF REENTRY PURSUANT TO THIS SECTION 7.6 MAY WORK A FORFEITURE OF THE ESTATE IN THE DEFAULTED PORTION OF THE PROPERTY CONVEYED TO THE DEVELOPER THROUGH THE GRANT DEED. THE DEVELOPER HEREBY EXPRESSLY WAIVES, TO THE MAXIMUM EXTENT ALLOWED BY LAW, ANY AND ALL EQUITABLE AND LEGAL DEFENSES THAT THE DEVELOPER MAY HAVE TO SUCH FORFEITURE, INCLUDING, BUT NOT LIMITED TO, THE DEFENSES OF LACHES, WAIVER, ESTOPPEL, SUBSTANTIAL PERFORMANCE OR COMPENSABLE DAMAGES. THE DEVELOPER FURTHER EXPRESSLY WAIVES, TO THE MAXIMUM EXTENT ALLOWED BY LAW, ANY AND ALL RIGHTS AND DEFENSES THAT THE DEVELOPER MAY HAVE UNDER CALIFORNIA CIVIL CODE SECTION 3275 OR ANY OTHER STATUTE OR COMMON LAW PRINCIPLE OF SIMILAR EFFECT. THE DEVELOPER ACKNOWLEDGES THAT THE TERMS AND CONDITIONS OF THIS AGREEMENT REFLECT THE POSSIBILITY OF FORFEITURE BY VIRTUE OF THE EXERCISE OF THE CITY'S POWER OF TERMINATION PROVIDED IN THIS SECTION 7.6 AND FURTHER ACKNOWLEDGE THAT IT HAS RECEIVED INDEPENDENT AND ADEQUATE CONSIDERATION FOR ITS WAIVER AND RELINQUISHMENT OF RIGHTS AND REMEDIES PURSUANT TO SECTION 7.6.6. AND THIS SECTION 7.6.7. THESE WAIVERS DO NOT EXTEND TO ANY RIGHT OF REDEMPTION THAT THE DEVELOPER MAY HAVE UNDER APPLICABLE LAW IN THE CASE OF A FORECLOSURE WHICH ARISES FROM UNPAID MONETARY AMOUNTS.

DEVELOPER'S INITIALS: _____

7.7 Developer Indemnification of the City. In addition to any other specific indemnification or defense obligations of the Developer set forth in this Agreement, the Developer agrees to indemnify, defend (upon written request by the City and with counsel reasonably acceptable to the City and hold harmless the Indemnified Parties, from any and all losses, liabilities, charges, damages, claims, liens, causes of action, awards, judgments, costs and expenses, including, but not limited to reasonable attorney's fees of counsel retained by the Indemnified Parties, expert fees, costs of staff time, and investigation costs, of whatever kind or nature, that are in any manner directly or indirectly caused, occasioned or contributed to in whole or in part, through any act, omission, fault or negligence of the Developer or the Developer's officers, agents, employees, independent contractors or subcontractors of any tier, relating in any

manner to this Agreement, any work to be performed by the Developer related to this Agreement, the Property, or the Project, or any authority or obligation exercised or undertaken by the Developer under this Agreement. Without limiting the generality of the foregoing, the Developer's obligation to indemnify the Indemnified Parties shall include injury or death to any person or persons, damage to any property, regardless of where located, including the property of the Indemnified Parties, any workers' compensation or prevailing wage determination, claim or suit or any other matter arising from or connected with any goods or materials provided or services or labor performed regarding the Project or the Property on behalf of the Developer by any person or entity. The indemnity obligations in this paragraph shall not extend to losses, liabilities, charges, damages, claims, liens, causes of action, awards, judgments, costs and expenses, including, but not limited to reasonable attorney's fees of counsel retained by the Indemnified Parties, expert fees, costs of staff time, and investigation costs, which are caused by the sole negligence or willful misconduct of the City or its agents.

ARTICLE VIII

GENERAL PROVISIONS.

8.1 Incorporation of Recitals. The Recitals of fact set forth preceding this Agreement are true and correct and are incorporated into this Agreement in their entirety by this reference.

8.2 Restrictions on Transfers.

8.2.1 The Developer acknowledges that the qualifications and identity of the Developer are of particular importance to the City. The Developer further recognizes and acknowledges that the City has relied and is relying on the specific qualifications and identity of the Developer in entering into this Agreement with the Developer and, as a consequence, Transfers are permitted only as expressly provided in this Agreement. The Developer shall promptly notify the City in writing of any and all changes whatsoever in the identity of the business entities or individuals either comprising or in control of the Developer, as well as any and all changes in the interest or the degree of control of the Developer by any such person, of which information the Developer or any of its partners, members or officers are notified or may otherwise have knowledge or information.

8.2.2 Except as expressly permitted in this Agreement, the Developer represents to the City that it has not made and agrees that it will not make or create, or suffer to be made or created, any Transfer other than a Permitted Transfer, either voluntarily, involuntarily or by operation of law, until after the recordation of a Certificate of Completion for the Project subject to the Transfer; provided, however, that the City may approve in its reasonable discretion, Transfers other than Permitted Transfers prior to the recordation of a Certificate of Completion. In deciding whether to approve or disapprove any proposed Transfer, the City may consider the proposed transferee's financial strength and the experience of the proposed transferee and its senior management in undertaking and successfully completing projects of a similar type and size as the Project or that portion of the Project proposed to be transferred. The City may not consider the amount of money that the proposed transferee is paying or intends to pay to the Developer as consideration for such Transfer or condition approval of the Transfer on the sharing of any such payment made or to be made to the Developer with the City. In connection with a proposed

Transfer, Developer shall submit to the City appropriate documentation, including but not limited to a form of Assignment and Assumption Agreement, for City's review and written approval, which approval shall not be unreasonably delayed or denied. In addition to the foregoing terms and conditions, if a proposed Transfer occurs prior to the City's issuance of a building permit, City shall have a right of first refusal ("ROFR") to reacquire the Property and/or Project (or portion thereof) on substantially the same price and terms as the proposed transferee, as memorialized in a final but unexecuted purchase and sale or other definitive agreement. City shall have thirty (30) days from the date of notice by Developer to exercise its ROFR by providing written notice of acceptance, unless further extended by mutual written agreement of the Parties; provided, nothing herein shall prohibit Developer from transferring the Property and/or Project to City after expiration of the ROFR or abridge City's rights of approval of the proposed Transfer to a proposed transferee regardless of the ROFR. Any Transfer made in contravention of this Section 8.2 shall be voidable at the election of the City and this Agreement may be terminated by the City or the City may exercise any other remedy available to the City under the terms of this Agreement, provided, however, that (i) the City shall first notify the Developer in writing of its intention to terminate this Agreement or to exercise any other remedy, and (ii) the Developer shall have twenty (20) calendar days following its receipt of such written notice to commence and, thereafter, diligently and continuously proceed to cure the default of the Developer and submit evidence of the initiation and satisfactory completion of such cure to the City, in a form and substance reasonably satisfactory to the City.

8.2.3 The Developer shall provide the City no less than thirty (30) days prior written notice of any proposed Transfer which the Developer desires to enter into prior to the recordation of a Certificate of Completion for the Project subject to the Transfer, other than a Permitted Transfer for which no notice shall be required. The Developer shall have the burden of demonstrating to the City's reasonable satisfaction that the proposed Transfer meets the conditions and requirements of this Agreement with respect to Permitted Transfers

8.2.4 In connection with the City's review of any request for approval of any proposed Transfer under Section 1.1.73 and this Section 8.2, or of any Lender or Loan under Section 6.3, the Developer agrees to reimburse the City for those third party costs and expenses incurred by the City in connection with its review of the Developer's request for approval, including, without implied limitation, the reasonable fees and costs of those outside consultants and legal counsel retained by the City to assist it in its review of the Developer's request, including the City Attorney.

8.2.5 Anything in this Agreement to the contrary notwithstanding, the restrictions and prohibitions on Transfers contained in this Section 8.2 shall terminate upon issuance of a Certificate of Completion for the Project.

8.3 Notices, Demands and Communications Between the Parties.

8.3.1 Any and all notices, demands or communications submitted by any Party to another Party pursuant to or as required by this Agreement shall be proper, if in writing and dispatched by messenger for immediate personal delivery, by a nationally recognized overnight courier service or by registered or certified United States Mail, postage prepaid, return receipt requested, to the principal office of the City or the Developer, as applicable, as designated

in Section 8.3.2. Such written notices, demands or communications may be sent in the same manner to such other addresses as either Party may from time to time designate. Any such notice, demand or communication shall be deemed to be received by the addressee, regardless of whether or when any return receipt is received by the sender or the date set forth on such return receipt, on the day that it is delivered by personal delivery, on the date of delivery by a nationally recognized overnight courier service or three (3) calendar days after it is placed in the United States Mail, as provided in this Section 8.3.

8.3.2 The following are the authorized addresses for the submission of notices, demands or communications to the Parties:

TO DEVELOPER: D STREET TOWNHOME APARTMENTS,
Attn: George Voigt
119 E. Joseph St.
Arcadia, CA 91006
(T) 562 400 4473
(F)

COPY TO: Joshua Cohen, Esq.
760 E. Colorado Blvd. #600
Pasadena CA 91101
jcohen@ccllp.law
(T) 626 243 1121
(F) 626 243 1111

TO CITY: City of Ontario
Attention: City Manager
303 East B Street
Ontario, CA 91764
(T) (909) 395-2000
(F) (909) 395-2420

COPY TO: Best Best & Krieger, LLP
18101 Von Karman Ave, Suite 1000
Irvine, CA 92614
Attention: Elizabeth Wagner Hull
(T) 949-263-2600
(F) 949-260-0972

8.4 Conflict of Interest. No member, official or employee of the City, having any conflict of interest, direct or indirect, related to this Agreement, the Property, or the development or operation of the Project shall participate in any decision relating to this Agreement. The Parties represent and warrant that they do not have knowledge of any such conflict of interest.

8.5 Warranty Against Payment of Consideration for Agreement. The Developer warrants that it has not paid or given, and will not pay or give, any third party any money or other

consideration for obtaining this Agreement. Third parties, for the purposes of this Section 8.5, shall not include persons to whom fees are paid for professional services, if rendered by attorneys, financial consultants, accountants, engineers, architects and the like when such fees are considered necessary by the Developer.

8.6 Non-liability of City, Officials and Employees. No member, official or employee of the City shall be personally liable to the Developer, or any successor in interest of the Developer, in the event of any default or breach by the City under this Agreement or for any amount that may become due to the Developer or to its successor, or on any obligations under the terms of this Agreement, except as may arise from the gross negligence or willful acts of such member, official or employee.

8.7 Unavoidable Delay; Extension of Time of Performance.

8.7.1 Subject to specific provisions of this Agreement, performance by any Party under this Agreement shall not be deemed, or considered to be, in default where any such default is due to an Unavoidable Delay that is not attributable to the fault of the Party claiming an extension of time to perform. An extension of time for any Unavoidable Delay shall be for the period of the Unavoidable Delay and shall commence to run from the date of occurrence of the Unavoidable Delay, if the Party asserting the existence of the Unavoidable Delay provides the other Parties with written notice of the occurrence of the Unavoidable Delay, within ten (10) days of the commencement of such asserted Unavoidable Delay. Otherwise, the extension of time for an Unavoidable Delay shall commence on the date of receipt of written notice of the occurrence of the Unavoidable Delay by the Parties not requesting an extension of time to perform due to such Unavoidable Delay.

8.7.2 The Parties expressly acknowledge and agree that changes in either general economic conditions or changes in the economic assumptions of either of them that may have provided a basis for entering into this Agreement and that occur at any time after the execution of this Agreement, do not constitute an Unavoidable Delay and do not provide any Party with grounds for asserting the existence of an Unavoidable Delay in the performance of any covenant or undertaking arising under this Agreement. Each Party expressly assumes the risk that changes in general economic conditions or changes in such economic assumptions relating to the terms and covenants of this Agreement could impose an inconvenience or hardship on the continued performance of such Party under this Agreement.

8.8 Inspection of Books and Records. The City shall have the right at all reasonable times, at the City's cost and expense, to inspect the books and records of the Developer pertaining to the Property and/or the Project. The Developer shall also have the right at all reasonable times, at the Developer's sole cost and expense, to inspect the books and records of the City pertaining to the Property and/or the Project, to the extent relevant to the Developer's obligations under this Agreement. Nothing in this Section 8.8 or elsewhere in this Agreement shall, however, constitute a waiver or modification of any right or privilege which any Party may have with respect to any document, statement, or other record, including, without implied limitation, the attorney-client privilege, the attorney-work product privilege, any privilege arising under any state or federal evidentiary code or rule, or any privilege or exclusionary right arising under any state or federal freedom of information or public records disclosure law.

8.9 Real Estate Commissions. The City shall not be liable for any real estate commissions, brokerage fees or finder fees that may arise from or be related to this Agreement. The Developer shall pay any fees or commissions or other expenses related to its retention or employment of real estate brokers, agents or other professionals.

8.10 Binding on Successors and Assigns. This Agreement shall be binding upon and inure to the benefit of the Parties and their respective heirs, executors, administrators, legal representatives, successors, and assigns.

8.11 Entire Agreement.

8.11.1 This Agreement shall be executed in three (3) duplicate originals, each of which shall be deemed to be an original, but all of which together shall constitute one and the same instrument. This Agreement including all exhibits shall constitute the entire understanding and agreement of the Parties regarding the Property, the Project, and the other subjects addressed in this Agreement.

8.11.2 This Agreement integrates all of the terms and conditions mentioned in this Agreement or incidental to this Agreement, and supersedes all negotiations or previous agreements between the Parties with respect to the Property, the Project, and the other subjects addressed in this Agreement.

8.11.3 None of the terms, covenants, agreements or conditions set forth in this Agreement shall be deemed to be merged with any deed conveying title to the Property and this Agreement shall continue in full force and effect before and after such conveyances.

8.11.4 All waivers of the provisions of this Agreement and all amendments to this Agreement must be in writing and signed by the authorized representative(s) of all Parties.

8.12 Execution of this Agreement. Following execution of three (3) originals of this Agreement by the authorized representative(s) of the Developer and prompt delivery of such originals, thereafter, to the City, accompanied by an official action of the governing body of the Developer authorizing the individuals executing this Agreement on behalf of the Developer to execute and perform this Agreement, in form and substance acceptable to the City, this Agreement shall be subject to the review and approval by the City Council, in their sole and absolute discretion, no later than forty-five (45) calendar days after such date of delivery to the City. If the City have not approved, executed, and delivered an original of this Agreement to the Developer within the foregoing time period, then no provision of this Agreement shall be of any force or effect for any purpose.

8.13 Implementation of this Agreement. City shall implement this Agreement through its City Manager. The City Manager is hereby authorized by the City to enter into agreements and sign documents referenced in this Agreement or reasonably required to implement this Agreement on behalf of City, issue approvals, interpretations or waivers and enter into amendments to this Agreement on behalf of City. All other actions shall require the consideration and approval of the City Council, unless expressly provided otherwise by action of the City Council. Nothing in this Section 8.13 shall restrict the submission to the City Council of any matter within the City Manager's authority under this Section 8.13, in the City Manager's sole and absolute discretion,

to obtain the City Council's express and specific authorization on such matter. The specific intent of this Section 8.13 is to authorize certain actions on behalf of City by the City Manager, but not to require that such actions be taken by the City Manager, without consideration by the City Council.

8.14 Survival of Indemnity Obligations. All general and specific indemnity and defense obligations of the Parties set forth in this Agreement shall survive the expiration or termination of this Agreement, the execution or recordation of the Grant Deed, and/or the issuance and recordation of any Certificate of Completion, but subject to any express limitations set forth elsewhere in this Agreement.

8.15 Time Declared to be of the Essence. As to the performance of any obligation hereunder as to which time is a component thereof, the performance of such obligation within the time provided is of the essence.

[Signatures on Following Pages]

SIGNATURE PAGE

TO

2022 DISPOSITION AND DEVELOPMENT AGREEMENT

(D Street and Laurel Avenue)

CITY:

THE CITY OF ONTARIO
a California municipal corporation

By: _____
City Manager

Dated:_____, 2022

ATTEST:

_____
City Clerk

APPROVED AS TO LEGAL FORM:

BEST BEST & KRIEGER LLP

By: _____
City Attorney

SIGNATURE PAGE

TO

2022 DISPOSITION AND DEVELOPMENT AGREEMENT

(D Street and Laurel Avenue)

DEVELOPER:

D STREET TOWNHOME APARTMENTS, LLC, a California limited liability company

By: _____
Manager

Dated:_____, 2022

EXHIBIT A
TO
2022 DISPOSITION AND DEVELOPMENT AGREEMENT

(D Street and Laurel Avenue)

Legal Description of the Property

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF ONTARIO, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL A:

THE SOUTHERLY 70 FEET OF LOT 16 AND THE SOUTHERLY 70 FEET OF THE WESTERLY 46 FEET OF LOT 17, BLOCK 21, TOWN OF ONTARIO, IN THE CITY OF ONTARIO, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER PLAT RECORDED IN BOOK 9, PAGE 43, OF MAPS, RECORDS OF SAID COUNTY.

APN: 1048-354-13

PARCEL B:

LOTS 13, 14 AND 15, BLOCK 21, ACCORDING TO MAP OF TOWN OF ONTARIO, IN THE CITY OF ONTARIO, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER PLAT RECORDED IN BOOK 9, PAGE 43, OF MAPS, RECORDS OF SAID COUNTY.

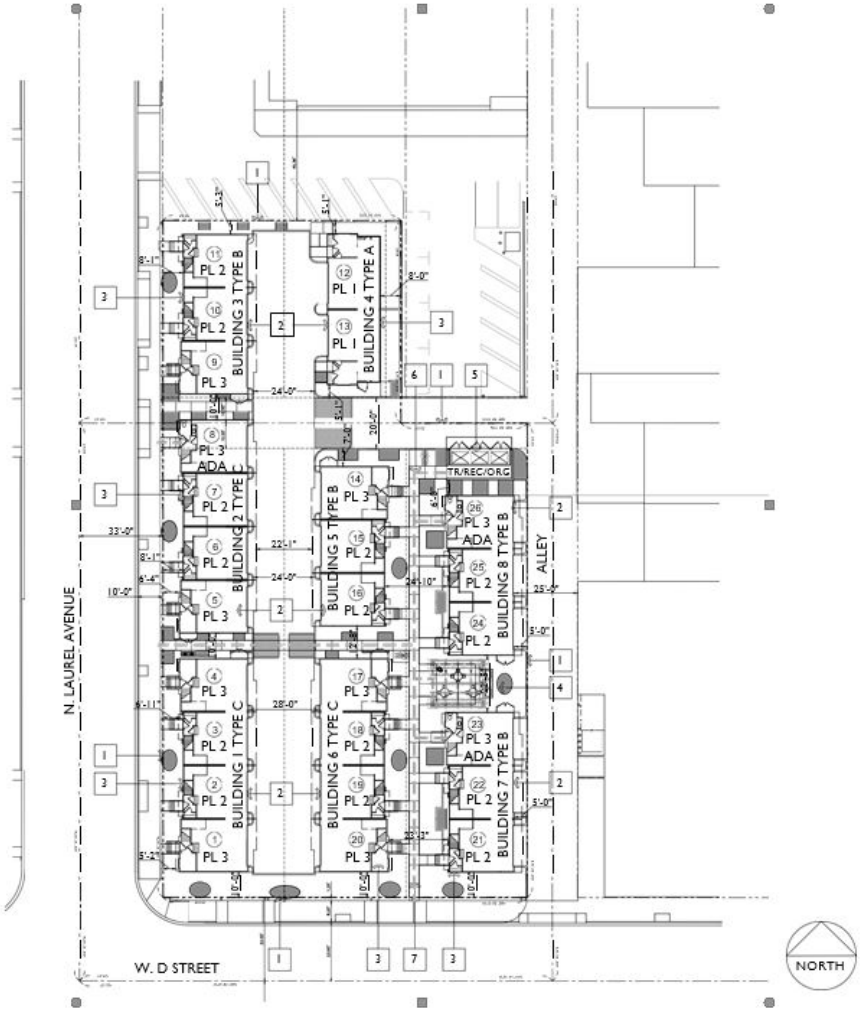
APN: 1048-354-12

PARCEL C:

THAT PORTION OF A 20 FOOT ALLEY LYING ADJACENT AND SOUTHERLY FROM THE DESCRIBED LAND IN PARCEL A, ABOVE DESCRIBED AND LYING ADJACENT AND NORTHERLY FROM THE DESCRIBED LAND IN PARCEL B, ABOVE DESCRIBE

EXHIBIT B
TO
2022 DISPOSITION AND DEVELOPMENT AGREEMENT
(D Street and Laurel Avenue)

Property Site Plan



PROJECT SUMMARY

ZONE:	MU-1/LUA-1
SITE AREA:	0.792 ACRES
TOTAL UNITS:	26 DU - 3 STORY ROW TOWNHOMES
DENSITY:	32.8 DU/AC
OCCUPANCY TYPE:	R-3, U-GARAGES

UNIT SUMMARY

2	PLAN 1	1,379 S.F.	2 BD/2.5 BA
14	PLAN 2	1,336 S.F.	2 BD/2.5 BA
10	PLAN 3	1,375 S.F.	2 BD/2.5 BA

26 TOTAL UNITS

PROVIDED PARKING:
52 GARAGE STALLS
0 OPEN STALLS
52 TOTAL STALLS
2.0 STALLS PER UNIT

BUILDING SUMMARY			
BLDG TYPE	BLDG QTY IN PROJECT	UNITS PER BLDG	TOTAL UNITS
A	1	2	2
B	4	3	12
C	3	4	12
TOTAL	8		26

UNIT SUMMARY				
UNIT TYPE	QUANTITY	TOTAL UNIT AREA	BED/BATH	# OF STORIES
1	2	1379	2BD/2.5BA	3
2	14	1336	2BD/2.5BA	3
3	10	1375	2BD/2.5BA	3
TOTAL	26			

SITE PLAN KEYNOTES:

1. PROPERTY LINE
2. 2 CAR GARAGE PER UNIT PLANS
3. 3-STORY TOWNHOME BLDG. (TYP.)
4. RECREATION AREA - SEE LANDSCAPE PLANS
5. TRASH ENCLOSURE
6. WALKWAY
7. ACCESSIBLE PATH OF TRAVEL

EXHIBIT C
TO
2022 DISPOSITION AND DEVELOPMENT AGREEMENT
(D Street and Laurel Avenue)

Scope of Development

The Developer proposes to construct a three-story, townhome residential development project, consisting of 26 townhomes containing 52 bedrooms and a 2-car garage for each townhome.

EXHIBIT D
TO
2022 DISPOSITION AND DEVELOPMENT AGREEMENT

(D Street and Laurel Avenue)

Schedule of Performance

	Action	**Date Action to be Completed By**	**Agreement Section(s)**
1.	Effective Date.	*See* Section 1.3	1.3
2.	Developer to open Escrow and, concurrently, deposit Earnest Money Deposit into Escrow.	Within 14 days following the Effective Date ("*Escrow Opening Date*")	1.1.37, 3.1
3.	Due Diligence Period commences.	The date of the Escrow Opening Date	1.1.25, 2.4
4.	Developer to submit application(s) for Entitlements.	Within 60 days following the Effective Date ("*Entitlement Application Date*")	1.1.29, 2.6.1
5.	Developer to deliver Developer's Title Notice to City	Within 60 days following Escrow Opening Date	1.1.70, 2.3
6.	City to deliver City's Title Notice Response to Developer, if appropriate.	Within 20 days following City's receipt of Developer's Title Notice	2.3
7.	Developer to deliver Developer's Title Notice Waiver, if appropriate.	Within 10 days following Developer's receipt of City's Title Notice Response	2.3
8.	Developer to deliver its Due Diligence Investigation Conclusion Notice.	On or before the end of the Due Diligence Period	2.4.1
9.	Due Diligence Period ends.	On the 90th day following the Escrow Opening Date	1.1.25, 2.4

EXHIBIT E

	Action	**Date Action to be Completed By**	**Agreement Section(s)**
10.	Developer to obtain Entitlements.	Within 9 months of Entitlement Application Date ("*Entitlement Obtainment Date*")	1.1.30, 2.6
11.	Developer to submit Plans and Specifications to City.	Within 60 days from Entitlement Obtainment Date ("*Construction Drawings Submittal Date*")	1.1.14, 2.6.1
12.	Developer to pull building permit.	Within thirty (30) days from Close of Escrow ("*Permit Issuance Date*")	1.1.10
13.	Escrow Closing Date -- Except that such closing date will be extended until seven (7) days after plans for Project are approved and "ready to issue permits" status is achieved.	The tenth (10th) business day following Escrow Holder's receipt of written confirmation from both City and Developer of the satisfaction or waiver of all conditions precedent to the Close of Escrow for the Property.	2.6.7 (*building permits*), 3.6
14.	Developer to commence construction of the Project.	No later than 30 days from Permit Issuance Date ("*Construction Commencement Date*")	1.1.12, 4.3
15.	Developer to complete construction of the Project (issuance of certificate of occupancy for the entire Project by the City)	Within 24 months from Commencement Construction Date	1.1.63, 4.3

EXHIBIT E

TO 2022 DISPOSITION AND DEVELOPMENT AGREEMENT

(D Street and Laurel Avenue)

Form of Grant Deed

[Attached Behind This Page]

RECORDING REQUESTED BY
AND WHEN RECORDED MAIL TO:

_____

THE CITY OF ONTARIO
GRANT DEED

PART ONE

FOR A VALUABLE CONSIDERATION, receipt of which is hereby acknowledged, THE CITY OF SAN BERNARDINO, a California municipal corporation ("**Grantor**"), hereby grants to _____, a California limited liability company ("**Grantee**"), that certain real property located in the City of Ontario, County of San Bernardino, State of California, specifically described in Exhibit "A" attached to this Grant Deed ("**Property**") and made a part of this Grant Deed by this reference.

PART TWO

The conveyance of the Property by the Grantor to the Grantee in Part One is subject to the following community development terms, conditions, covenants and restrictions:

Section 1. Conveyance Subject to Terms of a Disposition and Development Agreement. The Property is conveyed subject to that certain 2022 Disposition and Development Agreement (D Street and Laurel Avenue), dated as of _____, 2022, between the Grantor and the Grantee (the "**Agreement**" or "DDA"). The provisions of the Agreement are incorporated into this Grant Deed by this reference and are deemed to be a part of this Grant Deed, as though fully set forth in this Grant Deed.

Section 2. Condition of Property. The Property is conveyed by the Grantor to the Grantee in its "AS IS," "WHERE IS" and "SUBJECT TO ALL FAULTS CONDITION," as of the date of recordation of this Grant Deed, with no warranties, expressed or implied, as to the environmental or other physical condition of the Property, the presence or absence of any patent or latent environmental or other physical condition on or in the Property, or any other matters affecting the Property.

Section 3. Obligation to Refrain from Discrimination**.** The Grant herein is expressly subject to a covenant upon Grantee for itself, its successors and assigns to all or any part or portion of the Property and/or Project, that:

3.1 There shall be no discrimination against or segregation of any person, or group of persons, on account of sex, marital status, race, color, religion, creed, national origin or ancestry in the sale, lease, sublease, transfer, use, occupancy, tenure or enjoyment of the Property nor shall the Grantee, itself or any person claiming under or through it, establish or permit any such practice or practices of discrimination or segregation with reference to the selection, location, number, use or occupancy of tenants, lessees, sub-tenants, sub-lessees or vendees of the Property. The covenant of this Section 3 shall run with the land of the Property and shall be enforceable against the Grantee and its successors and assigns in perpetuity. .

3.2 The covenant of this Section 3 shall run with the land of the Property in perpetuity.

Section 4. Form of Non-Discrimination and Non-Segregation Clauses. The Grant herein is subject to a covenant on the Grantee for itself, its successors and assigns to all or any part or portion of the Property and/or Project, that:

4.1 The Grantee, such successors and such assigns shall refrain from restricting the sale, lease, sublease, rental, transfer, use, occupancy, tenure or enjoyment of the Property (or any portion thereof) on the basis of sex, marital status, race, color, religion, creed, ancestry or national origin of any person. All deeds, leases or contracts pertaining to the Property shall contain or be subject to substantially the following non-discrimination or non-segregation covenants:

(a) In deeds: "The grant herein is subject to a covenant by and for Grantor and the public that the Grantee, its successors and assigns, and all persons claiming under or through them, that there shall be no discrimination against or segregation of, any person or group of persons on account of race, color, creed, religion, sex, marital status, national origin, or ancestry in the sale, lease, sublease, transfer, use, occupancy, tenure, or enjoyment of the premises herein conveyed, nor shall the grantee or any person claiming under or through it, establish or permit any such practice or practices of discrimination or segregation with reference to the selection, location, number, use or occupancy of tenants, lessees, sub-tenants, sub-lessee, or vendees in the premises herein conveyed. The foregoing covenants shall run with the land."

(b) In leases: "The Lessee herein covenants by and for itself, its successors and assigns, and all persons claiming under or through them, and this lease is made and accepted upon and subject to the following conditions: That there shall be no discrimination against or segregation of any person or group of persons, on account of race, color, creed, religion, sex, marital status, national origin, or ancestry, in the leasing, subleasing, transferring, use, occupancy, tenure, or enjoyment of the premises herein leased nor shall the lessee itself, or any person claiming under or through it, establish or permit any such practice or practices of discrimination or segregation with reference to the selection, location, number, use, or occupancy, of tenants lessees, sub-lessee, sub-tenants, or vendees in the premises herein leased."

(c) In contracts: "There shall be no discrimination against or segregation of any person or group of persons on account of race, color, creed, religion, sex, marital status, national origin, or ancestry, in the sale, lease, sublease, transfer, use, occupancy, tenure, or enjoyment of the premises herein conveyed or leased, nor shall the transferee or any person claiming under or through it, establish or permit any such practice or practices of discrimination or segregation with reference to the selection, location, number, use, or occupancy, of tenants, lessees, sub-lessees, sub-tenants, or vendees of the premises herein transferred." The foregoing provision shall be binding upon and shall obligate the contracting party or parties and any subcontracting party or parties, or other transferees under the instrument.

4.2 The covenants of this Section 4 shall run with the land of the Property in perpetuity.

Section 5. Covenant to Maintain Property on Tax Rolls. The Grant herein is subject to the following covenant binding Grantee for itself, its successors and assigns to all or any part or portion of the Property and/or Project, that:

5.1 The entire Property shall remain on the County secured real property tax rolls for twenty years from the date of issuance of the certificate of completion for the Project.

5.2 The Grantee shall pay all property tax bills with respect to the Property and all improvements thereon on or before the last day for the timely payment of each property tax installment during such time period and to timely pay all supplemental tax bills regarding the Property issued by the County, but may use payment plans approved by the Tax Assessor in a timely fashion. The Grantee further covenants and agrees to provide to the Grantor, upon thirty (30) days' written request by Grantor: (i) a true and correct copy of all property tax assessment notices, property tax bills and property tax assessment correspondence by and between the Grantee and the County regarding the Property and all improvements thereon, with respect to the preceding fiscal year of the County, and (ii) cancelled checks issued by the Grantee in payment of all property tax payments that are made to the County regarding the Property and all improvements thereon, with respect to the preceding County fiscal year.

5.3 The covenants of this Section 5 shall run with the land of the Property, shall be enforceable against the Grantee and its successors and assigns.

Section 6. No Conveyance to Tax Exempt Entity. The grant herein is subject to a covenant binding on Grantee for itself, its successors and assigns to all or any part or portion of the Property and/or Project, that:

6.1 The Grantee shall not use or otherwise sell, transfer, convey, assign, lease, leaseback or hypothecate the Property, the Project, or any portion of any of the foregoing to any entity or person, or for any use of the Property, the Project, or any portion of any of the foregoing, that is partially or wholly exempt from the payment of real or personal property taxes or that would cause the exemption of the payment of all or any portion of real or personal property taxes otherwise assessable regarding the Property, the Project, or any portion of any of the foregoing, without the prior written consent of the Grantor, which may be withheld in the Grantor's sole and absolute discretion, for twenty years from the date of issuance of the certificate of completion for the Project.

6.2 If the Property, or any portion of the Property, shall be conveyed, transferred or sold to any entity or person that is partially or wholly exempt from the payment of real or personal property taxes otherwise assessable against the Property, or any portion thereof, without the prior written consent of the Grantor, then the Grantee shall pay to the Grantor a fee in lieu of payment of such taxes each year in an amount determined by the Grantor to be one percent (1%) of the "**full cash value**" of the Property, or portion thereof, as may be subject to such exemption from payment of real or personal property taxes. The Grantor's determination of "full cash value" for in-lieu payment purposes under this Section 6 shall be established by the Grantor each year, if necessary, by reference to the real or personal property tax valuation principles and practices generally applicable to a county property tax assessor under Section 1 of Article XIIIA of the California Constitution. The Grantor's determination of "full cash value" and that an in-lieu

payment is due shall be conclusive on such matters. If the Grantor determines that an amount is payable as an in-lieu payment under this Section 6 in any tax year, then such amount shall be paid to the Grantor for that tax year within forty-five (45) days following transmittal by the Grantor to the Grantee of an invoice for payment of the in-lieu amount.

6.3 The covenants of this Section 6 shall run with the land of the Property, shall be enforceable against the Grantee and its successors and assigns of the Property.

Section 7. Maintenance Condition of the Property. The Grantee for itself, its successors and assigns to all or any part or portion of the Property and/or Project, covenants and agrees that:

7.1 The areas of the Property that are subject to public view (including all existing and future improvements, paving, walkways, landscaping, exterior signage and ornamentation) shall be maintained in good repair and a neat, clean and orderly condition, ordinary wear and tear excepted. If there is an occurrence of an adverse condition on any area of the Property that is subject to public view in contravention of the general maintenance standard described above (a "**Maintenance Deficiency**"), then the Grantor shall notify the Grantee in writing of the Maintenance Deficiency. If the Grantee fails to cure or commence and diligently pursue to cure the Maintenance Deficiency within thirty (30) days of its receipt of notice of the Maintenance Deficiency, the Grantor shall have the right to enter the Property and perform all acts necessary to cure the Maintenance Deficiency, or to take any other action at law or in equity that may then be available to the Grantor to accomplish the abatement of the Maintenance Deficiency. Any sum expended by the Grantor for the abatement of a Maintenance Deficiency on the Property pursuant to this Section 7.1 shall become a lien on the Property, as applicable. If the amount of the lien is not paid within thirty (30) days after written demand for payment from the Grantor to the Grantee, the Grantor shall have the right to enforce the lien in the manner provided in Section 7.3.

7.2 Graffiti, as this term is defined in Government Code Section 38772, that has been applied to any exterior surface of a structure or improvement on the Property that is visible from any public right-of-way adjacent or contiguous to the Property, shall be removed by the Grantee by either painting over the evidence of such vandalism with a paint that has been color-matched to the surface on which the paint is applied, or graffiti may be removed with solvents, detergents or water, as appropriate. If any such graffiti and is not removed within five (5) days following the time of the discovery of the graffiti, the Grantor shall have the right to enter the Property and remove the graffiti, without notice to the Grantee. Any sum expended by the Grantor for the removal of graffiti from the Property pursuant to this Section 7.2, shall be a lien on the Property. If the amount of the lien is not paid within thirty (30) days after written demand to the Grantee from the Grantor, the Grantor shall have the right to enforce its lien in the manner provided in Section 7.3.

7.3 The Parties further mutually understand and agree that the rights conferred upon the Grantor under this Section 7.3 expressly include a grant by the Grantee of a security interest in the Property with the power to establish and enforce a lien or other encumbrance against the Property or any portion thereof, in the manner provided under Civil Code Sections 2924, 2924b and 2924c, to secure the obligations of the Grantee and it successors under Section 7.1 or Section 7.2, including the reasonable attorneys' fees and costs of the Grantor associated with the abatement

of a Maintenance Deficiency or removal of graffiti. For the purposes of the preceding sentence the words "**reasonable attorneys' fees and costs of the Grantor**" mean and include the salaries, benefits and costs of the City Attorney and the lawyers employed in the Office of the City Attorney.

7.4 The provisions of this Section 7 shall be covenants running with the land of the Property, shall be enforceable against the Grantee and its successors and assigns until such time that a Certificate of Completion is recorded. Nothing in the foregoing provisions of this Section 7 shall be deemed to preclude the Grantee from making any alteration, addition, or other change to any structure or improvement or landscaping on the Property, provided that any such changes comply with applicable zoning and building regulations of the City. The expiration of the Covenant on completion does not restrict City from enforcement of any other laws related to public or private nuisances, graffiti removal, or from issuing notices of violations of any City or state code regarding health and safety, building codes or similar codes.

Section 8. Grantor Power of Termination Regarding the Property.

8.1 The Grantor hereby reserves a power of termination pursuant to Civil Code Sections 885.010, et seq., exercisable by the Grantor, in its sole and absolute discretion, upon sixty (60) calendar days written notice to the Grantee referencing this Section 8.1, to terminate the fee interest of the Grantee in the Property and/or any improvements to the Property and revest such fee title in the Grantor and take possession of all or any portion of such real property and improvements, without compensation to the Grantee, upon the occurrence of an Event of Default by the Grantee following the Close of Escrow and prior to the issuance of the Certificate of Completion for Property. The power to terminate set forth in this Section 8 ends and ceases upon the issuance of a Certificate of Completion for the Property even if such Certificate of Completion is issued after a notice of default is served.

8.2 The sixty (60) calendar day written notice specified in Section 8.1 shall specify the Event of Default by the Grantee triggering the Grantor's exercise of its power of termination, and set forth the manner of curing said default, and be served upon any Lender, or Mortgagor as well as Grantee. The Grantor shall proceed with its remedy set forth in Section 8.1 only if the Grantee continues in default for a period of sixty (60) calendar days following such notice or, upon commencing to cure such default, fails to diligently and continuously prosecute said cure to satisfactory conclusion.

8.3 The rights of the Grantor under this Section 8 shall be subject and subordinate to, shall be limited by and shall not defeat, render invalid or limit:

(1) Each Lien recorded against the Property and specifically authorized by this Agreement as a Permitted Transfer;

(2) Any leases, declarations of covenants, conditions and restrictions, easement agreements or other recorded documents or interests applicable to the Property and specifically authorized by this Agreement as a Permitted Transfer.

8.4 Upon the Grantor's exercise of its power of termination pursuant to this Section 8, the Grantee or its successors or assigns shall convey by grant deed to the Grantor title to the Property, as specified in the Grantor's notice pursuant to Section 8.1, and all improvements thereon, in accordance with Civil Code Section 1109, as such code section may hereafter be amended, renumbered, replaced or substituted. Such conveyance shall be duly acknowledged by the Grantee and a notary in a manner suitable for recordation. The Grantor may enforce its rights pursuant to this Section 8.4 by means of an injunctive relief or forfeiture of title action filed in any court of competent jurisdiction.

8.5 Upon the revesting in the Grantor of the Property, whether by grant deed or court decree, the Grantor shall exercise its reasonable good faith efforts to resell the Property at its then fair market value, as soon and in such manner as the Grantor shall, in its sole discretion, find feasible and consistent with the objectives of the City's General Plan, to a qualified and responsible person or persons (as reasonably determined by the Grantor) who will assume the Grantee's obligations to begin and/or complete and/or operate the Project located on the Property, or such other replacement development acceptable to the Grantor, in its sole and absolute discretion. Upon any such resale of the Defaulted Portion of the Property (or any portion thereof), the proceeds to the Grantor from such sale shall be applied as follows:

(1) First, to pay any and all amounts required to release/reconvey any Lien recorded against all or any portion of the Property; and

(2) Second, to reimburse the Grantor on its own behalf or on behalf of the City for all actual internal and third-party costs and expenses previously or currently incurred by the Grantor, or the City related to the Property, the Project, or this Agreement, including, but not limited to, customary and reasonable fees or salaries to third-party personnel engaged in such actions, in connection with the recapture, management and resale of the Property or any part thereof; all taxes, assessments and utility charges paid by the City and/or the Grantor or authority with respect to the Property or portion thereof; any payment made or necessary to be made to discharge or prevent from attaching or being made any subsequent encumbrances or liens due to obligations incurred by the Grantee with respect to the acquisition of the Property or the construction of the Project and amounts otherwise owing to the Grantor or authority by the Grantee or its successors or assigns pursuant to the terms of this Agreement; and

(3) Third, to the extent that any proceeds from such resale are, thereafter, available, taking into account any prior encumbrances with a claim thereto, to reimburse the Grantee, or its successors in interest to the equal to the sum of: (1) Purchase Price; and (2) the third-party costs actually

incurred and paid by the Grantee regarding the development of the Project, including, but not limited to, pro rata costs of carry, taxes, and other items as set forth in a cost certification to be made by the Grantee to the Grantor prior to any such reimbursement, which certification shall be subject to the Grantor's reasonable approval; provided, however, that the Grantee shall not be entitled to reimbursement for any expenses to the extent that such expenses relate to any loans, Liens or other encumbrances that are paid by the Grantor pursuant to the provisions of sub-sections (1) or (2) above.

(4) Any portion of the proceeds from the resale of the Property remaining after the foregoing applications shall be retained by the Grantor as its sole and exclusive property.

8.6 IMMEDIATELY FOLLOWING THE SIXTY (60) DAY PERIOD SPECIFIED IN SECTION 8.1, ABOVE, THE GRANTOR, ITS EMPLOYEES AND AGENTS SHALL HAVE THE RIGHT TO REENTER AND TAKE POSSESSION OF THE PROPERTY AND ANY IMPROVEMENTS THEREON, WITHOUT FURTHER NOTICE OR COMPENSATION TO THE GRANTEE.

PART THREE

Section 9. Grantee Covenant to Undertake Project. The grant herein is subject to the covenant, on Grantee for itself, its successors and assigns, to and for the exclusive benefit of the City, that the Grantee shall commence and complete the development of the Project on the Property within the time period for such actions set forth in the Schedule of Performance. The Grant is subject to the covenant on Grantee and its successors, and assigns, that the Property shall be improved and developed with the Project in substantial conformity with the terms and conditions of this Agreement, the Scope of Development, the Schedule of Performance, any and all plans, specifications and similar development documents required by the Development Agreement, except for such changes as may be mutually agreed upon in writing by and among the Parties, and all applicable laws, regulations, orders and conditions of each Governmental Agency with jurisdiction over the Property or the Project. The covenants of this Section 9 shall run with the land of the Property until the earlier of the date of recordation of the Certificate of Completion or the fifteenth (15th) anniversary of the date of the Close of Escrow.

Section 10. Covenants Run with the Land of the Property. Each of the covenants and agreements contained in this Grant Deed touch and concern the Property and each of them is expressly declared to be a community development covenant that runs with the land for the benefit of the Grantor or the City of San Bernardino, as the successor public agency to the Grantor, and such covenants run with the land in favor of the Grantor for the entire period that such covenants are in full force and effect, regardless of whether the Grantor is or remains an owner of any land or interest in land to which such covenants relate. The Grantor, in the event of any breach of any such covenants, has the right to exercise all of the rights and remedies, and to maintain any actions at law or suits in equity or other proper proceedings, to enforce the curing of such breach, as provided in the Agreement or by law. The covenants contained in this Grant Deed are for the

benefit of and are enforceable only by the Grantor or the City of San Bernardino, as the successor public agency to the Grantor, and shall survive the execution and recordation of this Grantor Deed and the issuance and recordation of each and every Certificate of Completion, for the time period set forth above for each covenant, except that covenants in Section 8 and 9 of this Deed expressly terminate on issuance of a Certificate of Completion and those covenants are no longer enforceable thereafter that event.

Section 11. Costs and Attorneys' Fees for Enforcement Proceeding. If legal proceedings are initiated to enforce the rights, duties or obligations of any of the covenants set forth in this Grant Deed, then the prevailing party in such proceeding shall be entitled to collect its reasonable attorney fees and costs from the other party in addition to any other damages or relief obtained in such proceedings.

Section 12. Effect of Unlawful Provision; Severability. In the event that any provision of this Grant Deed is held to be invalid or unlawful by a final judgment of a court of competent jurisdiction, such invalidity shall not affect the validity of any other provision of this Grant Deed.

IN WITNESS WHEREOF, the Grantor has caused this Grant Deed to be executed by its authorized representative(s) on this ____ day of _____, 2022.

GRANTOR:

THE CITY OF ONTARIO
a California municipal corporation

By: _____
City Manager

[ALL SIGNATURES MUST BE NOTARY ACKNOWLEDGED]

EXHIBIT A
TO
GRANT DEED

Property Legal Description

CERTIFICATE OF ACCEPTANCE OF

GRANT DEED

The undersigned hereby acknowledges acceptance by _____, a California limited liability company, the Grantee in the within Grant Deed, of the delivery of the subject Property described in the within Grant Deed from the City of Ontario.

GRANTEE:

D STREET TOWNHOME APARTMENTS, LLC, a California limited liability company

By: _____
Manager

Dated: _____

[ALL SIGNATURES MUST BE NOTARY ACKNOWLEDGED]

EXHIBIT E

EXHIBIT F
TO
2022 DISPOSITION AND DEVELOPMENT AGREEMENT
(D Street and Laurel Avenue)

Form of Notice of Agreement

[Attached Behind This Page]

RECORDING REQUESTED BY
AND WHEN RECORDED RETURN TO:

The City of Ontario
303 East B Street
Ontario, California 91764
Attn: City Manager

Exempt from Recording fee
pursuant to Gov't Code § 27383

NOTICE OF AGREEMENT

2022 Disposition and Development Agreement

(D Street and Laurel Avenue)

TO ALL INTERESTED PERSONS PLEASE TAKE NOTICE that _____, a California limited liability company (the "**Developer**") and the City of Ontario, a California municipal corporation (the "**City**") entered into an agreement entitled 2022 Disposition and Development Agreement (D Street and Laurel Avenue), dated as of _____, 2022 (the "**Agreement**"). A copy of the Agreement is on file with the City and is available for inspection and copying by interested persons as a public record of the City at the City's offices located at 303 East B Street, Ontario, California 91764, during the City's regular business hours.

The Agreement affects the real property described in Exhibit A attached to this Notice of Agreement (the "**Property**"). The meaning of defined terms, indicated by initial capitalization, used in this Notice of Agreement shall be the same as the meaning ascribed to such terms in the Agreement.

PLEASE TAKE FURTHER NOTICE that the Agreement contains certain development covenants running with the land of the Property and other agreements between the Developer and the City affecting the Property, as set forth below (all section references are to the Agreement):

Section 4.1 of the Agreement provides:

4.1 **Developer Covenant to Undertake Project**. Upon Close of Escrow the Developer covenants, for itself, its successors and assigns, to and for the exclusive benefit of the City, that the Developer shall commence and complete the development of the Project on the Property within the time period for such actions set forth in the Schedule of Performance. Upon Close of escrow, the Developer covenants and agrees for itself, its successors, and assigns, that the Property shall be improved and developed with the Project in substantial conformity with the terms and conditions of this Agreement, the Scope of Development, the Schedule of Performance, any and all plans, specifications and similar development documents required by this Agreement, except for such changes as may be mutually agreed upon in writing by and among the Parties, and all applicable laws, regulations, orders and conditions of each Governmental Agency with jurisdiction over the Property or the Project. The covenants of this Section 4.1 shall run with the land of the

Property until the earlier of the date of recordation of the Certificate of Completion or the fifteenth (15th) anniversary of the date of the Close of Escrow.

Section 5.1 of the Agreement provides:

5.1 **Covenant to Maintain Property on Tax Rolls**. The Developer for itself, its successors and assigns to all or any part or portion of the Property and/or Project, covenants and agrees that:

5.1.1 The entire Property shall remain on the County secured real property tax rolls for twenty years from the date of issuance of a certificate of occupancy for the Project. the full term of this Agreement.

5.1.2 The Developer shall pay all property tax bills with respect to the Property and all improvements thereon on or before the last day for the timely payment of each property tax installment during such time period and to timely pay all supplemental tax bills regarding the Property issued by the County, but may make timely payment pursuant to an approved Tax Assessor payment plan. The Developer further covenants and agrees to provide to the City, upon thirty (30) days' written request by Grantor: (i) a true and correct copy of all property tax assessment notices, property tax bills and property tax assessment correspondence by and between the Developer and the County regarding the Property and all improvements thereon, with respect to the preceding fiscal year of the County, and (ii) cancelled checks issued by the Developer in payment of all property tax payments that are made to the County regarding the Property and all improvements thereon (or other reasonably acceptable evidence of such payment), with respect to the preceding County fiscal year.

5.1.3 The covenants of this Section 5.1 shall run with the land of the Property, shall be enforceable against the Developer and its successors and assigns, and shall be covenants set forth in the Grant Deed, beginning at close of escrow until twenty (20) years from close of Escrow..

Section 5.2 of the Agreement provides:

5.2 **No Conveyance to Tax Exempt Entity**. The Developer for itself, its successors and assigns to all or any part or portion of the Property and/or Project, covenants and agrees that:

5.2.1 The Developer shall not use or otherwise sell, transfer, convey, assign, lease, leaseback or hypothecate the Property, the Project, or any portion of any of the foregoing to any entity or person, or for any use of the Property, the Project, or any portion of any of the foregoing, that is partially or wholly exempt from the payment of real or personal property taxes or that would cause the exemption of the payment of all or any portion of real or personal property taxes otherwise assessable regarding the Property, the Project, or any portion of any of the foregoing, without the prior written consent of the City, which may be withheld in the City's sole and absolute discretion for a period of 20 years from the date of issuance of the certificate of completion for the Project by the City.

Section 5.3 of the Agreement provides:

5.3 **Deleted.**

Section 5.4 of the Agreement provides:

5.4 **Maintenance Condition of the Property**. The Developer for itself, its successors and assigns to all or any part or portion of the Property and/or Project, covenants and agrees that:

5.4.1 The areas of the Property that are subject to public view (including all existing and future improvements, paving, walkways, landscaping, exterior signage and ornamentation) shall be maintained in good repair and a neat, clean and orderly condition, ordinary wear and tear excepted. If there is an occurrence of an adverse condition on any area of the Property that is subject to public view in contravention of the general maintenance standard described above (a "Maintenance Deficiency"), then the City shall notify the Developer in writing of the Maintenance Deficiency. If the Developer fails to cure or commence and diligently pursue to cure the Maintenance Deficiency within thirty (30) days of its receipt of notice of the Maintenance Deficiency, the City shall have the right to enter the Property and perform all acts necessary to cure the Maintenance Deficiency, or to take any other action at law or in equity that may then be available to the City to accomplish the abatement of the Maintenance Deficiency. Any sum expended by the City for the abatement of a Maintenance Deficiency on the Property pursuant to this Section 5.4.1 shall become a lien on the Property, as applicable. If the amount of the lien is not paid within thirty (30) days after written demand for payment from the City to the Developer, the City shall have the right to enforce the lien in the manner provided in Section 5.4.3.

5.4.2 Graffiti, as this term is defined in Government Code Section 38772, that has been applied to any exterior surface of a structure or improvement on the Property that is visible from any public right-of-way adjacent or contiguous to the Property, shall be removed by the Developer by either painting over the evidence of such vandalism with a paint that has been color-matched to the surface on which the paint is applied, or graffiti may be removed with solvents, detergents or water, as appropriate. If any such graffiti is not removed within five (5) days following the time of the discovery of the graffiti, the City shall have the right to enter the Property and remove the graffiti, without notice to the Developer. Any sum reasonably expended by the City for the removal of graffiti from the Property pursuant to this Section 5.4.2, shall be a lien on the Property. If the amount of the lien is not paid within thirty (30) days after written demand to the Developer from the City, the City shall have the right to enforce its lien in the manner provided in Section 5.4.3.

5.4.3 The Parties further mutually understand and agree that the rights conferred upon the City under this Section 5.4 expressly include a grant by the Developer of a security interest in the Property with the power to establish and enforce a lien or other encumbrance against the Property or any portion thereof, in the manner provided under Civil Code Sections 2924, 2924b and 2924c, to secure the obligations of the Developer and it successors under Section 5.4.1 or Section 5.4.2, including the reasonable attorneys' fees and costs of the City associated with the abatement of a Maintenance Deficiency or removal of graffiti. For the purposes of the preceding sentence the words "reasonable attorneys' fees and costs of the City" mean and include the salaries, benefits and costs of the City Attorney and the lawyers employed in the Office of the City Attorney. Said security interest will not be enforced without providing Developer an additional notice and thirty (30) days opportunity to pay all costs, interest, and fees due and owing to the City.

5.4.4 The provisions of this Section 5.4, shall be a covenant running with the land of the Property, shall be enforceable against the Developer and its successors and assigns, and shall be covenants set forth in the Grant Deed and said covenant will continue until a certificate of Completion is recorded at which time the covenant will end. Nothing in the foregoing provisions of this Section 5.4 shall be deemed to preclude the Developer from making any alteration, addition, or other change to any structure or improvement or landscaping on the Property, provided that any such changes comply with applicable zoning and building regulations of the City. The expiration of the Covenant on completion does not restrict City from enforcement of any other laws related to public or private nuisances, graffiti removal, or from issuing notices of violations of any City or state code regarding health and safety, building codes or similar codes

Section 5.5 of the Agreement provides:

5.5 **Obligation to Refrain from Discrimination**. The Developer for itself, its successors and assigns to all or any part or portion of the Property and/or Project, covenants and agrees that:

5.5.1 There shall be no discrimination against or segregation of any person, or group of persons, on account of sex, marital status, race, color, religion, creed, national origin or ancestry in the sale, lease, sublease, transfer, use, occupancy, tenure or enjoyment of the Property nor shall the Developer, itself or any person claiming under or through it, establish or permit any such practice or practices of discrimination or segregation with reference to the selection, location, number, use or occupancy of tenants, lessees, sub-tenants, sub-lessees or vendees of the Property. The covenant of this Section 5.5 shall run with the land of the Property and shall be enforceable against the Developer and its successors and assigns in perpetuity and be a covenant in the Grant Deed and the Notice of Agreement.

5.5.2 The covenant of this Section 5.5 shall run with the land of the Property in perpetuity, shall be enforceable against the Developer and its successors and assigns, and shall be covenants set forth in the Grant Deed.

This NOTICE OF AGREEMENT is dated as of _____, 2022, and has been executed on behalf of the Developer and the City by and through the signatures of their authorized representative(s) set forth below. This Notice of Agreement may be executed in counterparts and when fully executed each counterpart shall be deemed to be one original instrument.

CITY:

THE CITY OF ONTARIO
a California municipal corporation

Dated:_____, 2022

By: _____
City Manager

ATTEST:

_____
City Clerk

APPROVED AS TO LEGAL FORM:

BEST BEST & KRIEGER LLP

By: _____
City Attorney

DEVELOPER:

D STREET TOWNHOME APARTMENTS, LLC, a California limited liability Company

By: _____
Manager

Dated:_____, 2022

[ALL SIGNATURES MUST BE NOTARY ACKNOWLEDGED]

EXHIBIT A
TO
NOTICE OF AGREEMENT

Legal Description of Property

EXHIBIT G
TO
2022 DISPOSITION AND DEVELOPMENT AGREEMENT
(D Street and Laurel Avenue)
Form of Official Action of Developer

CERTIFICATION OF AUTHORITY

The undersigned members of D STREET TOWNHOME APARTMENTS, LLC, a California limited liability company (the "**Company**"), do certify that we are all of the voting directors of the Company and that there are no other directors.

We further certify that any one (1) of the following named persons, individually:

[INSERT NAMES]

be, and they are, authorized and empowered for and on behalf of and in the name of the Company to execute and deliver that certain 2022 Disposition and Development Agreement (D Street and Laurel Avenue), dated _____, 2022, between the City of Ontario, a California municipal corporation, ("**City**") and the Company (the "**Agreement**"), to purchase certain real property located in the City of Ontario, California, as specifically described in the Agreement, and all other documents to be executed by the Company in connection with the transactions contemplated in the Agreement, and to take all actions that may be considered necessary to conclude the transactions contemplated in the Agreement and perform the other obligations of the Company pursuant to the Agreement.

The authority conferred shall be considered retroactive, and any and all acts authorized in this document that were performed before the execution of this Certificate are approved and ratified. The authority conferred shall continue in full force and effect until the City of Ontario, a California municipal corporation shall have received notice in writing from the Company of the revocation of this Certificate.

We further certify that the activities covered by the foregoing certifications constitute duly authorized activities of the Company; that these certifications are now in full force and effect; and that there is no provision in any document under which the Company is organized and/or that governs the Company's continued existence, limiting the power of the undersigned to make the certifications set forth in this certificate, and that such certifications are in conformity with the provisions of all such documents.

Company Members:

_____

_____

EXHIBIT H
TO
2022 DISPOSITION AND DEVELOPMENT AGREEMENT

(D Street and Laurel Avenue)

Form of Certificate of Completion

[Attached Behind This Page]

RECORDING REQUESTED BY
AND WHEN RECORDED RETURN TO:

The City of Ontario
303 East B Street
Ontario, California 91764
Attn: City Manager

Exempt from Recording fee
pursuant to Gov't Code § 27383

I, Scott Ochoa, City Manager of the City of San Bernardino (the "City") certify that:

1.1. The Project described as [_____] required to be constructed in accordance with that certain 2022 Disposition and Development Agreement (D Street and Laurel Avenue), dated _____, 2022 ("DDA"), between the City and D STREET TOWNHOME APARTMENTS, LLC, a California limited liability company (the "**Developer**"), on that certain real property specifically described in the legal description(s) attached to this Certificate of Completion as **Exhibit A** (the "**Property**"), is complete in accordance with the provisions of the Agreement.

This Certificate of Completion constitutes conclusive evidence of the City's determination of the Developer's satisfaction of its obligation under the Agreement to construct and install the Project on the Property, including any and all buildings, parking areas, landscaping areas and related improvements necessary to support or meet any requirements applicable to the Project and its use and occupancy on the Project, whether or not such improvements are located on or off the Property or on other property subject to the Agreement. Notwithstanding any provision of this Certificate of Completion, the City may enforce any covenant surviving this Certificate of Completion in accordance with the terms and conditions of the Agreement and the Grant Deed by which the Property was conveyed to the Developer by the City under the Agreement. The Agreement is an official record of the City and a copy of the Agreement may be inspected at the City's office located at 303 East B Street, Ontario, California 91764, during the City's regular business hours.

DATED AND ISSUED this _____ day of _____, _____.

THE CITY OF ONTARIO
a California municipal corporation

By: _____
City Manager

EXHIBIT H

EXHIBIT A
TO
CERTIFICATE OF COMPLETION

Legal Description of the Property

STATE OF CALIFORNIA)

ss)

COUNTY OF _____)

On _____, before me, _____, Notary Public, personally appeared _____, personally known to me 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.

WITNESS my hand and official seal.

_____
Notary Public

CITY OF ONTARIO *Agenda Report* **August 16, 2022**	**SECTION:** **CONSENT CALENDAR**
Department: Management Services Prepared By: Brandi Belmontes Staff Member Presenting: Darlene M. Sanchez, Assistant City Manager Approved By:	Submitted To: Council/OHA Approved: _____ Continued To: _____ Denied: _____ Item No: 7

SUBJECT: DESIGNATION OF VOTING DELEGATES FOR THE LEAGUE OF CALIFORNIA CITIES ANNUAL BUSINESS MEETING

RECOMMENDATION: That the City Council designate Council member Debra Dorst-Porada as the City's voting delegate and Mayor Paul Leon as an alternate for the League of California Cities Annual Business Meeting scheduled for September 9, 2022.

THE FOLLOWING COUNCIL GOALS ARE BEING ACHIEVED:
Pursue City's Goals and Objectives by Working with Other Governmental Agencies

FISCAL IMPACT: There is no direct fiscal impact by taking this action; however, representation and participation in the League of California Cities (League) upcoming business meeting will help establish League policy on matters that may affect the City's finances.

BACKGROUND & ANALYSIS: The League has scheduled its Annual Business Meeting for September 9, 2022, during the Annual League Conference in Long Beach, California. At that meeting, the League membership will consider and take action on resolutions that establish Cal Cities policy.

Consistent with Cal Cities bylaws, a city's voting delegate and alternate must be designated by City Council action.

CITY OF ONTARIO *Agenda Report* **August 16, 2022**	**SECTION:** **CONSENT CALENDAR**
Department: Fire Department Prepared By: Pam Martinez Staff Member Presenting: Ray Gayk, Fire Chief Reviewed By: Jordan T Villwock Approved By:	Submitted To: Council/OHA Approved: _____ Continued To: _____ Denied: _____ Item No: 8

SUBJECT: AUTHORIZE THE PURCHASE OF A TYPE 1 AMBULANCE

RECOMMENDATION: That the City Council takes the following actions:

A. Authorize the purchase one Medix Metro Express 153 Type 1 Ambulance from Republic EVS of Santa Fe Springs, California in an amount not to exceed $313,600.

THE FOLLOWING COUNCIL GOALS ARE BEING ACHIEVED:
Maintain the Current High Level of Public Safety
Operate in a Businesslike Manner

FISCAL IMPACT: If approved, the appropriation will be included in a future quarterly budget update.

BACKGROUND & ANALYSIS: In Spring of 2021, the Fire Department began experiencing significant ambulance delays and challenges with the City's private ambulance provider's ability to meet their contractual response time obligations. This was exacerbated by paramedic staffing shortages, COVID-19 illness, and ambulance patient offload delays at the local hospitals. This issue caused residents to have to wait for ambulance transport, in some cases up to an hour.

In an effort to mitigate delays, and continue to provide excellent service, the Fire Department leased two ambulances from neighboring fire agencies. On October 4, 2021, the Fire Department deployed an Alternate Transport Vehicles (ATV) to provide more efficient hospital transport. The ATV is dispatched on critical calls and to all working structure fires. Additionally, the ATV is authorized to transport critical patients when the private provider ambulance is delayed and the patient requires immediate transport to the hospital. Since October 2021, the Fire Department ATV has transported twenty citizens to the hospital. The lease agreements with these neighboring agencies are approaching termination (or have already terminated), and the purchase of the proposed ambulance will allow for the ATV program to continue.

Future options for the ambulance include activities such as providing surge when call volume

increases, community paramedicine, and other mobile integrated health programs. Since January 2021, the Fire Department has been researching the purchase of ambulances due to the age, condition, and agreement restrictions of the two leased ambulances. Due to the nationwide shortage of chassis and Intel chips, it was a challenge to find an ambulance that fit the needs of the Fire Department to purchase. However, in working with Republic EVS, they were able to provide the specifications that are unique to the Ontario Fire Department and provide the vehicle in a timely manner.

To meet the needs of the Ontario Fire Department, and due to nationwide supply chain shortages, Staff is recommending a sole source purchase through Republic EVS in an amount not to exceed $313,600.

CITY OF ONTARIO *Agenda Report* **August 16, 2022**	**SECTION:** **CONSENT CALENDAR**
Department: Police Department Prepared By: Mary Salem Staff Member Presenting: Mike Lorenz, Chief of Police Reviewed By: Lizceth Zazueta Approved By:	Submitted To: Council/OHA Approved: _____ Continued To: _____ Denied: _____ Item No: 9

SUBJECT: **ACCEPTANCE OF GRANT AWARD FROM THE U.S. DEPARTMENT OF HOMELAND SECURITY AND THE CALIFORNIA OFFICE OF EMERGENCY SERVICES PROVIDED THROUGH THE FY 2021 URBAN AREA SECURITY INITIATIVE (UASI) GRANT PROGRAM**

RECOMMENDATION: That the City Council authorize the City Manager to execute all documents necessary to accept a three-year sub-grant award in the amount of $600,000 from the U.S. Department of Homeland Security and the California Office of Emergency Services provided through the FY 2021 UASI Grant Program.

THE FOLLOWING COUNCIL GOALS ARE BEING ACHIEVED:
Maintain the Current High Level of Public Safety
Pursue City's Goals and Objectives by Working with Other Governmental Agencies

FISCAL IMPACT: The City, through the Riverside Urban Area Security Initiative (RUASI) grant, has been awarded $600,000 to implement Facial Recognition Project and associated camera networks at the Ontario International Airport. The associated grant revenue and expenditure adjustments will be presented in the next quarterly budget report to the City Council. The City is not required to provide matching funds for this reimbursable grant.

BACKGROUND & ANALYSIS: The UASI program provides financial assistance to address multi-discipline planning, operations, equipment, training, and exercise needs unique to high-threat, high density urban areas, and to assist them in building and sustaining capabilities to prevent, protect against, respond to, and recover from threats or acts of terrorism and weapons of mass destruction. The intent of the UASI program is to enhance regional preparedness and expand collaboration efforts.

The RUASI includes the cities of Riverside, San Bernardino and Ontario, and the counties of Riverside and San Bernardino. Projects are recommended for consideration by the RUASI Steering Group and local Approval Authority which are comprised of staff from the three cities and two counties. Recommendations are made based upon the ability to match project benefits the UASI program guidelines, which include a focus on regional coordination and collaboration. The

Riverside Regional UASI's recommended projects are then subject to review and approval at the State and Federal levels. The City of Ontario, as a sub-recipient of the FY 2021 RUASI Grant, has been approved to receive $600,000 for the acquisition of a Facial Recognition Project for the purchase of recognition software and cameras.

The City is not obligated to continue with these grant programs beyond the equipment's operational life. Upon termination of the programs, Staff will work with the City of Riverside Office of Emergency Services (the designated Riverside Regional UASI Administrative Entity) and the Department of Homeland Security to properly demobilize and surplus the equipment.

CITY OF ONTARIO *Agenda Report* **August 16, 2022**	**SECTION:** **CONSENT CALENDAR**
Department: Police Department Prepared By: Mary Salem Staff Member Presenting: Mike Lorenz, Chief of Police Reviewed By: Lizceth Zazueta Approved By:	Submitted To: Council/OHA Approved: _____ Continued To: _____ Denied: _____ Item No: 10

SUBJECT: A COST SHARING AGREEMENT WITH CHAFFEY JOINT UNION HIGH SCHOOL DISTRICT FOR SCHOOL OFFICERS

RECOMMENDATION: That the City Council approve and authorize the City Manager to execute a one-year Cost Sharing Agreement (on file in the Records Management Department) with the Chaffey Joint Union High School District for three school resource officers in the amount of $255,000.

THE FOLLOWING COUNCIL GOALS ARE BEING ACHIEVED:
Maintain the Current High Level of Public Safety
Pursue City's Goals and Objectives by Working with Other Governmental Agencies

FISCAL IMPACT: The Police Department has assigned one School Resource Officer (SRO) at Chaffey High School, Colony High School, and Ontario High School. Chaffey Joint Union High School District (CJUHSD) has agreed to reimburse the City $255,000 for the school year, consistent with the terms and conditions of the Agreement. The amount covers approximately 50% of the annual cost of three officers for the period of August 2022-May 2023. The General Fund includes appropriations for these costs in the Fiscal Year (FY) 2022-23 Adopted Budget.

BACKGROUND & ANALYSIS: The role an SRO serves at the various high schools has multiple benefits. In addition to providing a police presence at each high school, SRO's serve as positive role models for students, they foster student, faculty, staff and law enforcement interaction, and provide on-site crisis intervention. CJUHSD had agreed to enter into a one-year Cost Sharing Agreement in the amount of $255,000. Under this Agreement, the Ontario Police Department will provide SRO services at Chaffey, Colony, and Ontario High Schools to help maintain a safe and secure environment on these campuses.

CITY OF ONTARIO *Agenda Report* **August 16, 2022**	**SECTION:** **CONSENT CALENDAR**
Department: Recreation & Community Services Prepared By: Nick S Gonzalez Staff Member Presenting: Helen McAlary, Executive Director Community Life and Culture Approved By:	Submitted To: Council/OHA Approved: _____ Continued To: _____ Denied: _____ Item No: 11

SUBJECT: MEASURE I FUNDING FOR THE ONTARIO SILVER S.T.A.R.S. PROGRAM

RECOMMENDATION: That the City Council approve a funding Agreement for Measure I funds with Omnitrans for Fiscal Years 2022-23 and 2023-24 in the amount of $675,582.

THE FOLLOWING COUNCIL GOALS ARE BEING ACHIEVED:
Pursue City's Goals and Objectives by Working with Other Governmental Agencies
Encourage, Provide or Support Enhanced Recreational, Educational, Cultural and Healthy City Programs, Policies and Activities

FISCAL IMPACT: The City of Ontario has been awarded a total of $675,582 from Omnitrans through Measure I funding. The funding will be provided over Fiscal Year (FY) 2022-23 and 2023-24. Upon approval, appropriations of $427,791 will be added to the FY 2022-23 Budget under General Fund Grants during the next Quarterly Budget Update. The remaining $247,791 will be added to the FY 2023-24 budget during the FY Budget Adoption. A General Fund cash match of $53,396 is required by this Agreement and will be absorbed into the FY 2022-23 Adopted Budget.

BACKGROUND & ANALYSIS: The Ontario Silver S.T.A.R.S. (Senior Transportation and Recreation Shuttle) program is an appointment-based service that provides curb-to-curb transportation service. The purpose of the program is to provide transportation services for non-emergency medical needs such as doctor, dentist, dialysis, therapy, and other medical appointments. Additionally, appointments can be made to schedule trips to and from the Ontario Senior Center. Currently, this service is provided by the West End YMCA. West End YMCA has been a long-standing partner with the City of Ontario over the years, but have indicated their desire to withdraw from the provision of transportation services for the City of Ontario.

To ensure there is no disruption in services, the City of Ontario's Recreation & Community Services Department will operate this program with the support of Measure I funding from Omnitrans. Omnitrans has the ability to provide Measure I funds to agencies for projects that improve mobility for persons with disabilities, senior citizens, and persons of low income. At this time, Omnitrans is the only other source of public transportation within the city limits.

The Ontario Silver S.T.A.R.S. program operates five (5) days per week (Monday - Friday). The program generally operates between 7:30 AM and 4:30 PM, depending on the last participant to call and arrange their return trip on a given day. If approved, this program will expand the existing program by adding a second vehicle/route which is necessary to meet increased demand for this service, which has occurred over recent years. This funding provides the opportunity for the City of Ontario to hire two full-time drivers and purchase two vans, which doubles the capacity for the program. One van will be equipped with a wheelchair lift. The expanded program will also allow for transportation services to seniors residing in the Ontario Ranch area, providing transportation to both medical appointments and the Ontario Senior Center.

CITY OF ONTARIO *Agenda Report* **August 16, 2022**	**SECTION:** **CONSENT CALENDAR**
Department: Communications and Community Relations Prepared By: Tricia Almiron Staff Member Presenting: Dan Bell, Communications and Community Relations Director Approved By:	Submitted To: Council/OHA Approved: _____ Continued To: _____ Denied: _____ Item No: 12

SUBJECT: SUMMER 2022 LEGISLATIVE UPDATE

RECOMMENDATION: That the City Council receive and file this report on State and Federal activities.

THE FOLLOWING COUNCIL GOALS ARE BEING ACHIEVED:
Pursue City's Goals and Objectives by Working with Other Governmental Agencies
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 no direct fiscal impact associated with this action.

BACKGROUND & ANALYSIS:

State Legislative Update

On June 29, 2022, California adopted a final $308 billion budget, the largest in state history. This came after the Governor negotiated several outstanding issues with the legislature and signed numerous budget-related bills that make up the Fiscal Year 2022-2023 State Budget. The Budget includes a $9.5 billion tax rebate program, $53.9 billion climate commitment and a $14.8 billion transportation infrastructure investment package, including funding for rail and transit projects, climate adaptation projects, active transportation projects, high-speed rail, and ports.

The Legislature reconvened from Summer Recess on August 1, 2022. Bills that have a fiscal impact will be considered in the Senate and Assembly Committees on Appropriations. August 31, 2022, marks the last day for each house to pass any remaining legislation. Staff expects that additional Budget Trailer bills will be introduced after the Summer. The Budget bills allocate funding, and the Trailer bills dictate policy related to funding. There is likely to be additional clean-up trailer bills this month. The City of Ontario received $4.5 million for safety improvements for parks, roads, and

youth services.

Federal Legislative Update

July 2022 was an extremely active month in Washington, DC as Congress worked to push through several key legislative items before the August recess. Progress was made on numerous policy fronts, including budget reconciliation, FY23 appropriations, and environmental resilience.

Staff worked diligently with the City's federal advocates on the Appropriations process. From the handful of projects submitted, one was selected for Active Seniors on the Go, and should be included in the final Appropriations agreement, if an agreement is reached this year.

As of the end of July the U.S. House of Representatives and U.S. Senate have each passed their respective Water Resource Development Acts (WRDA). Committees have already begun preconference negotiations for the biennial bill with a formal conference beginning in the fall. The bipartisan bill will likely be on the agenda for final passage in the lame duck session following the November election. Ontario stands to receive a $40.7 million authorization for various water projects. This provision, passed as part of the House bill has the support of the City's Delegation. Staff will continue to advocate for its inclusion in the final bill.

The House and Senate have adjourned for summer recess and both chambers are set to return on September 6, 2022.

CITY OF ONTARIO *Agenda Report* **August 16, 2022**	**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: 13

SUBJECT: AN AMENDMENT TO THE MASTER AGREEMENT WITH ORACLE AMERICA, INC FOR PEOPLESOFT LICENSING INCREASE AND ONE-YEAR ANNUAL SUPPORT RENEWAL

RECOMMENDATION: That the City Council authorize the City Manager to execute an Amendment to the existing Master Agreement (on-file in the Records Management Department) with Oracle America, Inc. of Redwood Shores, California, to amend Peoplesoft incremental licensing fees (ILF) and renew the annual support with Oracle America, Inc through May 2023 for a total not-to-exceed of $273,097.

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

FISCAL IMPACT: The Amendment to the existing Master Agreement will align the Oracle licensing cost to $175,559 and renew the technical support services to $97,538 through May 2023 for a total not-to-exceed Amendment amount of $273,097. These amounts will be funded through the Information Technology Fund. The Fiscal Year (FY) 2022-23 Adopted Budget includes appropriations for the technical support services renewal. If approved, appropriations for the licensing alignment will be added to the FY 2022-23 1st Quarter Budget.

BACKGROUND & ANALYSIS: On May 1, 2001, the City Manager authorized a Software License Agreement with Oracle America, Inc for the Peoplesoft Financials Software Suite. The software license fees are based on the City's annual operating budget and increase incrementally as the budget increases. The City completed the implementation of Workday Financials in July 2022, and used Peoplesoft through the end of the Fiscal Year 2021-22, which ended June 30, 2022. The City will complete the Fiscal Year 2021-22 Annual Comprehensive Financial Reporting (ACFR), the Annual Single Audit Report, and the State Controller Report, as well as other year-end financial reporting requirements in Peoplesoft by March 31, 2023, which requires the City to maintain the Oracle Peoplesoft license until these actions are complete. Staff requests authorization to extend the Oracle Agreement through May 31, 2023.

CITY OF ONTARIO *Agenda Report* **August 16, 2022**	**SECTION:** **CONSENT CALENDAR**
Department: Municipal Services Prepared By: Adrian Escamilla Staff Member Presenting: Tito Haes, Executive Director Public Works Reviewed By: Bonnie Tam Approved By:	Submitted To: Council/OHA Approved: _____ Continued To: _____ Denied: _____ Item No: 14

SUBJECT: AWARD OF A CONSTRUCTION CONTRACT FOR THE CITY HALL FIRST FLOOR OFFICE IMPROVEMENTS PROJECT

RECOMMENDATION: That the City Council take the following actions:

A. Authorize the City Manager or his designee to execute Construction Contract No. D&C21-004 with New Millennium Construction Services, Inc., of Chino Hills, California, for the City Hall First Floor Office Improvements Project for the construction of three new enclosed offices in the contract amount of $116,000;
B. Authorize a 10% contingency of $11,600 to address any unforeseen issues that may arise during construction; and
C. Authorize 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.

THE FOLLOWING COUNCIL GOALS ARE BEING ACHIEVED:
Invest in the Growth and Evolution of the City's Economy

FISCAL IMPACT: The construction cost for the City Hall First Floor Office Improvements Project is $116,000, plus 10% contingency of $11,600, for a total not to exceed of $127,600. The Fiscal Year 2022-23 Adopted Budget includes appropriations of $127,600 in the Capital Projects Fund.

BACKGROUND & ANALYSIS: The City Hall First Floor Office Improvements Project includes constructing three enclosed offices from existing spaces. This work will include framing/drywall, electrical, HVAC, acoustical ceiling, and flooring.

On May 13, 2022, Staff solicited bids for the City Hall First Floor Office Improvements Project. On June 3, 2022, Staff received four (4) construction bids ranging from $111,508 and $147,550 for the project. All the bids received are listed below:

Vendor	**Location**	**Amount**
New Dimension General Construction, Inc.	Anaheim, California	$111,508
New Millennium Construction Services, Inc.	Chino Hills, California	$116,000
TMR General Engineering, Inc.	San Juan Capistrano, California	$143,500
LM Rasmussen Construction	Alpine, California	$147,550

After review of all bids, it was determined that New Millennium Construction Services, Inc. submitted the lowest responsible bid since New Dimension General Construction, Inc failed to submit the hard copy bid bond prior to the bid close date. Based on credentials, pricing, and favorable reference checks, Staff recommends awarding Construction Contract No. D&C21-004 for the City Hall First Floor Office Improvements Project to New Millennium Construction Services, Inc.

CITY OF ONTARIO *Agenda Report* **August 16, 2022**	**SECTION:** **CONSENT CALENDAR**
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: 15

SUBJECT: **A DEVELOPMENT IMPACT FEE CREDIT AGREEMENT (FILE NO. PDIF21-003) BETWEEN THE CITY OF ONTARIO AND KL LHB DSD AIV LLC., FOR FACILITY CONSTRUCTION ASSOCIATED WITH TRACT MAP 20399 (FILE NO. PMTT21-007), AT THE SOUTHEAST CORNER OF ARCHIBALD AVENUE AND ONTARIO RANCH ROAD, WITHIN THE GRAND PARK SPECIFIC PLAN**

RECOMMENDATION: That the City Council approve the Development Impact Fee Credit Agreement (File No. PDIF21-003) between the City of Ontario and KL LHB DSD AIV LLC, for facility construction associated with Tract Map 20399 (File No. PMTT21-007), located at the southeast corner of Archibald Avenue and Ontario Ranch Road within the Grand Park Specific Plan, and authorize the City Manager to execute the Agreement.

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: Approval of the proposed Development Impact Fee ("DIF") Credit Agreement (File No. PDIF21-003) will result in no fiscal impact to the City's General Fund. The project's Development Agreement (File No. PDA17-001) and related Conditions of Approval (COA) for Tract Map 20399 (File No. PMTT21-007) require KL LHB DSD AIV LLC ("Developer") to construct DIF Program infrastructure with an estimated cost of $2,868,256. The proposed DIF Credit Agreement defines the amount of DIF Credit that the Developer may be eligible to receive for construction of these improvements. The DIF Credit that the Developer will receive upon completion of the improvements may be exchanged for a refund of DIF that was paid by the Developer (up to the Developer's maximum DIF obligation) in the respective DIF category.

BACKGROUND & ANALYSIS: On December 5, 2017, the City Council adopted Ordinance No. 3086, approving a Development Agreement to establish the terms and conditions for the

development. On August 24, 2021, the Planning Commission adopted Resolution No. PC21-059, approving Tract Map 20399 to subdivide 24.51 acres of land into 30 numbered lots and 6 lettered lots.

Per the Development Agreement and COA, the Developer is required to construct DIF Program infrastructure to serve Tract Map 20399, which includes the construction and installation of storm drain, street improvements, traffic signals, and fiber optic facilities generally located along Ontario Ranch Road, Archibald Avenue, and Grand Park Street, within the Grand Park Specific Plan development area.

Pursuant to the City's adopted DIF Credit policies, construction of DIF Program facilities requires the Developer and the City to enter into a DIF Credit Agreement ("Agreement"). The terms of the proposed Agreement specify the defined portion of the infrastructure to be constructed by the Developer in the Local Adjacent or Regional DIF categories and includes an estimate of the maximum DIF Credit (not reimbursement) that may be applied in the respective Local Adjacent or Regional DIF category. This infrastructure is within Ontario Ranch Local Adjacent Storm Drain, Streets, and Fiber Optic System categories. Since the maximum eligible costs in the Agreement for the required infrastructure exceeds the Developer's DIF obligation, the Developer is eligible to receive DIF Credit under the proposed Agreement.

The proposed Agreement complies with the City's DIF policies and is in conformance with the approved Development Agreement and related conditions. Under the provisions of the City's DIF Program, the City Manager is authorized to execute such agreements upon approval by the City Council.

CITY OF ONTARIO *Agenda Report* **August 16, 2022**	**SECTION:** **CONSENT CALENDAR**
Department: Integrated Waste Prepared By: Blaine M Ishii Staff Member Presenting: Tito Haes, Executive Director Public Works Reviewed By: Bonnie Tam Approved By:	Submitted To: Council/OHA Approved: _____ Continued To: _____ Denied: _____ Item No: 16

SUBJECT: **AN AMENDMENT TO THE MAINTENANCE SERVICES AGREEMENT FOR MAINTENANCE OF COMMERCIAL BIN CONTAINERS WITH CMAX COMMERCIAL MAINTENANCE, INC.**

RECOMMENDATION: That the City Council authorize the City Manager or his designee to execute Amendment No. 2 (on file with the Records Management Department) to the Maintenance Services Agreement with CMAX Commercial Maintenance, Inc. of Ontario, California, in the amount of $70,000, increasing the not-to-exceed amount to $165,000 and extending the term of the Agreement to June 30, 2023, for the maintenance of commercial bin containers.

THE FOLLOWING COUNCIL GOALS ARE BEING ACHIEVED:
Operate in a Businesslike Manner
Invest in the Growth and Evolution of the City's Economy

FISCAL IMPACT: The Fiscal Year 2022-23 Adopted Budget includes appropriations of $70,000 in the Integrated Waste Fund for the maintenance of commercial bin containers. Actual expenditures will be based on the fixed-unit pricing and the actual quantity of bin containers maintained in order to meet operational needs. The recommended amendment extends the term of the Agreement to June 30, 2023 and increases the authorized contract amount by $70,000, for a new total not-to-exceed contract amount of $165,000.

BACKGROUND & ANALYSIS: The Integrated Waste Department currently has commercial bin containers of various sizes for refuse, recycling, and green waste recycling. On August 15, 2020, the City entered into a one-year Maintenance Services Agreement with CMAX Commercial Maintenance, Inc. to provide these services. At times, these containers require renovation and/or cleaning. Since then, CMAX Commercial Maintenance, Inc. met the expectations of the Integrated Waste Department and the Agreement term was extended for one year through June 30, 2022. Due to the growth of the Ontario Ranch, additional commercial bin container maintenance is needed. Staff recommends increasing the total authorized amount by $70,000 for Fiscal Year 2022-23 to ensure the Integrated Waste Department can continue to maintain commercial bin containers in a timely manner and keep them clean and operational so they can provide services to the City of Ontario customers.

CITY OF ONTARIO *Agenda Report* **August 16, 2022**	**SECTION:** **CONSENT CALENDAR**
Department: Community Life & Culture Prepared By: Lacey A Rightmer Staff Member Presenting: Helen McAlary, Executive Director Community Life and Culture Reviewed By: Kelly Zackmann Approved By:	Submitted To: Council/OHA Approved: _____ Continued To: _____ Denied: _____ Item No: 17

SUBJECT: AN AMENDMENT TO THE SUBSCRIPTION LICENSE AGREEMENT FOR POLARIS INTEGRATED LIBRARY SYSTEM

RECOMMENDATION: That the City Council approve and authorize the City Manager or designee to execute Amendment No. 1 (on file with the Records Management Department) with Innovative Interfaces Incorporated, of Emeryville, California. This Amendment removes the cloud hosting and related fees and extends the term of the Agreement through July 2026, for a revised total not-to-exceed amount of $223,234.

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: Amendment No. 1 changes the existing Agreement to a not-to exceed amount of $223,234 paid over a five (5) year term. Appropriations for year one, $42,230 are included within the Information Technology Fund in the Fiscal Year 2022-23 Adopted Budget. Funding for the remaining years will be secured as part of the annual budget process.

BACKGROUND & ANALYSIS: On November 16, 2021, the City Council approved an Agreement with Innovative Interfaces Incorporated for the use of their integrated library system (ILS). During the implementation, Staff from the Information Technology Agency identified concerns with the manner of how Staff would access the cloud-based system and established a solution with the vendor that includes hosting the software on-site. This change resulted in a reduced annual cost and the extension of the Agreement from three to five years.

Ontario City Library uses an integrated library system (ILS) to conduct library business. The ILS is an online searchable database of all library materials, as well as an online database of all library patron accounts. The ILS allows Library Staff and patrons to search for books, check them out, return them, and calculate any fees or fines associated with them. City Council's approval is requested to approve and additional $5,545 over the initial Agreement amount, and add an

additional two-years to the Agreement.

CITY OF ONTARIO *Agenda Report* **August 16, 2022**	**SECTION:** **CONSENT CALENDAR**
Department: Engineering Prepared By: Miguel Sotomayor 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: 18

SUBJECT: **A RESOLUTION APPROVING AN IMPROVEMENT AGREEMENT, IMPROVEMENT SECURITY AND FINAL TRACT MAP NO. 20157, LOCATED ON THE EAST SIDE OF MILL CREEK AVENUE, APPROXIMATELY 530 FEET NORTH OF EUCALYPTUS AVENUE**

RECOMMENDATION: That the City Council adopt a Resolution approving an Improvement Agreement, Improvement Security and Final Tract Map No. 20157, located on the east side of Mill Creek Avenue, approximately 530 feet north of Eucalyptus Avenue, within the Esperanza Specific Plan.

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)
Ensure the Development of a Well Planned, Balanced, and Self-Sustaining Community in Ontario Ranch

FISCAL IMPACT: There is not a direct fiscal impact associated with this action. All public infrastructure improvements required for this subdivision will be constructed by the Developer at its sole cost.

BACKGROUND & ANALYSIS: Final Tract Map No. 20157, consisting of six numbered lots and seven lettered lots on approximately 82 acres of land, as shown on Exhibit A, has been submitted by the Developer, KB Home Coastal, Inc., a California Corporation. The Tentative Parcel Map was approved by the Planning Commission on August 27, 2019.

Improvements will include streets, storm drain, domestic water main, recycled water, sewer, fiber optic conduits, street lights, neighborhood edge and parkway landscaping with irrigation. Improvements in the parkway will be consistent with current City approved drought measures.

The Developer has entered into an Improvement Agreement with the City for Final Tract Map No. 20157 and has posted adequate security to ensure construction of the required improvements. This map meets all conditions of the Subdivision Map Act and the Ontario Municipal Code and has been reviewed and approved by the City Engineer.

EXHIBIT A

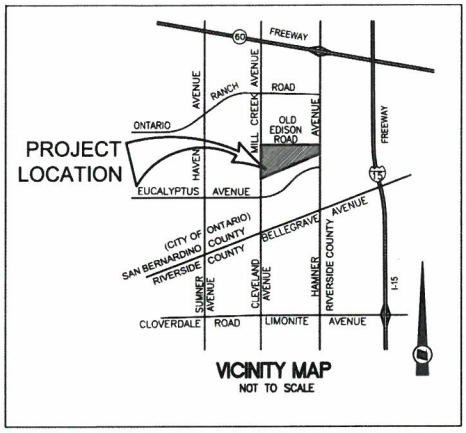
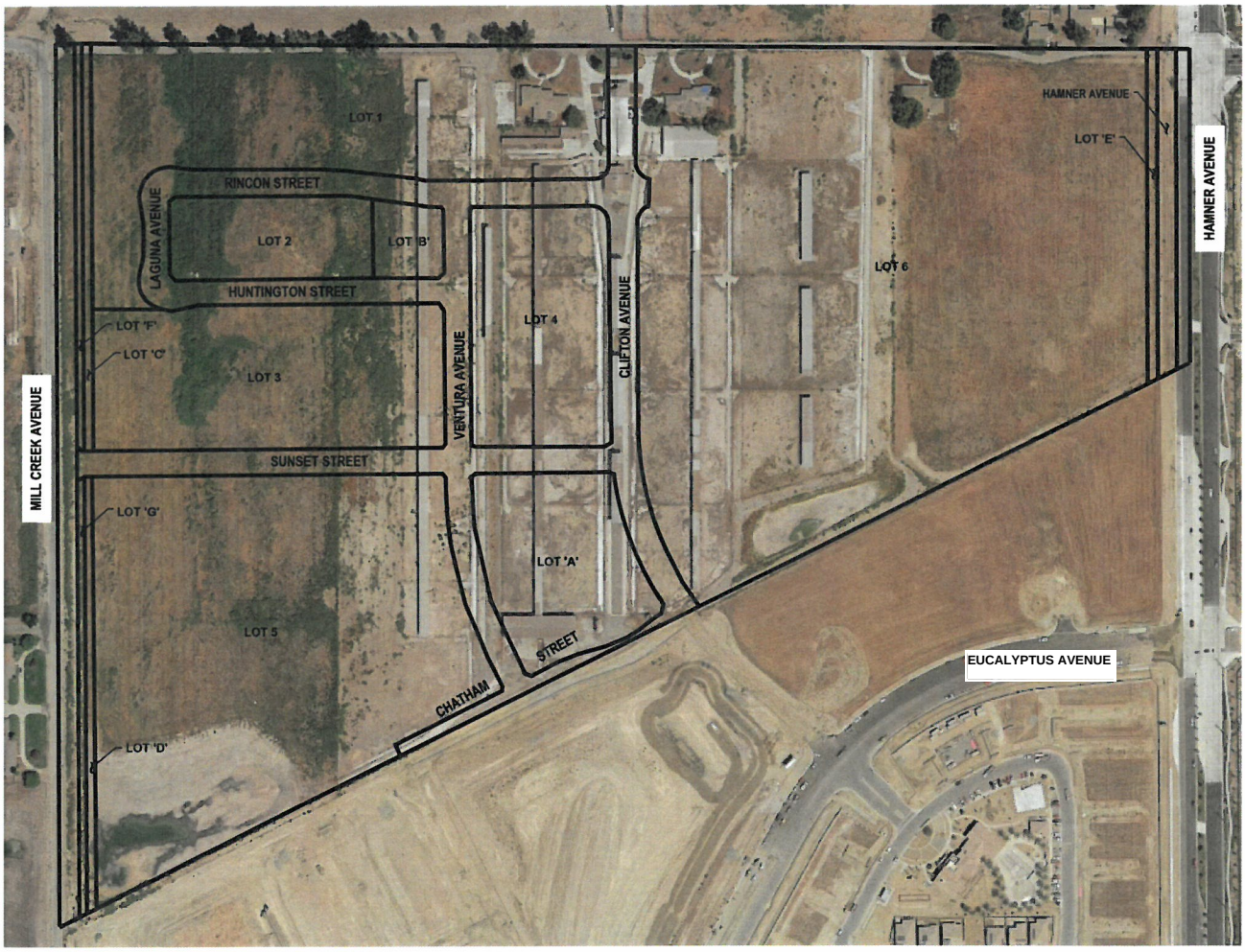


EXHIBIT A
TRACT 20157

6 NUMBERED LOTS
& 7 LETTERED LOTS
SUBDIVISION

0 300 600 900



KB Home Coastal, Inc. 36310 Inland Valley Drive, Suite 300 Wildomar, CA 92595 951-691-5227	SCALE: 1" = 300' PROJECT ID: TM 20157 DATE: JULY 2022

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, APPROVING FINAL TRACT MAP NO. 20157 LOCATED ON THE EAST SIDE OF MILL CREEK AVENUE APPROXIMATELY 530 FEET NORTH OF EUCALYPTUS AVENUE.

WHERAS, Tentative Tract Map No. 20157 submitted for approval by KB Home Coastal, Inc., a California Corporation was approved by the Planning Commission of the City of Ontario on August 27, 2019; and

WHEREAS, Tentative Tract Map No. 20157 consists of 6 numbered lots and 7 lettered lots being a subdivision of a portion of the northwest quarter of the southeast quarter section 13, Township 2 south, Range 7 west, San Bernardino Meridian. Together with portions of government lots 2 and 3 in said section 13 according to Official Plat; and

WHEREAS, to meet the requirements established as prerequisite to final approval of Tract Map No. 20157, KB Home Coastal, Inc., a California Corporation has offered the Improvement Agreement together with good and sufficient improvement security, in conformance with the City Attorney's approved format, for approval and execution by the City; and

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

1. That said Improvement Agreement be, and the same is, approved and the City Manager is authorized to execute same on behalf of said City, and the City Clerk is authorized to attest thereto; and

2. That said Improvement Security is accepted as good and sufficient, subject to approval as to form and content thereof by the City Attorney; and

3. That Final Tract Map No. 20157 be approved and that the City Clerk be authorized to execute the statement thereon on behalf of said City.

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 August 2022.

_____
PAUL S. LEON, MAYOR

ATTEST:

_____
SHEILA MAUTZ, CITY CLERK

APPROVED AS TO LEGAL FORM:

_____
BEST, BEST & KREIGER, 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. 2022- was duly passed and adopted by the City Council of the City of Ontario at their regular meeting held August 16, 2022 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. 2022- duly passed and adopted by the Ontario City Council at their regular meeting held August 16, 2022.

_____
SHEILA MAUTZ, CITY CLERK

(SEAL)

CITY OF ONTARIO *Agenda Report* **August 16, 2022**	**SECTION:** **CONSENT CALENDAR**
Department: Community Life & Culture Prepared By: Lacey A Rightmer Staff Member Presenting: Helen McAlary, Executive Director Community Life and Culture Approved By:	Submitted To: Council/OHA Approved: _____ Continued To: _____ Denied: _____ Item No: 19

SUBJECT: AMERICORPS COMPETITIVE CONTINUATION GRANT FOR 2022-23

RECOMMENDATION: That the City Council take the following actions:

A. Authorize the City Manager or designee to execute grant documents and accept a $375,999 AmeriCorps Competitive Continuation Grant for October 2022 through September 2023 to fund the Ontario Promise Corps Project.
B. Authorize the City Manager or designee to accept $56,001 of funding provided by the American Rescue Plan Act for the 2022-23 AmeriCorps Competitive Continuation Grant.
C. Authorize the City to cash match an in-kind commitment of $390,374.

THE FOLLOWING COUNCIL GOALS ARE BEING ACHIEVED:
Pursue City's Goals and Objectives by Working with Other Governmental Agencies
Encourage, Provide or Support Enhanced Recreational, Educational, Cultural and Healthy City Programs, Policies and Activities

FISCAL IMPACT: The cost for the Ontario Promise Corps 2022-23 program is $822,374 of which $390,374 is funded through the General Fund as a cash match in-kind commitment, and $432,000 is reimbursed through other sources. The Fiscal Year (FY) 2022-23 adopted budget includes appropriations in the amount of $99,881 for in-kind services. If approved, the additional $722,493 will be added to the FY 2022-23 Budget in General Fund Grants. The reimbursable sources consist of the Competitive Continuation Grant award of $375,999 from AmeriCorps and $56,001 from AmeriCorps through funding provided by the American Rescue Plan Act (ARPA). In addition, financial support of up to $91,111 is from program partners at Ontario-Montclair Schools Foundation and the Hope Through Housing Foundation that will offset the cash match.

BACKGROUND & ANALYSIS: On August 20, 2019, the City Council approved a twelve-month AmeriCorps State Planning Grant for the City of Ontario to develop a cradle-to-career collective impact program called Ontario Promise Corps. The program implements services that aim to improve school readiness, improve school attendance, and increase college access and success in the local community. The Planning Grant outlined activities that focus on AmeriCorps' national

service focus area of education. These activities provide services that contribute to improving educational outcomes for economically disadvantaged children and youth. The Ontario Promise Corps program aims to recruit the equivalent to twenty (20) Full-Time AmeriCorps members per program year. The members assist in the operation of a one-on-one education program for low-income and at-risk students, foster mentor-mentee relationships with participants and provide access to information and resources for higher education attainment to residents in the City of Ontario. The program provides these services through partnerships with Hope Through Housing Foundation, Ontario-Montclair Schools Foundation, Ontario City Library, and City of Ontario Recreation & Community Services. The AmeriCorps grant is administered on the state level by California Volunteers, an office of the State of California.

In 2020, the City of Ontario was awarded an AmeriCorps State Formula Grant to implement the strategies developed during the Planning Grant phase and were awarded AmeriCorps grants for Fiscal Years 2021 and 2022.

This year, the Community Life & Culture Agency has been awarded $432,000 to continue the Ontario Promise Corps program, which includes $56,001 of ARPA funds. After the allocation of administrative fees paid to the granting agency, the City will receive a total of $424,484. Furthermore, as a requirement of the grant, the City is responsible for a cash match of $390,374, which includes $99,881 of in-kind services, and up to $91,111 to be reimbursed by program partners. The program partner reimbursement amount is based upon the number of members that are recruited and assigned to the partner sites. Highlights of the grant budget include: a full-time Administrative Specialist position that is 100% responsible for the day-to-day operations of the grant at a total annual cost of $96,414, twenty (20) AmeriCorps Members that will each receive a state-mandated living allowance set at $21,600 plus health care, miscellaneous office supplies, trainings, and equipment costs. This one-year grant supports AmeriCorps member service activities occurring from October 2022 through September 2023. A new application will be submitted in 2023 for funding beyond this one-year grant period.

The Community Life & Culture Agency requests that the Ontario City Council approve the execution of the 2022-2023 grant documents inclusive of the awarded ARPA funds, and City cash match for the 2022-2023 Ontario Promise Corps program year.

CITY OF ONTARIO *Agenda Report* **August 16, 2022**	**SECTION:** **CONSENT CALENDAR**
Department: Utilities Prepared By: Thomas Lambertson Staff Member Presenting: Scott Burton, Utilities General Manager Reviewed By: Dennice Raygoza, Albert G Gastelum, Michael Sigsbee Approved By:	Submitted To: Council/OHA Approved: _____ Continued To: _____ Denied: _____ Item No: 20

SUBJECT: A PROFESSIONAL SERVICES AGREEMENT FOR THE 2022 UPDATE TO ONTARIO RANCH RESIDENTIAL WATER DEMAND FACTORS PROJECT

RECOMMENDATION: That the City Council approve and authorize the City Manager or his designee to execute a Professional Services Agreement (on file in the Records Management Department) with A&N Technical Services, Inc. of Encinitas, California, for the 2022 Update to Ontario Ranch Residential Water Demand Factors project for a not-to-exceed amount of $114,475 and from a term of August 19, 2022 to April 28, 2023.

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 Fiscal Year 2022-23 Adopted Budget for the Capital Improvement Program includes appropriations from the Water Capital Fund for this project. The recommended Agreement is for a not-to-exceed amount of $114, 475. There is no impact to the General Fund.

BACKGROUND & ANALYSIS: The City's water system currently produces approximately 33,000 acre-feet of potable water per year. Water demand factors (WDFs) are used to estimate future water demand projections throughout the City and are used in the Water Master Plan for evaluating current and future water supply, storage, transmission, and distribution infrastructure sizing.

Since the residential water use category is expected to have the largest growth due to future residential development remaining in Ontario Ranch, the scope of this project will specifically review residential water use in Ontario Ranch and update the WDFs for respective land use categories/housing types. Residential development in Ontario Ranch consists of higher density housing units with small yards, while other factors influencing water use include conservation efforts, changing cultural habits, and recycled water use. The project will include a statistical analysis and summary of available water use data to develop updated WDFs for planning purposes

and a comparative analysis of WDFs within other comparable water agencies.

On April 21, 2022, the City received the following four (4) qualified proposals through the City's electronic bid management system in response to the Request for Proposal No. 1519.

Proposer	**Location**
A&N Technical Services, Inc.	Encinitas, CA
Dudek	Encinitas, CA
Stantec Consulting Services, Inc.	Pasadena, CA
Stetson Engineers, Inc.	Covina, CA

A review team consisting of City staff reviewed the proposals and made their recommendations based upon qualifications, understanding of the City's needs, history of completing similar projects, and other criteria specified in the RFP. After careful evaluation, A&N Technical Services Inc., of Encinitas, California, was selected as best overall qualified respondent.

CITY OF ONTARIO *Agenda Report* **August 16, 2022**	**SECTION:** **CONSENT CALENDAR**
Department: Community Life & Culture Prepared By: Lacey A Rightmer Staff Member Presenting: Helen McAlary, Executive Director Community Life and Culture Approved By:	Submitted To: Council/OHA Approved: _____ Continued To: _____ Denied: _____ Item No: 21

SUBJECT: **AMENDMENTS TO THE PROFESSIONAL SERVICES AGREEMENTS FOR PRINTING SERVICES AND GRAPHIC DESIGN SERVICES RELATED TO THE ONTARIO LIVING MAGAZINE**

RECOMMENDATION: That the City Council take the following actions:

A. Approve and authorize the City Manager or designee to execute an Amendment with Eclipse Printing & Graphics LLC, DBA James Litho, of Ontario, California, in the amount of $122,441.
B. Approve and authorize the City Manager or designee to execute an Amendment with Public Advertising Agency Inc., of Murrieta, California, in the amount of $30,006.

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 proposed Amendment No 1 to the printing services Agreement with James Litho extends the existing term through December 31, 2022 through the Winter 2022 issue of Ontario Living Magazine, and a not-to-exceed of $122,441. Of the total Amendment amount, $39,805 is for services rendered during the 2021-22 Fiscal Year which exceeded the purchase order (PO) amount. The overage amount was due to the cost per issue increasing over the years from the growing number of residential and business units that receive the printed magazine, along with the rising costs of paper due to the COVID-19 pandemic.

The proposed Amendment No. 2 to the graphic design services Agreement with Public Advertising Agency also extends the existing term through the Winter 2022 issue until December 31, 2022. The not to exceed amount for the Amendment is $30,006. Of the total Amendment amount, $15,003 is for services rendered during the 2021-22 Fiscal Year which exceeded the PO amount. The overage was due to changes in design needs for the magazine during the 2021-22 Fiscal Year.

The Community Life & Culture Adopted Fiscal Year 2022-23 Budget includes appropriations for

printing services and graphic design services related to Ontario Living Magazine and will pay for both the balance from the previous POs and the funds for both Amendments. No additional funding is being requested at this time.

BACKGROUND & ANALYSIS: On August 20, 2019, the City Council approved Agreements with Eclipse Printing & Graphics dba James Litho and Public Advertising for printing services and graphic design services related to the Ontario Living Magazine. The magazine is a quarterly publication providing residents and businesses within Ontario with a comprehensive listing of all programs, classes, services and events offered by the Community Life & Culture Agency, (i.e., Recreation & Community Services, Ontario City Library, and Ontario Museum of History & Art), as well as City news, class registration information, City contact information, and other information on City departments and services. The City of Ontario prides itself in producing a comprehensive publication that provides a modern design and high-quality printing.

The existing Agreements expire with the publication of the Fall 2022 issue. These Amendments will extend the Agreements to the Winter 2022 issue, allowing appropriate time to complete the competitive bid processes as required and enter into a new Agreement with vendors to design and publish future issues of the publication.

CITY OF ONTARIO *Agenda Report* **August 16, 2022**	**SECTION:** **CONSENT CALENDAR**
Department: Utilities Prepared By: Andy Marquez Staff Member Presenting: Scott Burton, Utilities General Manager Reviewed By: Dennice Raygoza, Albert G Gastelum, Michael Sigsbee Approved By:	Submitted To: Council/OHA Approved: _____ Continued To: _____ Denied: _____ Item No: 22

SUBJECT: PURCHASE OF WATER SYSTEM MATERIALS

RECOMMENDATION: That the City Council approve and authorize the purchase of miscellaneous waterworks materials in the amount of $265,000 with United Water Works Inc. of Santa Ana, California; and $265,000 with Western Water Works Supply Co., of Chino Hills, California, for a total aggregate not-to-exceed amount for $530,000, at the set pricing levels per Bid No. 1537.

THE FOLLOWING COUNCIL GOALS ARE BEING ACHIEVED:
Operate in a Businesslike Manner
Invest in the City's Infrastructure (Water, Streets, Sewers, Parks, Storm Drains and Public Facilities)

FISCAL IMPACT: The Fiscal Year 2022-23 Adopted Budget includes appropriations in the Water Operating Fund to cover the estimated annual cost of parts and supplies required for water system maintenance and repairs. Actual expenses will be based on parts ordered and material billing rates in the bid pricing. There is no impact to the General Fund.

BACKGROUND & ANALYSIS: The City's water distribution system contains over 600 miles of pipelines and appurtenances that the City maintains. This action will provide the materials for planned maintenance and emergency repairs due to sudden and unexpected system failures. The bid establishes pricing for specific parts and supplies needed for maintenance and repair of the water system.

In June 2022, the City solicited bids based on estimated annual quantities of the most common parts and materials used. On June 29, 2022, three bids were received through the City's electronic bid management system in response to Bid No. 1537.

Companies that submitted bids are as follows:

Vendor Name	Location	Amount
United Water Works Inc.	Santa Ana	$694,544.32
Western Water Works Supply Co.	Chino Hills	$817,510.66
Core & Main	Perris	$863,365.05

Staff reviewed the bids for responsiveness and pricing criteria. Based on the proposed unit pricing and estimated quantities, Staff recommends awarding the bid to United Water Works Inc., and Western Water Works Supply Co. By awarding these two suppliers, the City can obtain lower per unit pricing and better ensure the availability of items for emergency repairs to the City's water system.

CITY OF ONTARIO *Agenda Report* **August 16, 2022**	**SECTION:** **CONSENT CALENDAR**
Department: Utilities Prepared By: Thomas Palmieri Staff Member Presenting: Scott Burton, Utilities General Manager Reviewed By: Dennice Raygoza, Albert G Gastelum, Michael Sigsbee Approved By:	Submitted To: Council/OHA Approved: _____ Continued To: _____ Denied: _____ Item No: 23

SUBJECT: PROFESSIONAL DESIGN SERVICES AGREEMENT FOR WELL NO. 53

RECOMMENDATION: That the City Council approve and authorize the City Manager or his designee to execute a Professional Design Services Agreement (on file in the Records Management Department) with Albert A. Webb Associates Inc., of Riverside, California, for Well No. 53 in the not-to-exceed amount of $566,006 and from a term of August 16, 2022 to August 16, 2025.

THE FOLLOWING COUNCIL GOALS ARE BEING ACHIEVED:
Operate in a Businesslike Manner
Invest in the Growth and Evolution of the City's Economy
Invest in the City's Infrastructure (Water, Streets, Sewers, Parks, Storm Drains and Public Facilities)

FISCAL IMPACT: The Fiscal Year 2022-23 Adopted Budget for Capital Improvement Program includes appropriations in the amount of $566,006 from the Water Capital Fund for design services for Well No. 53. There is no impact to the General Fund.

BACKGROUND & ANALYSIS: The City currently has seventeen (17) active groundwater wells. The Water Master Plan identifies the need for additional groundwater wells to expand existing water supply capacity and reliability to meet the future water demands of Ontario. Proposed Well No. 53 will be located on the southwest side of Doubleday Avenue, approximately 950 feet west of Dupont Avenue, on property currently owned by the Ontario International Airport Authority (OIAA) (See Figure 1). Pursuant to a separate agreement with the OIAA, the City can construct up to 4 wells on the eastern side of the airport. Well No. 43 is currently under construction and is the first well under the OIAA agreement with Well No. 53 being the second.

The project's design will consist of two primary phases, drilling design and equipping design. The drilling design scope of work will include a preliminary design report (PDR) for the drilling of Well No. 53, which will include data collection, site evaluation, hydrological study, initial study of environmental impact, habitat suitability assessment, design survey for the project and geotechnical investigation. Once the PDR is approved, Consultant will proceed to complete a full set

of construction plans and specifications to drill and install the anticipated 750-1,000 foot deep well. Once the well drilling construction phase has been completed, Consultant will proceed to the design phase of equipping Well No. 53. The design will consist of an aboveground masonry building, on-site sodium hypochlorite generation system, mechanical piping, electrical, HVAC, instrumentation, and landscaping. Consultant will prepare a complete plans and specifications construction package, including project construction schedule and estimated construction cost.

On May 19, 2022, five (5) proposals were received for Bid No. 1531, Well No. 53:

Bidder	**Locations**
Albert A. Webb Associates	Riverside, CA
AKM Consulting Engineers	Irvine, CA
Ardurra Group, Inc.	Newport Beach, CA
Dudek	Encinitas, CA
Kleinfelder	Ontario, CA

Using a qualification-based selection process, City Staff reviewed the proposals and recommends Albert A. Webb Associates based on their expertise, understanding of the City's needs, and history of completing similar projects.

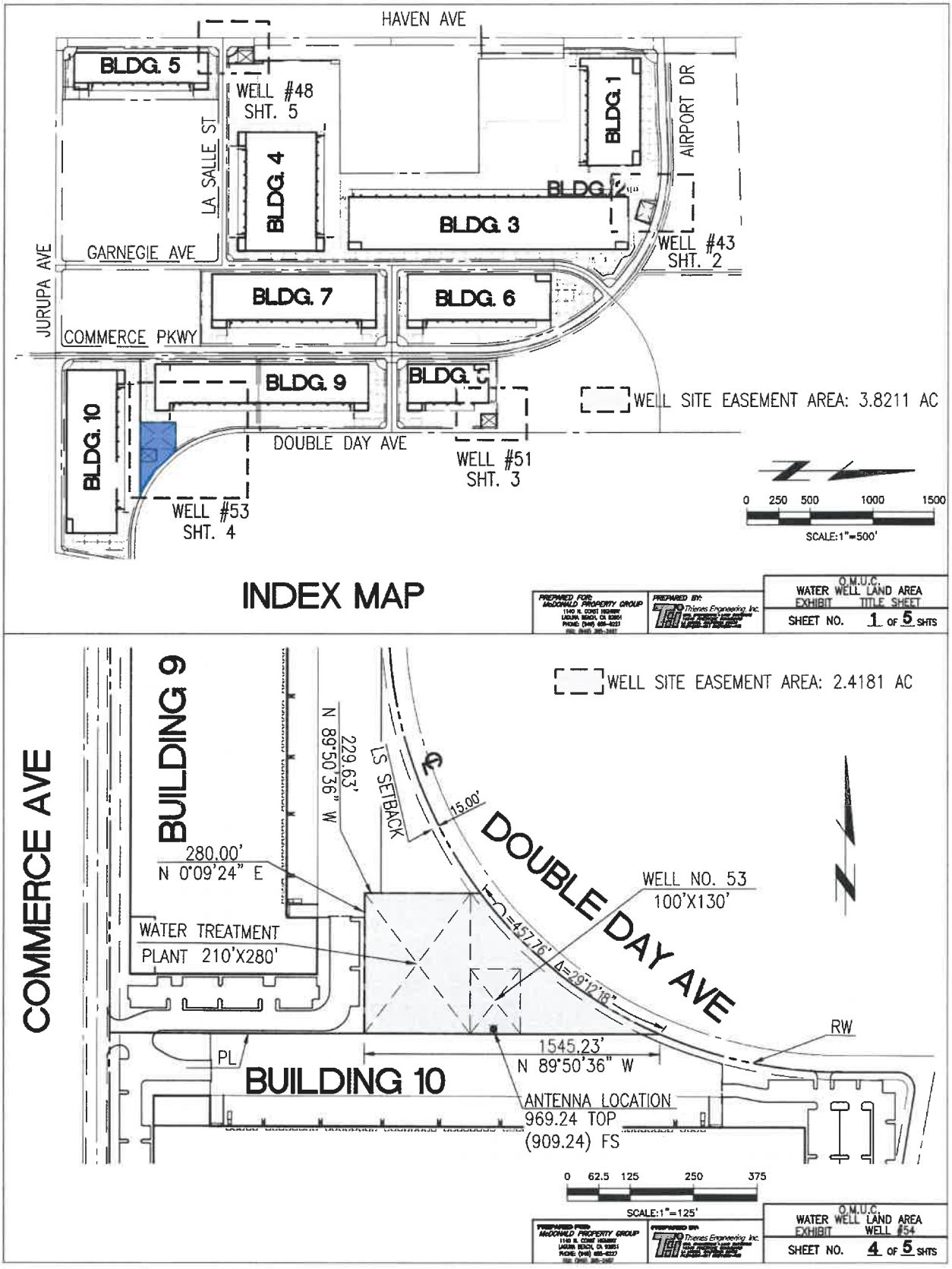

HAVEN AVE
BLDG. 5
WELL #48
SHT. 5
LA SALLE ST
BLDG. 4
BLDG. 1
AIRPORT DR
BLDG. 2
BLDG. 3
GARNEGIE AVE
WELL #43
SHT. 2
JURUPA AVE
BLDG. 7
BLDG. 6
COMMERCE PKWY
BLDG. 9
BLDG. 8
BLDG. 10
WELL SITE EASEMENT AREA: 3.8211 AC
DOUBLE DAY AVE
WELL #51
SHT. 3
WELL #53
SHT. 4
0 250 500 1000 1500
SCALE:1"=500'
INDEX MAP
O.M.U.C.
WATER WELL LAND AREA
EXHIBIT TITLE SHEET
SHEET NO. 1 OF 5 SHTS
WELL SITE EASEMENT AREA: 2.4181 AC
COMMERCE AVE
BUILDING 9
229.63'
N 89°50'36" W
LS SETBACK
15.00'
DOUBLE DAY AVE
280.00'
N 0°09'24" E
WELL NO. 53
100'X130'
WATER TREATMENT
PLANT 210'X280'
R=457.76' Δ=29°12'18"
RW
PL
1545.23'
N 89°50'36" W
BUILDING 10
ANTENNA LOCATION
969.24 TOP
(909.24) FS
0 62.5 125 250 375
SCALE:1"=125'
O.M.U.C.
WATER WELL LAND AREA
EXHIBIT WELL #54
SHEET NO. 4 OF 5 SHTS

Figure 1

CITY OF ONTARIO *Agenda Report* **August 16, 2022**	**SECTION:** **CONSENT CALENDAR**
Department: Municipal Services Prepared By: Manuel Rebolledo Staff Member Presenting: Tito Haes, Executive Director Public Works Reviewed By: Bonnie Tam Approved By:	Submitted To: Council/OHA Approved: _____ Continued To: _____ Denied: _____ Item No: 24

SUBJECT: AUTHORIZE THE PURCHASE OF FLEET VEHICLES

RECOMMENDATION: That the City Council take the following actions:

A. Authorize the cooperative purchase and delivery of five Ford Escape vehicles in the amount of $153,500, one for the Facilities Maintenance Department, one for the Community Improvement Department, one for the Engineering Department, one for the Police Department, and one for the Utilities Department, and three Chevrolet Police Tahoe's in the amount of $140,227 for the Police Department from National Auto Fleet Group of Watsonville, California, consistent with the terms and conditions of the Sourcewell Cooperative Contract No. 091521-NAF;
B. Authorize the cooperative purchase and delivery of one Freightliner Hydro Excavator truck in the amount of $676,611 for the Utilities Department from GapVax of Johnstown, Pennsylvania, consistent with the terms and conditions of the Sourcewell Cooperative Contract No. 101221-GPV;
C. Authorize the cooperative purchase and delivery of six CNG Autocar Refuse Front Loading trucks in the amount of $2,355,960, five CNG Autocar Refuse Automated Side Loading trucks in the amount of $1,935,000, and one CNG Roll Off Refuse truck in the amount of $315,650 for the Integrated Waste Department from Velocity Truck Centers of Whittier, California, consistent with the terms and conditions of the Sourcewell Cooperative Contract No. 060920-ATC; and
D. Authorize the cooperative purchase and delivery of two CNG Freightliner Dump trucks in the amount of $472,894 for the Parks and Maintenance Department, one Ford F650 Stakebed truck in the amount of $166,184 for the Integrated Waste Department, and one Ford F450 Service Body truck in the amount of $153,908 for the Utilities Department from PB Loader Corporation of Fresno, California, consistent with the terms and conditions of the Sourcewell Cooperative Contract No. 080521-PBL.

THE FOLLOWING COUNCIL GOALS ARE BEING ACHIEVED:
Maintain the Current High Level of Public Safety
Operate in a Businesslike Manner

FISCAL IMPACT: The Fiscal Year 2022-23 Adopted Budget includes appropriations of $4,714,934 in the Equipment Services Fund for the purchase of replacement vehicles, $400,000 in the Integrated Waste Fund for one additional vehicle, $315,000 in the Integrated Waste Impact Fund for one additional vehicle, $40,000 in the Facility Maintenance Fund for one additional vehicle, and $900,000 in the Water Operating Fund for three additional vehicles. The total cost of the vehicles recommended for purchase is $6,369,934.

BACKGROUND & ANALYSIS: The vehicles being recommended for replacement have outlived their useful life and it is no longer cost effective to maintain them. The vehicles are scheduled for replacement pursuant to ongoing efforts to reduce expenses, maximize useful life expectancy and extend replacement cycles of fleet equipment, while ensuring safe and reliable operations. This procurement action will result in the replaced vehicles being available to surplus, with any auction sale proceeds returning to the Equipment Service Fund.

The two vehicle additions requested by the Integrated Waste Department, one vehicle addition requested by the Facilities Maintenance Department, and three vehicle additions requested by the Utilities Department are a result of growth throughout the City.

In general conformation with the provisions of Government Code Section 54201 through 54204, Ontario Municipal Code Section 2-6.29 allows for the purchase of supplies and equipment through cooperative purchasing programs, pursuant to California Government Code Section 6502 and City of Ontario Resolution No. 91-141. Cooperative purchasing allows the City to pool its procurement power with other public agencies to obtain lower pricing than otherwise might be possible.

QUANTITY	**TYPE**	**DEPARTMENT**	**PRICE**
5	Ford Escape	FAC, CI, ENG, PD & PU	$153,500
3	Chevrolet Police Tahoe	PD	$140,227
1	Freightliner Hydro Excavator Truck	PU	$676,611
6	Autocar Refuse Front Loading Truck	IW	$2,355,960
5	Autocar Refuse Automated Truck	IW	$1,935,000
1	Autocar Refuse Roll Off Truck	IW	$315,650
2	Freightliner Dump Truck	PKS/MT	$472,894
1	Ford F650 Stakebed	PKS/MT	$166,184
1	Ford F450 Service Body Truck	PU	$153,908
25		**TOTAL**	**$6,369,934**

CITY OF ONTARIO *Agenda Report* **August 16, 2022**	**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: 25

SUBJECT: A PROFESSIONAL SERVICES AGREEMENT FOR CONSULTING SERVICES, APPLICATION DEVELOPMENT AND DATABASE ADMINISTRATION

RECOMMENDATION: That the City Council authorize the City Manager to execute a three-year Professional Services Agreement (on file with the Records Management Department) with ICS Software, LLC, of Claremont, California, for information technology consulting services, in an amount not to exceed $150,000 annually, for a total not to exceed $450,000.

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 Professional Services Agreement has a contract amount of $150,000 annually for a total not to exceed $450,000. Actual expenditures will be based on services rendered and pursuant based on the fixed billing rates set forth in the Agreement. If approved, appropriations will be added to the future years' budgets consistent with the annual adoption process.

BACKGROUND & ANALYSIS: ICS Software, LLC provides the City with specialized application development and database administration for the City's business and public safety systems, including the development of mobile and web applications. Continued support and development services are required to ensure all databases are optimized and not adding unnecessary delays to the City's business applications or first responders' ability to provide high-quality public safety. Funding will support the new task of public safety data archival as the City moves from systems housed locally in the data center to cloud-based systems. Staff requests Council approval to enter into a three-year agreement with ICS Software, LLC.

CITY OF ONTARIO *Agenda Report* **August 16, 2022**	**SECTION:** **CONSENT CALENDAR**
Department: Human Resources Prepared By: Jeannette F Chavez Staff Member Presenting: Angela C. Lopez, Executive Director Human Resources Approved By:	Submitted To: Council/OHA Approved: _____ Continued To: _____ Denied: _____ Item No: 26

SUBJECT: AN AMENDMENT TO THE ONTARIO STATION COOPERATIVE AGREEMENT NO. 93-062 WITH THE SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY

RECOMMENDATION: That the City Council approve and authorize the City Manager, or his designee, to execute Amendment No. 1 (on file with the Records Management Department) to the Cooperative Agreement with the San Bernardino County Transportation Authority (SBCTA) to further clarify the roles and responsibilities of SBCTA and the City of Ontario with regard to the management and insurance of the jointly owned property at the Ontario Metrolink Station.

THE FOLLOWING COUNCIL GOALS ARE BEING ACHIEVED:
Operate in a Businesslike Manner
Pursue City's Goals and Objectives by Working with Other Governmental Agencies
Invest in the City's Infrastructure (Water, Streets, Sewers, Parks, Storm Drains and Public Facilities)

FISCAL IMPACT: The Fiscal Year (FY) 2022-23 Adopted Budget includes appropriations for property insurance under the General Liability internal services fund. The projected cost for FY 2022-23, will be approximately $4,000 and adequate funding is available. If approved, appropriations will be included in future operating budgets.

BACKGROUND & ANALYSIS: The City of Ontario entered into Cooperative Agreement No. 93-062 (Contract No. 22-1002786) with SBCTA in May 1993 for the development, maintenance, and security of the commuter rail station (Station) located at the south side of Francis Street and Metroway in Ontario, CA. As part of the Cooperative Agreement, it was mutually negotiated that the City and SBCTA would hold title as tenants in common to all non-operating property associated with the site including security and maintenance of the property.

After a recent review of the Cooperative Agreement by City and SBCTA representatives, it was determined that an amendment was required to further clarify the responsibility of the parties with respect to the insurance of assets under the Cooperative Agreement and the apportionment of costs for said insurance.

The Amendment will require both parties to obtain and maintain real property insurance to cover the Station platforms and the canopies located at this site. SBCTA will secure the insurance and invoice the City for reimbursement of fifty percent (50%) of the cost, based on the insured values and premium for property insurance each fiscal year.

The Amendment will also include revisions related to California Public Utilities Code Section 130800 et. seq., also known as the San Bernardino County Transportation Authority Consolidation Act of 2017, identifying SBCTA as the successor agency to SANBAG.

CITY OF ONTARIO *Agenda Report* **August 16, 2022**	**SECTION:** **CONSENT CALENDAR**
Department: Economic Development Prepared By: Charity Hernandez Staff Member Presenting: Jennifer McLain Hiramoto, Economic Development Director Approved By:	Submitted To: Council/OHA Approved: _____ Continued To: _____ Denied: _____ Item No: 27

SUBJECT: A REIMBURSEMENT AGREEMENT FOR PUBLIC IMPROVEMENTS BETWEEN THE CITY OF ONTARIO AND TIPPING DEVELOPMENT, INC.

RECOMMENDATION: That the City Council adopt a Resolution approving a Reimbursement Agreement ("Agreement") between the City of Ontario ("City") and Tipping Development, Inc. ("Developer"), and authorize the City Manager to execute the Agreement and all other documents required for implementation of the Agreement.

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

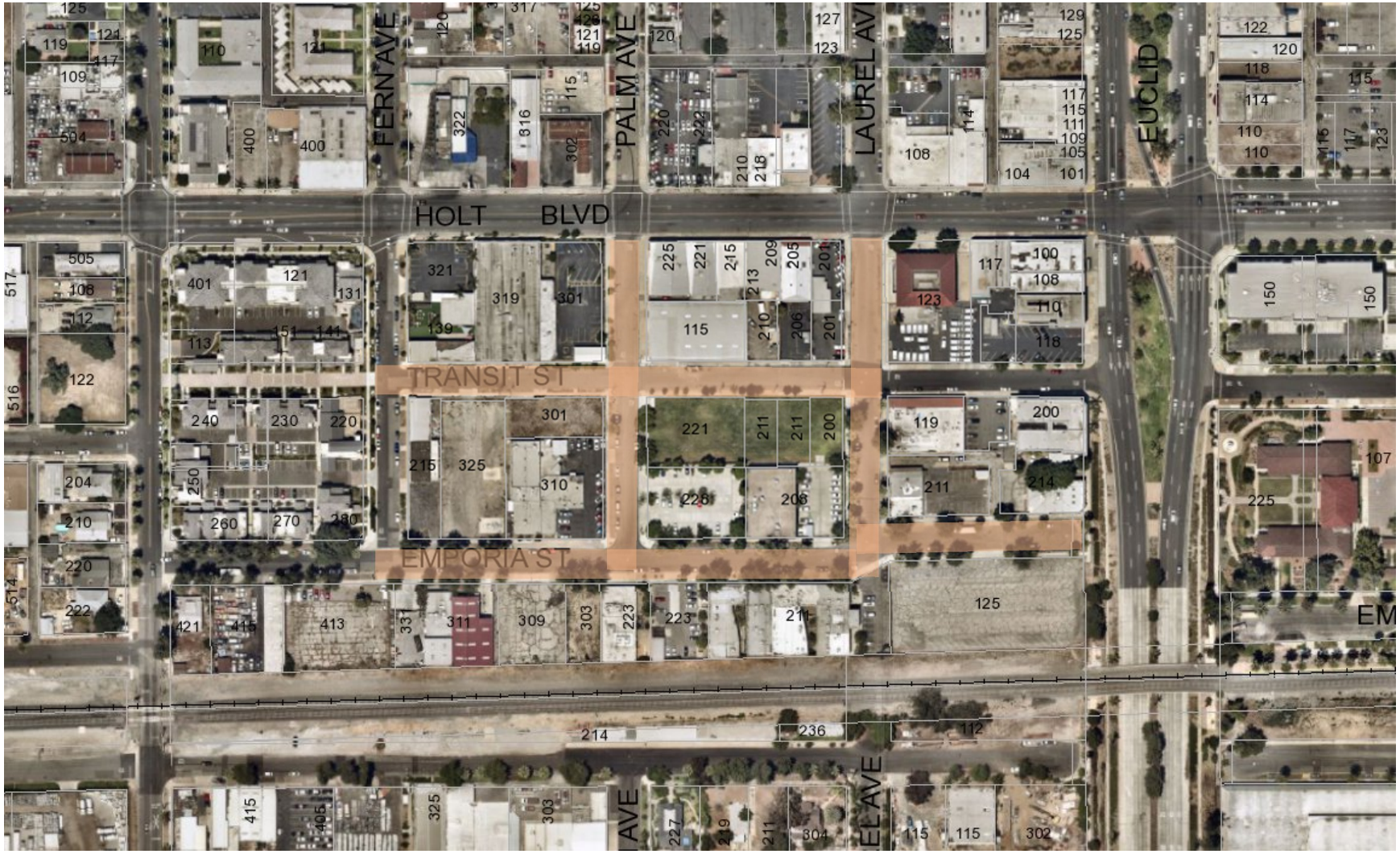
FISCAL IMPACT: The Agreement will provide for reimbursement of actual documented infrastructure-related costs not to exceed $3,000,000. Additional appropriations will be included in the Water Capital Fund on the next quarterly budget update.

BACKGROUND & ANALYSIS: The City and Developer entered into a Disposition and Development Agreement on September 21, 2021, for the development of an infill mixed-use project ("Project") on a 0.86-acre site located at 125 West Emporia Street. The site is located within the boundaries of the Emporia Arts District, which encompasses various land uses including City administrative offices, commercial, and residential uses. The Project will include storage facilities for recreational vehicles and exotic cars, retail and restaurant pads, and future City office space to be occupied by the Community Life and Culture Agency.

The Capital Improvement Program includes the installation and upgrade of certain public water main improvements to address aging and dilapidated infrastructure. These certain public improvements lie within the Emporia Arts District and are bound by Holt Boulevard to the north, Euclid Avenue to the east, Emporia Street to the south, and Fern Avenue to the west, as depicted in Exhibit "A".

As a result of the Developers ability and willingness to install the public improvements in an expedited manner, Staff has found it beneficial to permit the Developer to undertake those certain public improvements including, but not limited to designing and permitting the public improvements, abandoning and upsizing water mains and appurtenances, installation of a fire hydrant, paving, and striping. The Developer will be reimbursed for this work.

EXHIBIT “A”


FERN AVE
PALM AVE
LAUREL AVE
EUCLID
HOLT BLVD
TRANSIT ST
EMPORIA ST

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, APPROVING A REIMBURSEMENT AGREEMENT BETWEEN THE CITY OF ONTARIO AND TIPPING DEVELOPMENT, INC, FOR COSTS ASSOCIATED WITH THE CONSTRUCTION OF CERTAIN PUBLIC IMPROVEMENTS.

WHEREAS, the City of Ontario ("City") and RWSS Development, LLC, (“Developer”) have entered into that certain Disposition and Development Agreement (The Vault), dated September 21, 2021 ("DDA"), for Developer to acquire certain City-owned property (“DDA Property”) and construct a mixed-use project, including a storage facility for recreational vehicles and exotic cars, City office space, retail/restaurant pads, and a 3000-square foot space within the project that may ultimately be deeded to the City on such property; and

WHEREAS, the City has a separate, standalone Capital Improvement Program project under which the City intends to upgrade and install public improvements relating to domestic water service (“Public Improvements”). These Public Improvements will ultimately benefit the DDA Property. These Public Improvements will also benefit other properties in the area and further the goals and objectives of the City’s general plan by investing in critical infrastructure; and

WHEREAS, it has come to the attention of City that Tipping Development, Inc. (“Contractor”), an affiliate of Developer, is willing and able to upgrade and install the Public Improvements faster than the City. Therefore, the City and Contractor desire to enter into a reimbursement agreement in order for Contractor to upgrade and install the Public Improvements, and in order for the City to reimburse Contractor for certain expenses related thereto in accordance with the terms of the reimbursement agreement; and

WHEREAS, City and Contractor have negotiated a reimbursement agreement to reimburse Contractor for an amount not to exceed Three Million Dollars ($3,000,000) to offset actual documented infrastructure-related costs associated with construction of the Public Improvements, a copy of which is attached hereto as Exhibit A and incorporated herein by this reference (the "Reimbursement Agreement"); and

WHEREAS, based on information provided by City staff, and other such written and oral evidence as presented to the City, the City finds and determines that the allocation of funds to Contractor pursuant to the Reimbursement Agreement is reasonably related to a legitimate governmental purpose in that the Public Improvements will assist the City for the reasons set forth above; and

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

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

SECTION 1. Incorporation of Recitals, the foregoing recitals are true and correct, and are incorporated herein and made an operative part of this Resolution.

SECTION 2. CEQA, pursuant to the California Environmental Quality Act ("CEQA") (Pub. Res. Code, § 21000 et seq.) and the State CEQA Guidelines (Cal. Code Regs, tit. 14 § 15000 et seq.), City staff has determined that the public improvements associated with the Reimbursement Agreement are categorically exempt pursuant to Class 1 - Section 15310 of the CEQA Guidelines.

SECTION 3. Approval of Reimbursement Agreement, the City Council hereby approves the Reimbursement Agreement, in substantially the form attached to this Resolution as Exhibit "A," and authorizes and directs the City Manager to sign and enter into the Reimbursement Agreement and perform all obligations of the City pursuant to the Reimbursement Agreement.

SECTION 4. Severability, if any provision of this Resolution is held invalid, the remainder of this Resolution shall not be affected by such invalidity, and the provisions of this Resolution are severable.

SECTION 5. Effective Date, this Resolution shall become effective 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 August 2022.

PAUL S. LEON, MAYOR

ATTEST:

SHELIA MAUTZ, 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. 2022- was duly passed and adopted by the City Council of the City of Ontario at their regular meeting held August 16, 2022 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. 2022- duly passed and adopted by the Ontario City Council at their regular meeting held August 16, 2022.

_____
SHEILA MAUTZ, CITY CLERK

(SEAL)

CITY OF ONTARIO

303 EAST B STREET | ONTARIO, CALIFORNIA 91764

(909) 395-2000 FAX (909) 395-2070 OntarioCA.gov

PAUL S. LEON
MAYOR

ALAN D. WAPNER
MAYOR PRO TEM

JIM W. BOWMAN
DEBRA DORST-PORADA
RUBEN VALENCIA
COUNCIL MEMBERS

SHEILA MAUTZ
CITY CLERK

JAMES R. MILHISER
TREASURER

SCOTT OCHOA
CITY MANAGER

REIMBURSEMENT AGREEMENT (THE VAULT)

This Reimbursement Agreement ("**Agreement**") is dated as of August 16, 2022, by and between the CITY OF ONTARIO, a California municipal corporation ("**City**"), and TIPPING DEVELOPMENT, INC, a California corporation ("TDI"). City and TDI are sometimes referred to herein as the "Parties" or individually as a "Party". City and TDI enter into this Agreement with reference to the following recitals of fact (each, a "**Recital**"):

RECITALS

A. City and RWSS Development, LLC ("Developer") entered into a 2022 Disposition and Development Agreement (The Vault), effective as of May 2022 ("**DDA**"), for Developer to acquire certain City-owned property ("**Property**") and construct a mixed-use project, including a storage facility for recreational vehicles and exotic cars, City office space, retail/restaurant pads, and a 3000-square foot space within the project that may ultimately be deeded to the City, in accordance with the DDA's terms (the "**Project**"). The City Council of the City approved the form of DDA on May 2, 2022.

B. Developer and TDI are affiliates of one another.

C. This Agreement is subject to the terms and conditions of the DDA.

D. The City has a separate, standalone Capital Improvement Program project under which the City intends to upgrade and install public improvements on, in, and under the Property relating to domestic water service which are described in **Exhibit "A,"** which is attached hereto and incorporated herein by reference (together, the "**Public Improvements**"). These Public Improvements will ultimately benefit the Property. These Public Improvements will also benefit the surrounding properties impacted by the lack of sufficient water improvements by upsizing aging and undersized infrastructure.

E. However, it has come to City's attention that TDI is willing and able to upgrade and install the Public Improvements faster than City can. Therefore, City and TDI desire to enter into this Agreement in order for TDI to upgrade and install the Public Improvements, and in order for City to reimburse TDI for certain expenses related thereto in accordance with the terms of this Agreement.

NOW THEREFORE, in consideration of the mutual covenants set forth herein and the mutual benefits to be derived therefrom, the Parties agree as follows:

TERMS

1. Incorporation of Recitals. The Parties agree that the Recitals constitute the factual basis upon which City and TDI have entered into this Agreement. City and TDI each acknowledge the accuracy of the Recitals and agree that the Recitals are incorporated into this Agreement as though fully set forth at length.

2. Reimbursement of Costs; Selection of General Contractor; Change Orders. In light of the benefit the Public Improvements will provide to the City, City intends to provide, through this Reimbursement Agreement, funding in an amount estimated at this time not to exceed Three Million Dollars ($3,000,000) ("**City Financial Consideration**") to offset actual documented infrastructure-related costs associated with the construction of the Public Improvement, including but not limited to funding for actual documented costs for interest on the loan TDI obtains to construct the Public Improvements, and certain actual documented costs of overhead items for the Public Improvements, as limited by this Agreement. City shall only reimburse TDI for actual documented costs of the following overhead items: fees, investigation, planning, permitting fees, bond costs, insurance, attorneys fees and material costs ("Overhead Items"). City shall reimburse TDI for Overhead Items in an amount not to exceed five percent (5%) of TDI's total actual documented infrastructure-related costs on a per invoice basis. Unless approved by the City Council, the City shall not reimburse TDI for any amount grater than the City Financial Consideration.

Once a permit-ready-to-issue set of plans is achieved, then TDI will provide an estimate, including a twenty percent (20%) contingency, for the estimated work, bond costs, permitting costs, project specific insurance, as well as a schedule for the work to the City. Upon receipt, if City has any objections to the estimate, the City and TDI agree to meet and revise the estimate and schedule in good faith to address the concerns of the City. If City does not object to the estimate in writing within thirty (30) days of delivery, then the estimate will be deemed to be accepted and City agrees to pay the estimated costs therein per the process in Section 2.1 below. The agreed upon schedule is subject to extensions for Unavoidable Delays as defined at sections 8.7 and 1.1.66 of the DDA. For purposes here, Unavoidable Delays includes unforeseen conditions, including those related to underground utilities or delays caused by third party utility companies related to needed connections, replacements, or relocations of utilities that were not contemplated.

Upon City approval of the plans, TDI shall obtain three (3) qualified general contractor bids and provide such bids to the City, with TDI's recommendation, for City's approval, which shall not be unreasonably delayed or withheld.

To the extent that the contingency is exceeded due to an increase in the cost of materials, unforeseen conditions, rain or weather delays, or other conditions out of TDI's or its subcontractors' control, then TDI may identify those costs which exceed the contingency and shall submit change orders pursuant to the same process set forth in Section 2.1 below.

The intention of this agreement is to have the City, after review and approval of appropriate documentation submitted by TDI, repay TDI for actual documented infrastructure-related costs associated with construction of the Public Improvements.

2.1 In order to receive the City Financial Consideration, TDI shall submit to the City a written request for funds up to the amount of the City Financial Consideration ("Payment Request"). The City shall review the Payment Requests, and if approved, the City shall authorize and pay such Payment Request to TDI within twenty (20) days thereafter. The City's approval shall be given if the City determines, in the exercise of its reasonable judgment, that the costs set forth on the Payment Request are reasonable and customary. The City's obligation to approve a Payment Request shall be contingent upon the City's receipt and approval, which shall not be unreasonably withheld or delayed, of the following, if applicable:

(a) The Payment Request, which shall include a description of the work performed, material supplied and cost associated therewith;

(b) Conditional waivers and releases of mechanics' liens, stop notice claims or other lien claim rights;

(c) Bills, invoices, vouchers, statements, contracts, bid specifications and responses and all other documents evidencing the amount paid by TDI for the preceding month;

(d) Evidence of inspection and acceptance by the City's Building Department of the Public Improvements to which the Payment Request pertains or evidence of approval of all required plans by the City's Building Department for the Improvements; and

(e) Additionally, for Payment Requests including or pertaining to any actual documented costs for interest on the loan TDI obtains to construct the Public Improvements, copies of all loan documents and copies of TDI'S bank statements for the relevant time period; and

(f) Additionally, for Payment Requests including or pertaining to any actual documented costs of Overhead Items a line-item description of each Overhead Item, and the individualized costs associated therewith, including any additional costs caused by Unavoidable Delays; and

(g) Any other document, requirement, evidence or information in TDI's possession or under TDI's control that City may reasonably request.

2.2 The City shall waive any plan check and construction permit fees associated with the Public Improvements and may, at its cost, cause an inspection of the Public Improvements work and a verification of the work completed. TDI's, or TDI's lender as applicable, shall inspect the Public Improvements regularly and confirm that the Payment Requests and conditional waivers and releases (described in Section 2.1(b) above) are accurate and submitted timely.

3. Prevailing Wage Obligation. TDI acknowledges that the use of public funding for the Public Improvements triggers prevailing wage obligations for the construction of the Public Improvements. TDI shall comply with the applicable prevailing wage requirements and indemnify, defend and hold City harmless for any prevailing wage obligations associated with the construction of the Public Improvements.

4. TDI's Obligation to Construct Public Improvements. In complete satisfaction of TDI's Utility Requirement obligations under the DDA and this Agreement and in consideration for City's reimbursement obligations under this Agreement, TDI shall, at its sole cost, expense and liability, construct the Public Improvements subject to reimbursement during the Project pursuant to this Agreement. For purposes of this Agreement, "Utility Requirement" means those requirements under Sections 2.6.1.5 and 2.6.5 of the DDA to construct offsite water utilities, as described and depicted in **Exhibit "A"** and incorporated herein by reference and in any Conditions of Approval of any entitlements obtained by TDI in connection with such Public Improvements.

5. Project Description. City and TDI agree the Public Improvements project contemplated herein includes but is not limited to installation of a 12-inch domestic water mainline along Emporia Avenue between Laurel Avenue and Euclid Avenue and along Laurel Avenue between Emporia Avenue and Holt Boulevard.

6. Property Ownership. The Public Improvements shall be owned by the City of Ontario and the Parties intend for the City to remain the fee title owner of the underlying property.

7. TDI to Obtain all Approvals for the Public Improvements.

7.1.1 California Environmental Quality Act (CEQA) Compliance. The City and TDI acknowledge that the proposed Public Improvements may be subject to CEQA and that this Agreement in no way commits the City to the approval on any project or CEQA determination related to the proposed Public Improvements. TDI agrees that an initial study will be prepared pursuant to CEQA and the appropriate environmental documents shall be prepared prior to project commencement of the proposed Public Improvements. TDI shall be responsible for all costs associated with the preparation of the CEQA documents.

7.1.2 City Reservation of Discretion and Compliance with Applicable Law. It is understood that the City reserves the right to exercise discretion as to all matters which the City is by law entitled to or required to exercise its discretion. The City's zoning, building and land use regulations (whether contained in ordinances, the City's municipal code, conditions of approval or elsewhere), shall be applicable to the construction of the Public Improvements by TDI. In addition, any agreements, amendments or approvals processed for City Council approval will be subject to and brought to City Council for consideration in accordance with applicable legal requirements.

8. Assignability. This Agreement may not be assigned by either Party without the prior and express written consent of the other Party, which consent shall not be unreasonably withheld or delayed. Any attempted assignment of this Agreement not in

compliance with the terms of this Agreement shall be null and void and shall confer no rights or benefits upon the assignee.

9. Termination. City or TDI may terminate this Agreement for cause or no cause upon thirty (30) days prior written notice. In the case of termination for no cause, TDI will be entitled to repayment for work completed through the date of such termination, including costs related to early termination, demobilization and including costs to turn over of work sites to the City as applicable.

10. City's Remedies Upon TDI's Default. If the TDI fails to complete construction of the Public Improvements in the manner required by this Agreement, or pursuant to the Schedule of Performance attached hereto as **Exhibit "B"** and incorporated herein by this reference, subject to reasonable extensions, and/or Unavoidable Delays, which may be approved by the City Manager, for customary construction delay causes, subsequent agreements, and the DDA, then City may send written notice to TDI directing TDI to cure the default. TDI shall have fifteen (15) calendar days following its receipt of the notice to cure or, if such default cannot reasonably be cured to completion with such 15-day period, to commence to cure the default under this Agreement. For purposes of this Agreement, "commence to cure" means that TDI begins to cure the default within the 15-day time period and diligently completes cure of the default within a reasonable time, which time shall not exceed sixty (60) calendar days following TDI's receipt of the notice. If TDI fails to cure or to commence to cure the default as required by this Section 10, City may immediately exercise any right or remedy available to it at law or in equity, including but not limited to Termination pursuant to Section 9 herein. At such time, City shall have no obligation to reimburse TDI for those costs set forth in Section 2 herein and shall recover from TDI the amount of any City Financial Consideration paid to TDI as part of City's obligations under this Agreement.

11. Notice. Any and all notices submitted by any Party to another Party pursuant to or as required by this Agreement shall be proper, if in writing and dispatched by messenger for immediate personal delivery, nationally recognized overnight (one Business Day) courier (i.e., United Parcel Service, Federal Express, etc.) or by registered or certified United States mail postage prepaid, return receipt requested, to the address of the recipient Party, as designated below. Notice may be sent in the same manner to such other addresses as either Party may from time to time designate by notice in accordance with this Section 11. Notice shall be deemed received by the addressee, regardless of whether or when any return receipt is received by the sender or the date set forth on such return receipt, on the day that the notice is dispatched by messenger for immediate personal delivery, one Business Day after delivery by a nationally recognized overnight carrier or three (3) calendar days after the notice is placed in the United States mail in accordance with this Section 11. Any attorney representing a Party may give any notice on behalf of such Party.

To TDI:

Richard Tipping
911 S. Primrose Ave., Unit P
Monrovia, CA 91016
richard@tippingdevelopment.com

With courtesy copy to:	Joshua Cohen, Esq. 790 E. Colorado Blvd. Pasadena, CA 91101 jcohen@ccllp.law
To City:	City of Ontario 303 East "B" Street Ontario, California 91764 Attention: City Manager
With courtesy copy to:	Best Best & Krieger, LLP 18101 Von Karman Avenue, Suite 1000 Irvine, California 92612 Attention: Elizabeth W. Hull, Esq.

12. No Oral Modifications. This Agreement may be modified only in writing signed by the authorized representatives of both City and TDI.

13. Binding Upon Successors. This Agreement and each of its terms shall be binding upon City and TDI and their respective officers, elected officials, employees, agents, contractors, and permitted successors and assigns.

14. No Third Party Beneficiaries. This Agreement is entered into solely for the benefit of the Parties. No person or entity has who is not a party to this Agreement shall have aany rights or remedies under this Agreement.

15. Attorneys' Fees. In the event that any action or proceeding, including arbitration, is commenced by either City or TDI against the other to establish the validity of this Agreement or to enforce or interpret any one or more of its terms, the prevailing party in any such action or proceeding shall be entitled to recover from the other, in addition to all other legal and equitable remedies available to it, its reasonable attorneys' fees and costs of litigation, including, without limitation, filing fees, service fees, deposition costs, arbitration costs and expert witness fees, including actual costs and reasonable attorneys' fees on appeal.

16. Indemnification. TDI hereby agrees to indemnify, defend and save City harmless from any and all liability, damage, expense, causes of action, suits, claims or judgments of any nature, including attorneys' fees, arising from injury or death to persons, or damage to property arising out of or in any way connected with the negligent acts, errors or omissions or willful misconduct by TDI or TDI's officers, agents, employees, independent contractors or subcontractors relating in any manner to this Agreement, except if caused by the sole negligence or willful misconduct of City.

17. Governing Law, Jurisdiction and Venue. This Agreement shall be governed under California law, is executed and is to be performed in San Bernardino County, California, and any action or proceeding brought relative to this Agreement shall be heard in a state or federal court in the County of San Bernardino, California. City and TDI each consent to the

personal jurisdiction of such court in any such action or proceeding.

18. Severability. If any term or provision of this Agreement is found to be invalid or unenforceable, City and TDI both agree that they would have executed this Agreement notwithstanding the invalidity of such term or provision. The invalid term or provision may be severed from the Agreement and the remainder of the Agreement may be enforced in its entirety.

19. Headings. The headings of each Section of this Agreement are for the purposes of convenience only and shall not be construed to either expand or limit the express terms and language of each Section.

20. Representations of the Parties. Each person signing this Agreement on behalf of a Party which is not a natural person hereby represents and warrants to the other Party that all necessary legal prerequisites to that Party's execution of this Agreement have been satisfied and that he or she has been authorized to sign this Agreement and bind the Party on whose behalf he or she signs.

TIPPING DEVELOPMENT, INC., a California corporation

Dated:_____

By:_____
Name:_____
Its:_____

Dated:_____

By:_____
Name:_____
Its:_____

CITY OF ONTARIO, a California municipal corporation

Dated:_____

By:_____
Name: Scott Ochoa
Its: City Manager

ATTEST:

By:_____
City Clerk

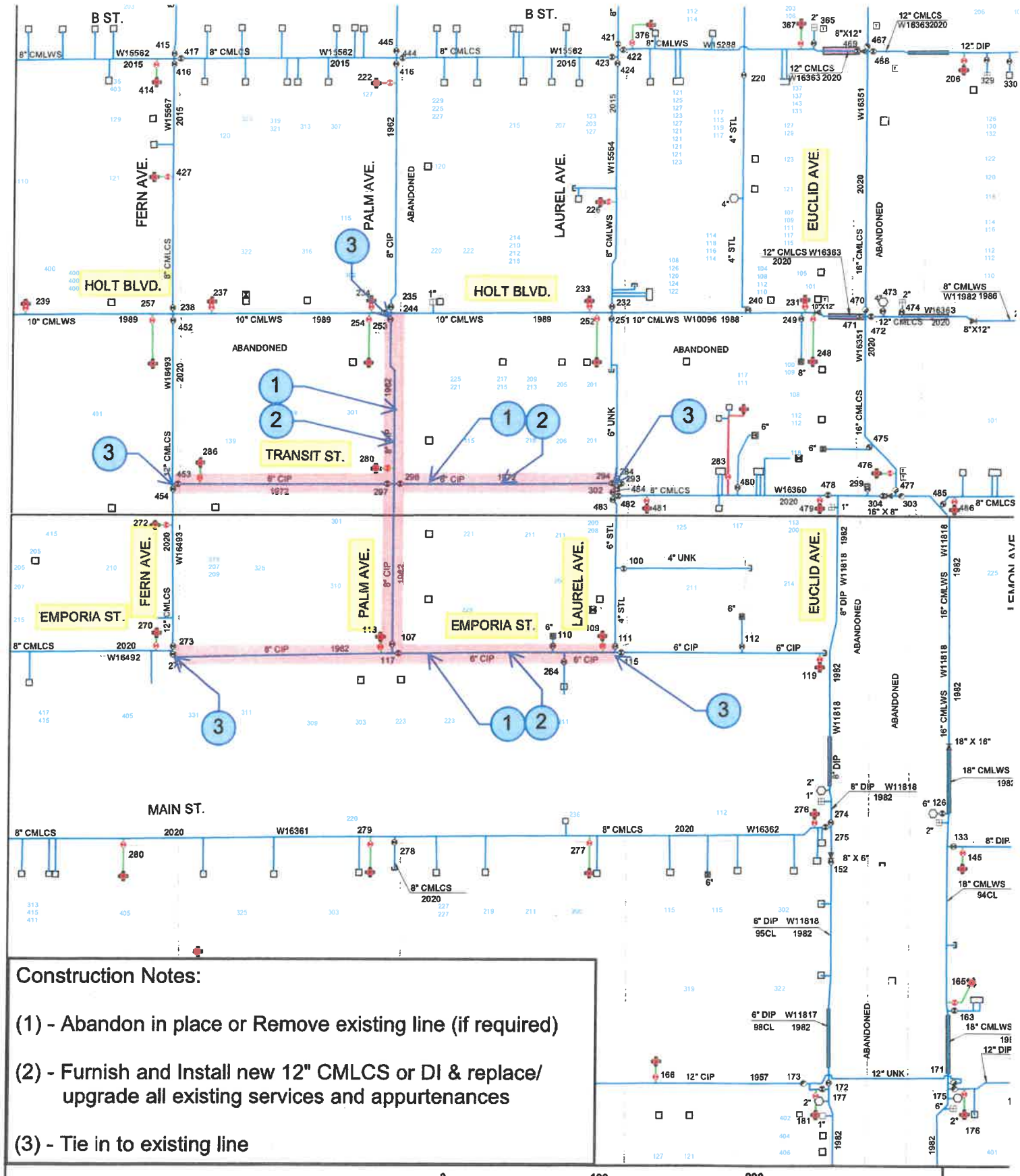
APPROVED AS TO FORM:
BEST BEST & KRIEGER LLP

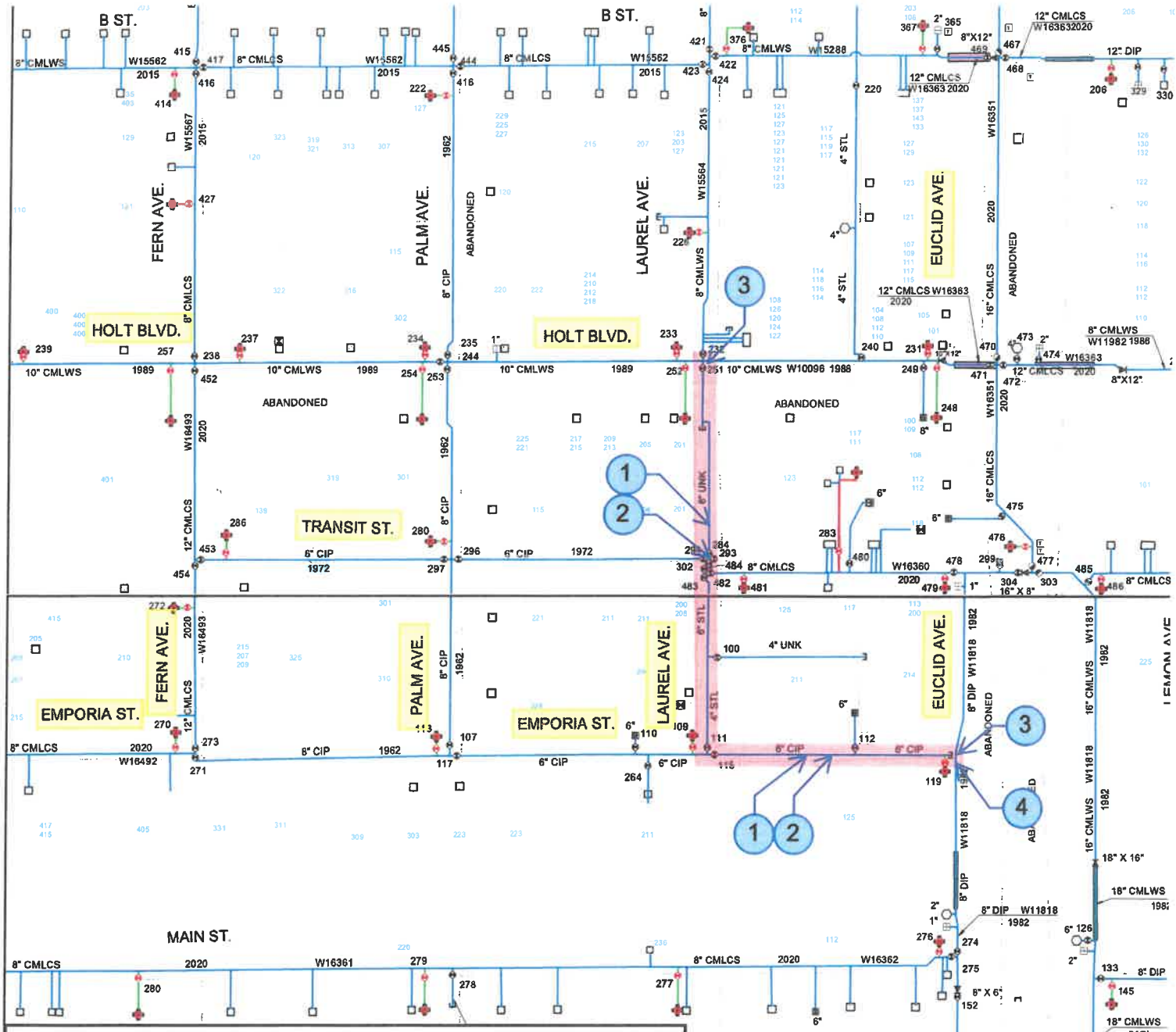
By:_____
City Attorney

Exhibit "A"

Public Improvements
Project Scope of Work and Conditions of Approval

[*on following page*]


B ST.
B ST.
FERN AVE.
PALM AVE.
LAUREL AVE.
EUCLID AVE.
HOLT BLVD.
HOLT BLVD.
TRANSIT ST.
EMPORIA ST.
EMPORIA ST.
MAIN ST.
ABANDONED
ABANDONED
ABANDONED
ABANDONED
8" CMLWS
8" CMLCS
10" CMLWS
12" CMLCS
16" CMLCS
16" CMLWS
8" CIP
6" CIP
8" DIP
6" STL
4" STL
6" UNK
4" UNK
12" CIP
12" UNK
18" CMLWS
12" DIP
8"X12"
10"X12"
18" X 16"
16" X 8"
8" X 6"
W15562
W15567
W15564
W16351
W16493
W16492
W16361
W16362
W15288
W16363 2020
W16360
W11982 1986
W10096 1988
W11818
W11817
95CL
98CL
94CL
1962
1982
1988
1989
2015
2020
Construction Notes:
(1) - Abandon in place or Remove existing line (if required)
(2) - Furnish and Install new 12" CMLCS or DI & replace/ upgrade all existing services and appurtenances
(3) - Tie in to existing line
SCALE: 1" = 100' SIZE: 24 X 36
SCALE: 1" = 200' SIZE: 11 X 17
0
100
200
Feet
0
200
400



Construction Notes:

(1) - Abandon in place or Remove existing line (if required)

(2) - Furnish and Install new 12" CMLCS or DI & replace/ upgrade all existing services and appurtenances

(3) - Tie in to existing line

(4) - Furnish and Install new 8"x12"x8" Tee to tie into existing mainline

SCALE: 1" = 100' SIZE: 24 X 36

SCALE: 1" = 200' SIZE: 11 X 17

0 100 200 Feet

0 200 400

EXHIBIT B

CITY OF ONTARIO

ENGINEERING DEPARTMENT CONDITIONS OF APPROVAL

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

☒ DEVELOPMENT PLAN ☐ OTHER	☒ PARCEL MAP ☐ TRACT MAP ☒ FOR CONDOMINIUM PURPOSES
PROJECT FILE NO. PM-20394 RELATED FILE NO(S). PMTT21-009, PDEV21-017	
☐ ORIGINAL ☒ REVISED: 2/7/2022	

CITY PROJECT ENGINEER & PHONE NO:	**Miguel Sotomayor, P.E., 909-395-2108**
CITY PROJECT PLANNER & PHONE NO:	**Jeanie Aguilo, 909-395-2418**
DAB MEETING DATE:	**February 7, 2022**
PROJECT NAME / DESCRIPTION:	**A Tentative Parcel Map to subdivide 0.86-acre of land into 22 commercial airspace condominium units located within LAU-2N (Arts District - North) of the MU-1 (Downtown Mixed Use) zoning district (APN: 1049-059-14).**
LOCATION:	**125 West Emporia Street**
APPLICANT:	**RWSS Development LLC**
REVIEWED BY:	Raymond Lee 2/7/22 **Raymond Lee, P.E.** **Date** **Assistant City Engineer**
APPROVED BY:	2-7-22 **Khoi Do, P.E.** **Date** **City Engineer**

Last Revised: 2/7/2022

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

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

Improvement	Emporia Street	Palm Avenue	Laurel Avenue	Transit Street
Curb and Gutter	☐ New; ___ ft. from C/L ☐ Replace damaged ☒ Remove and replace	☐ New; ___ ft. from C/L ☐ Replace damaged ☐ Remove and replace	☐ New; ___ ft. from C/L ☐ Replace damaged ☐ Remove and replace	☐ New; ___ ft. from C/L ☐ Replace damaged ☐ Remove and replace
AC Pavement (see 2.18)	☐ Replacement ☒ 2" grind and overlay	☐ Replacement ☒ 2" grind and overlay	☐ Replacement ☒ 2" grind and overlay	☐ Replacement ☒ 2" grind and overlay
PCC Pavement (Truck Route Only)	☐ New ☐ Modify existing	☐ New ☐ Modify existing	☐ New ☐ Modify existing	☐ New ☐ Modify existing
Drive Approach (see Sec. 2.17a and 2.37b)	☒ New ☒ Remove and replace	☐ New ☐ Remove and replace	☐ New ☐ Remove and replace	☐ New ☐ Remove and replace
Sidewalk (see Sec. 2.17b)	☐ New ☒ Remove and replace	☐ New ☐ Remove and replace	☐ New ☐ Remove and replace	☐ New ☐ Remove and replace
ADA Access Ramp	☐ New ☐ Remove and replace	☐ New ☐ Remove and replace	☐ New ☐ Remove and replace	☐ New ☐ Remove and replace
Parkway	☒ Trees ☒ Landscaping (w/irrigation)	☐ Trees ☐ Landscaping (w/irrigation)	☐ Trees ☐ Landscaping (w/irrigation)	☐ Trees ☐ Landscaping (w/irrigation)
Raised Landscaped Median	☐ New ☐ Remove and replace	☐ New ☐ Remove and replace	☐ New ☐ Remove and replace	☐ New ☐ Remove and replace
Fire Hydrant	☒ One New & One Upgrade ☐ Relocation	☐ New / Upgrade ☐ Relocation	☐ New / Upgrade ☐ Relocation	☐ New / Upgrade ☐ Relocation

Sewer (see Sec. 2.C)	☐ Main ☒ **Lateral**	☐ Main ☐ Lateral	☐ Main ☐ Lateral	☐ Main ☐ Lateral
Water (see Sec. 2.D)	☒ **Main** ☒ **Service**	☒ **Main** ☒ **Service**	☒ **Main** ☒ **Service**	☒ **Main** ☒ **Service**
Recycled Water (see Sec. 2.E)	☐ Main ☐ Service	☐ Main ☐ Service	☐ Main ☐ Service	☐ Main ☐ Service
Traffic Signal System (see Sec. 2.F)	☐ New ☐ Modify existing	☐ New ☐ Modify existing	☐ New ☐ Modify existing	☐ New ☐ Modify existing
Traffic Signing and Striping (see Sec. 2.F)	☒ **New** ☐ Modify existing	☒ **New** ☐ Modify existing	☒ **New** ☐ Modify existing	☒ **New** ☐ Modify existing
Street Light (see Sec. 2.F)	☒ **New / Upgrade** ☐ Relocation	☐ New / Upgrade ☐ Relocation	☐ New / Upgrade ☐ Relocation	☐ New / Upgrade ☐ Relocation
Bus Stop Pad or Turn-out (see Sec. 2.F)	☐ New ☐ Modify existing	☐ New ☐ Modify existing	☐ New ☐ Modify existing	☐ New ☐ Modify existing
Storm Drain (see Sec. 2G)	☐ Main ☐ Lateral	☐ Main ☐ Lateral	☐ Main ☐ Lateral	☐ Main ☐ Lateral
Fiber Optics (see Sec. 2K)	☒ **Conduit / Appurtenances**	☐ Conduit / Appurtenances	☐ Conduit / Appurtenances	☐ Conduit / Appurtenances
Overhead Utilities	☐ Underground ☐ Relocate	☐ Underground ☐ Relocate	☐ Underground ☐ Relocate	☐ Underground ☐ Relocate
Removal of Improvements				
Other Improvements				

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

a. **The applicant/developer shall design and construct sidewalk, curb, gutter and landscape parkway including irrigation where existing drive approaches are being removed.**

b. **The applicant/developer shall remove and replace the existing sidewalk along the project frontage. Sidewalk shall be reconstructed right of way adjacent.**

☒ **2.29 Other conditions:** ☐

~~a. Existing Water Mains Upsizing: Upgrade all existing water mains in the area to 12" water mains and connect and construct all services, fire hydrants (with 300' maximum spacing between fire hydrants), backflow, DCDA and all other appurtenances to city's current standards and guidelines in additions to what have been mentioned above. The construction of all water mains may be eligible for reimbursement by the City of Ontario under separate agreement.~~

☒ Existing Water Mains Upsizing: Upgrade all existing water mains in the area to 12" water mains and connect and construct all services, fire hydrants (with 300' maximum spacing between fire hydrants), backflow, DCDA and all other appurtenances to city's current standards and guidelines in addition to what have been mentioned above. The construction of all water mains and pavement work associated with the water main improvements are eligible for reimbursement by the City of Ontario subject to the terms of a separate reimbursement agreement

The limits of water mains upgrade as follow:

i. **Transit Street: From Fern Avenue to Laurel Avenue.**
ii. **Emporia Street: From Fern Avenue to Euclid Avenue.**
iii. **Palm Avenue: From Holt Boulevard to Emporia Street.**
iv. **Laurel Avenue: From Holt Boulevard to Emporia Street**

b. **All offsite fire hydrant locations and appropriate main sizes shall be established and approved by Engineering and Fire Department.**

E. RECYCLED WATER

☐ 2.30 A _____inch recycled water main is available for connection by this project in _____. ☐
(Ref: Recycled Water plan bar code:_____)

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

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

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

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

☐ 2.34 Other conditions: _____ ☐

F. TRAFFIC / TRANSPORTATION

☐ 2.35 Submit a focused traffic impact study, prepared and signed by a Traffic/Civil Engineer registered in the State of California. The study shall address, but not be limited to, the following issues as required by the City Engineer: ☐
1. On-site and off-site circulation
2. Traffic level of service (LOS) at 'build-out' and future years
3. Impact at specific intersections as selected by the City Engineer

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

Exhibit "B"

Schedule of Performance

ACTION	DEADLINE
Submit Construction Drawings	**No later than seven (7) months from August 16, 2022**
Commence Construction	**No later than two (2) months from issuance of applicable permits**
Complete Construction	**No later than eight (8) months after commencement of construction, subject to extension for unavoidable delays or conditions**

CITY OF ONTARIO *Agenda Report* **August 16, 2022**	**SECTION:** **PUBLIC HEARINGS**
Department: Planning Prepared By: Rudy Zeledon Staff Member Presenting: Scott Murphy, Executive Director Community Development Reviewed By: Kimberly Ruddins, Charles Mercier, Rudy Zeledon Approved By:	Submitted To: Council/OHA Approved: _____ Continued To: _____ Denied: _____ Item No: 28

SUBJECT: **A PUBLIC HEARING TO CONSIDER CITY COUNCIL CERTIFICATION OF A SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT, INCLUDING THE ADOPTION OF A MITIGATION MONITORING AND REPORTING PROGRAM AND A STATEMENT OF OVERRIDING CONSIDERATIONS; APPROVAL OF THE ONTARIO PLAN 2050 UPDATE GENERAL PLAN AMENDMENT; AND AN UPDATE TO THE COMMUNITY CLIMATE ACTION PLAN **

RECOMMENDATION: That the City Council consider the following:

A. Adopt the Resolution certifying the Supplemental Environmental Impact Report ("SEIR") (State Clearinghouse No. 2021070364), including the adoption of a Mitigation Monitoring and Reporting Program and a Statement of Overriding Considerations; and
B. Adopt Resolutions approving The Ontario Plan ("TOP") 2050 update General Plan Amendment (File No. PGPA20-002) to the Vision, Governance Manual, and Policy Plan components of TOP; and
C. Adopt the Resolution approving the update to the Community Climate Action Plan ("CCAP") (File No. PADV22-002).

THE FOLLOWING COUNCIL GOALS ARE BEING ACHIEVED:
Invest in the Growth and Evolution of the City's Economy
Maintain the Current High Level of Public Safety
Operate in a Businesslike Manner
Pursue City's Goals and Objectives by Working with Other Governmental Agencies
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: The proposed General Plan Amendment and Community Climate Action Plan update will have no direct fiscal impact to the City.

BACKGROUND & ANALYSIS:

BACKGROUND: The City of Ontario's General Plan, The Ontario Plan ("TOP"), was comprehensively updated in 2010. Since 1992, the City has adopted numerous general plan amendments ("GPA"), including the 1998 New Model Colony GPA, GPAs for the 2001, 2010, and 2013 Housing Element updates, and various project-related GPAs. The State General Plan guidelines recommend General Plans be updated every ten years. State law also requires housing elements to be updated every eight years. Since 2010, significant State and regional issues affecting the City have developed. An updated General Plan is needed to address these issues, meet state mandates, and guide the City through the year 2050 and towards a prosperous future.

Although General Plans and their basic content are mandated by the State, cities and counties have the option of organizing and expanding their content to meet the needs of their jurisdiction. TOP meets the state mandate of a General Plan and much more. In 2020, the City contracted with PlaceWorks to update the general plan and its component parts. PlaceWorks was tasked with preparing a General Plan update that will continue to remain relevant through time, function like a business plan, and provide a foundation for City governance. The state-mandated General Plan (the Policy Plan) is just one component of The Ontario Plan.

TOP Framework

The Ontario Plan serves as the framework for the City's business plan and provides a foundation for the City to operate as a municipal corporation. TOP includes six key components: Vision; Governance Manual; Policy Plan; Council Priorities; Tracking and Feedback; and Implementation. The Governance Manual and the Policy Plan are the only components that contain policies. Each individual policy has been crafted to support a goal but may also strengthen other goals and policies within other sections in the policy components. These policies were designed to be internally consistent and used together to guide the City's actions.

Originally adopted in 2010, the Vision still provides a strong foundation for the TOP and only required minor modifications. The Governance Manual received minor refinements to reflect new information and available technologies that could improve municipal operations and decision-making.

The TOP 2050 Update focuses on technical updates to the Policy Plan to comply with State housing mandates and conform with new State laws related to community health, environmental justice, climate adaption, resiliency, and mobility. The majority of updates created through the proposed project weave refinements throughout the existing structure of the Policy Plan.

Three component parts were not revised as part of the TOP 2050 update, including Council Priorities, Implementation, and Tracking and Feedback. The Council Priorities are updated concurrently with the annual budgeting process. The Implementation Plan will be updated to reflect changes to the Policy Plan. The Tracking and Feedback component will be advanced and formalized through additional coordination and software improvements.

TOP components include the following:

- The **Vision** describes the future community of Ontario. Its basic purpose is to state a clear and comprehensive picture of where the City wants to be in 2050. It is the rationale and motivation for everything the City does. The four points of the Vision include: Dynamic Balance, Prosperous Economy, Distinctive Development, and Recognized Leadership.
- The **Governance Manual** describes the foundation for conducting the public's business on behalf of the present and future people of Ontario. It explains how TOP is a tool for decision-making and communication. The Governance Manual is one of TOP's two policy components. It contains five sections: Decision-Making, Communication, Implementation, External Factors, and Municipal Finance.
- The **Policy Plan** connects intent with action through a broad range of goals and policies that will guide the long-term growth and development required for the City to achieve its Vision. It also satisfies the California Government Code requirement for a General Plan. The Land Use Plan includes land use designations to guide and regulate land use patterns, distributions, densities, and intensities in the City, including residential, employment, retail, recreation, and public uses. The Policy Plan is one of two policy components of TOP and includes nine elements which are discussed below in the Policy Plan section.
- **Council Priorities** define the short-term direction in City actions and initiatives. They are the primary means for exercising leadership in carrying out the TOP and realizing the Vision through the adoption of the annual Budget.
- The **Implementation** component consists of short and mid-term actions taken to carry out TOP policies. These City actions include day-to-day activities, Capital Improvement Plan, master plans, and initiatives.
- The **Tracking and Feedback** component allows the City to learn from experience and redirect efforts, as needed. Tracking and Feedback will inform decision-makers about progress toward the Vision, as well as track progress toward the Governance Manual, Council Priorities, Policy Plan, and Implementation components on a regular basis. Feedback will help inform the public about how the City is doing toward achieving TOP goals.

Public Participation

The Ontario Plan has been influenced by several fact-gathering processes and used to gain information and insight from a broad range of persons, professions, and the public. The fact-gathering and public participation process was broad and inclusive (See Exhibit "A" TOP 2050 Public Outreach Timeline).

PROJECT ANALYSIS

POLICY PLAN (GENERAL PLAN)

The Policy Plan and its elements include an introduction and purpose section to frame the component's context and intent. Consistent with the intent for TOP to be a living document with long-term relevance, the Policy Plan and its nine elements contain high-level guiding principles which proclaim the fundamental concepts critical to achieving the Vision. Each element includes sections with an introduction, a goal, and policies, all of which sustain the Vision. The Policy Plan

elements include Land Use, Housing, Parks and Recreation, Environmental Resources, Community Economics, Safety, Mobility, Community Design, and Social Resources.

Intent. The Policy Plan stands alone but is strengthened by being a core component of the larger framework of TOP. The Policy Plan was designed to maintain relevance over time; therefore, it is principle-based and relies on implementation plans for details and actions.

Organization. The Policy Plan's nine elements have been organized topically to best meet the City's needs. Concepts that are critical to the Vision, like economic prosperity, complete community, sustainability, and environmental justice are woven throughout the nine elements. Integrating key concepts into each element reinforces them throughout the document. The seven-state mandatory elements are covered in one or more of the Policy Plan Elements. For instance, Noise is addressed in both Land Use and Safety. Open Space is addressed in Land Use, Parks and Recreation, Environmental Resources, and Mobility.

State Mandated Elements	
Element	**Policy Plan (General Plan)**
Land Use	Land Use
Circulation	Mobility
Housing	Housing
Open Space	Land Use; Parks and Recreation; Environmental Resources, Mobility
Conservation	Environmental Resources
Noise	Safety; Land Use
Safety	Safety; Land Use; Adaptation & Resiliency
Optional Elements (Non-Mandated)	
Element (The state does not require or limit the adoption of optional elements)	**Policy Plan (General Plan)**
	Community Design
	Community Economics
	Social Resources
	Environmental Justice (Interwoven among elements)

ANALYSIS OF POLICY PLAN ELEMENTS:

Land Use Element

The Land Use Element (Sections LU-1 to LU-5) guides and regulates land use patterns, densities, and intensities throughout the City, including residential, employment, retail, recreation, and public uses. It includes five sections: Balance, Compatibility, Flexibility, Phased Growth, and Airport Planning and provides policies that support environmental justice. This element provides for uses and development that add value to the community, in terms of function, design, and fiscal return. The Land Use Plan was designed to provide certainty, flexibility, and accommodate the evolution of

development types. The Land Use Element is a key to the development of a physically diverse and complete community.

The Policy Plan Preferred Land Use Plan, Figure LU-01, establishes twenty land use designations within five major categories: Residential, Mixed-Use, Retail/Service, Employment, and Other. In addition, three Overlay Zones are also identified.

The Map does not assign a public designation to all publicly owned facilities. Only permanent existing public facilities, such as City Hall, Library, and existing schools are designated as Public Facility or Public School. Future and non-permanent public facilities, such as future schools, are designated with the appropriate underlying land use. As schools and other permanent public facilities are developed, those sites will be noted on the Map accordingly with an amendment to the Policy Plan Map.

Office uses can be found within the Mixed-Use, Retail/Service, and Employment categories. The Mixed-Use designation provides for a mix of residential, office, and retail uses.

The land use designations in the City will remain as designated under the current General Plan, with adjustments made to the projected land use mix and boundaries of the mixed-use areas. The Buildout Statistical Summary table provides a statistical summary of the buildout potential associated with the TOP 2050 Policy Plan compared to existing conditions and compared to the buildout potential under the currently approved TOP ("approved project" or "approved TOP").

Buildout Statistical Summary				
Scenario	**Units**	**Population**	**Nonresidential Square Feet**	**Employment**
Existing Conditions	52,466	179,597	156,065,382	131,999
Approved TOP	104,163	357,957	260,399,271	313,067
Proposed TOP	129,562	410,492	291,491,779	296,002
Net Difference (Proposed TOP - Approved TOP)	25,399	52,535	1,092,508	-17,065

Housing Element

The Housing Element (Sections H-1 to H-5 and the Housing Element Technical Report) provides direction for the production, preservation, and improvement of housing in Ontario. The Housing Element includes five sections: Neighborhoods & Housing, Housing Supply & Diversity, Governmental Regulation, Housing Assistance, and Special Needs. The Housing Element Technical Report assesses housing needs through demographic trends and projections.

The Housing Element is one of the seven mandated elements of the General Plan, which each city and county in the State is required to periodically adopt (generally every eight years). The Housing Element is required to adequately plan to meet the existing and projected housing needs of all

economic segments of the community. The Housing Element was prepared to address the 6th Cycle RHNA period from October 15, 2021, through October 15, 2029, and it was also updated to comply with recently adopted housing element law. The Housing Element is the only element of the General Plan reviewed and certified by the State to ensure compliance with State law.

The Housing Element adoption was separated from the balance of The Ontario Plan 2050 Update and was recommended for approval by the Planning Commission on December 21, 2021 and was approved by the City Council on March 1, 2022. The Housing Element was submitted to the California Department of Housing and Community Development ("HCD") for review in November 2021, and March 2022. On both occasions, HCD requested revision and additional analysis of the document.

The Housing Element is the only element that includes implementation as part of the Policy Plan. An adequate supply of housing is a key component of a complete and economically sustainable community. The City recognizes that economic growth is dependent on growing jobs and providing housing for our workforce. As such, central to the Housing Element's goals and policies is the concept of matching the type and affordability of housing with the needs of the City's current and future workforce.

The City's RHNA allocation is defined in the Housing Element as Quantified Objectives. A summary of the housing implementation strategies that will be used, as well as the Quantified Objectives, are provided below:

City of Ontario 6th Cycle RHNA Allocation by Income Category	
Income Category (Percent of Annual Mean Income)	**RHNA Allocation**
Very Low (0 to 50%)	5,460
Low (51 to 80%)	3,386
Moderate (81 to 120%)	3,329
Above Moderate (121% or more)	8,599
Total	20,854
Source: SCAG 2021	

Implementation Program Summary
• Neighborhoods and Housing • Housing Supply and Diversity • Governmental Constraints • Housing Assistance • Special Needs Housing

Consistent with State law, the Housing Element includes a parcel-level analysis of potential housing sites within the City. The timing of the housing development within these sites is dependent on residential real estate and financial credit conditions, as well as site conditions such as lot size and configuration, existing buildings, and adequacy of infrastructure. Larger, mostly vacant and underutilized sites with adequate infrastructure are more likely to develop first.

Parks and Recreation Element

The Parks and Recreation Element (Sections PR-1 to PR-2) includes an analysis of existing park facilities and examines opportunities for new park spaces to accommodate the current and future needs. It also guides the development of recreational corridors that connect local and regional recreational resources and open space. This element includes two sections: Planning & Design, Programming, and provides policies that support environmental justice.

Environmental Resources Element

The Environmental Resources Element (Sections ER-1 to ER-5) guides the management of environmental resources and infrastructure and provides policies that support systems integration, resource conservation and regeneration, energy independence, and environmental justice. The Environmental Resources Element includes five sections: Water & Wastewater, Solid Waste & Recycling, Energy, Air Quality, and Biological, Mineral & Agricultural Resources. This element includes goals and policies to reduce global warming gas emissions, conserve water, and minimize the community's waste stream.

Community Economics Element

The Community Economics Element (Sections CE-1 to CE-3) establishes goals and policies for attracting private investment, increasing the quantity and quality of jobs, expanding and diversifying the City's revenue sources, and guiding the City's financial decisions. Central themes to this element include "*create, maintain and grow economic value*" and the vision of Ontario as a "*complete community*". This element includes three sections: Complete Community, Placemaking, and Fiscal Decision-making. This element is considered optional but critical to the vision of a prosperous economy.

Safety Element

The Safety Element (Sections S-1 to S-9) provides policies to minimize exposure to man-made and natural disasters and their impacts on life, property, commerce, and environmental justice. It addresses geology and seismicity, flooding, hazardous materials, noise, fire hazards and prevention, emergency preparedness, crime prevention, and adaptation and resiliency. This element includes nine sections: Seismic & Geological Hazards, Flood Hazards, Fire & Rescue Hazards, Noise Hazards, Wind-Related Hazards, Hazardous Materials & Waste, Law Enforcement, Emergency Management, and Energy Resiliency.

Mobility Element

The Mobility Element (Sections M-1 to M-5) guides the design and improvement of our multifaceted transportation system to meet the current and future needs of our residents, businesses, and the region. This element includes an evaluation of forecasts of future traffic levels and includes a variety of travel modes, including automobile, transit, rail, air, and non-motorized forms of travel. The Mobility Element includes mobility and environmental justice policies that will accommodate Ontario's Vision and projected growth. The Element includes five sections: Roadway System, Active

Transportation, Public Transit, Goods Movement, and Regional Transportation. This Element provides policies to ensure mobility options are integrated into land use planning, in terms of aesthetically pleasing and functional roadways, transportation facilities, linkages, and nodes.

Community Design

The Community Design Element (Sections CD-1 to CD-5) establishes the goals and policies that will create a built environment that fosters the enjoyment, financial benefit, and well-being of the entire community and protect the built environment as an investment. The Community Design Element reflects the City's current high-quality design expectations and process. The Element includes five sections: Image and Identity, Design Quality, Urban, Mixed Use, and Transit-Oriented Place Types, Historic Preservation, and Protection of Investment. This element is a key to the functional and aesthetic future of the City and primarily supports the Land Use, Mobility, Safety, and Community Economics Elements. This element also includes eight Place Types Categories for areas that are geographically large, culturally unique, and regionally significant Districts that include: Downtown District, Airport/Metro Entertainment District, Guasti District, South Euclid District, South Employment District, East Holt Boulevard Corridor, Inland Empire Boulevard Corridor, and Neighborhood Center Infill (a-j).

Social Resources Element

The Social Resources Element (Section SR-1 to SR-5) provides goals and policies for the health and well-being of the community, addressing the City's role in such issues as health care, education, and community services for the full spectrum of our population. This element includes five sections: Health, Education, Community & Leisure Activities, Library, and Entertainment & Culture. Although this is an optional element, its goals and policies are necessary to fulfill the Vision of a prosperous economy through enrichment of community education, health, culture, arts, and provides policies that support environmental justice.

COMMUNITY CLIMATE ACTION PLAN UPDATE (File No. PADV22-002):

Background. On December 16, 2014, the City of Ontario adopted its Community Climate Action Plan ("CCAP"), which was prepared in response to AB 32 (2006) the California Global Warming Solutions Act. AB 32 required the California Air Resources Board ("CARB") to adopt State-wide regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas ("GHG") emission reduction measures to help mitigate risks associated with climate change, improve energy efficiency, expand the use of renewable resources and cleaner transportation, and reduce waste. These regulations, in the form of the AB 32 Scoping Plan adopted by CARB, laid out California's plan for achieving the required GHG reductions. However, the Scoping Plan identifies the measures the State will undertake and the expected GHG reductions associated with these measures, but the State does not have direct jurisdictional control over many of the activities that produce GHG emissions within the state. So, the AB 32 Scoping Plan identified local governments' responsibilities for achieving the State GHG reduction goals. To accomplish the identified GHG reduction measures, the City adopted its CCAP.

The CCAP was designed to comply with the direction of AB 32 and associated implementation

programs while attempting to distribute the GHG reduction strategies evenly across the full spectrum of GHG generating activities. It was a comprehensive approach to all sectors of the community to participate and implement feasible strategies to reduce GHG emissions generated within the City consistent with statewide GHG emission reduction efforts. Where possible, it encouraged the implementation of voluntary programs and incentives to achieve the City's GHG reduction goals.

The CCAP consists of 1) an inventory of GHG emissions that identifies and quantifies existing emissions and projected future emissions, 2) a reduction target to reduce existing GHG emissions to 30 percent below business as usual (BAU) year 2020 projected levels, 3) policies and measures to reduce existing emissions to meet the reduction target consistent with the adopted TOP EIR, and 4) streamlined environmental review – with respect to GHG emissions – for development projects that are consistent with the CCAP.

The CCAP was intended to be a dynamic program, in that it required implementation, monitoring, evaluation, and adaptation. Its emission reduction measures were organized by the following:

- State and regional measures include adopted, implemented, and proposed state and regional measures that do not require additional City action and that will result in quantifiable GHG emission reductions in the inventory.
- Local measures include community-wide quantifiable measures that would further reduce GHG emissions for the City.
- Performance standards for new development, providing a streamlined and flexible program for new residential and non-residential projects to reduce their emissions.

The implementation of the 2014 CCAP resulted in a per capita GHG emissions steady decline from 2008 levels. Per capita emissions in Ontario decreased from approximately 8.25 MTCO2e in 2008 to approximately 5.55 MTCO2e per person in 2019, a decrease of 33 percent. Overall sectors showed emissions decrease with four sectors experiencing the largest decreases in annual GHG emissions between 2008 and 2019 - land use and sequestration, agriculture, water and wastewater, and nonresidential energy, which reduced emissions by 77 percent, 75 percent, 56 percent, and 54 percent, respectively.

Community Climate Action Plan 2022 Update. The 2022 CCAP is the City's strategic plan to reduce GHG emissions and foster a sustainable community through 2050 and beyond. TOP directs the preparation, ongoing implementation, and update of the CCAP, providing the framework for the City to reduce its community wide GHG emissions in a manner consistent with the adopted state reduction target for 2030 and the longer-term goals for 2045 and 2050. The CCAP allows for City decision-makers, staff, and the community to understand the sources and magnitude of local GHG emissions, reduce GHG emissions, and prioritize steps to achieve GHG emission-reduced targets.

The 2022 CCAP is consistent with the CEQA Guidelines for the reduction of GHG emissions. This allows the CCAP to support and streamline environmental review of GHG emissions for future development projects and serves as the programmatic tiering document for review of the climate change impacts of projects under CEQA and is included in the SEIR for the TOP 2050 Update.

The 2022 CCAP is an update of the 2014 CCAP, providing updated analyses and background information, an expanded set of GHG reduction strategies, and a planning horizon out to 2050. It contains an inventory of the community's GHG emissions from the transportation, energy, waste, off-road equipment, agriculture, water and wastewater sectors, land use sequestration, stationary sources, and goals strategies and actions to address climate change adaptation and GHG emissions. The CCAP also presents a work plan for the City to implement strategies and track progress over time.

In conjunction with existing and planned local and State programs, these updated strategies provide a flexible path to reduce the community's GHG emissions to meet the City's 2030 and 2050 emission targets and to support the State's adopted target for 2030 and its goal to achieve carbon neutrality by 2045. The City's GHG reduction targets for reduced emissions are as follows:

Per Capita GHG Emission Targets		
TARGET	**2030 Per Capita**	**2050 Per Capita**
State	6.0 MTCO2e per person	2.0 MTCO2e per person
City Strategies with All Reductions	3.52 MTCO2e per person	1.31 MTCO2e per person

ENVIRONMENTAL REVIEW: A Draft Supplemental Environmental Impact Report (SEIR) has been prepared for The Ontario Plan and addressed the following areas that may have a potentially significant impact on the environment between the adopted Plan and the proposed Project (2050 Update). These areas included: Aesthetics, Agriculture and Forestry Resources, Air Quality, Biological Resources, Cultural Resources, Energy, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Noise, Population and Housing, Public Services, Recreation, Transportation, Tribal Cultural Resources, Utilities and Service Systems, and Wildfire. Through the EIR process, these potential impacts were analyzed, revisions were incorporated into the plan and/or mitigation measures were identified that reduced the potential environmental impacts to a level that was less than significant. Of the 20 areas analyzed by the SEIR, all but four of the impact areas were mitigated to a level of less than significant. The four remaining impact areas, even with the mitigation measures, could not be reduced to less than significant and the impacts would remain significant, unavoidable, and adverse after mitigation measures are applied. These areas include:

- Air Quality – Buildout of The Ontario Plan will cumulatively contribute to the nonattainment designations of the South Coast Air Basin ("SoCAB"), create short-term emissions from construction activities that exceed South Coast Air Quality Management District's ("AQMD") regional significance thresholds and cumulatively contribute to the nonattainment designations, generate long-term emissions that would exceed SCAQMD's regional significance thresholds and cumulatively contribute to the SoCAB nonattainment designations, and could expose sensitive receptors to substantial concentrations of toxic air contaminants ("TAC");
- Cultural Resources – Although protective regulations are in place and preservation policies are included in The Ontario Plan, implementation of the proposed Land Use Plan has the

potential to impact Tier III historic resources. Major modification or demolition of Tier III resources may be appropriate under certain circumstances;

- Noise – Buildout of the Proposed Land Use Plan will result in impacts related to the proximity of construction activities to sensitive users, construction vibration impacts from individual development projects, and from excessive airport-related noise and noise-related impacts from traffic on local roadways and construction activities in the City. These activities will substantially increase noise levels and affect noise-sensitive uses; and
- Transportation – Total vehicle miles traveled ("VMT") would increase under the Proposed Land Use Plan due to increased residential development. Future development projects will need to consider transportation demand management ("TDM") measures consistent with the Mobility Element.

The City of Ontario circulated the Draft SEIR on May 9, 2022, through June 23, 2022, for public review. At the end of the public review period 43 comments were received. Areas of concern include loss of agricultural land, environmental impacts associated with warehouse development, and a request for a warehouse moratorium. Refer to the Final Supplemental Environmental Impact Report (FSEIR), Section 2. Response to Comments.

While these impacts will be significant and unavoidable, the Staff believes that the benefits of The Ontario Plan outweigh the potential unavoidable, adverse impacts of the plan. As a result, the Planning Commission recommends that the City Council adopt a Statement of Overriding Considerations for those impacts that could not be fully mitigated to a level of less than significant.

Furthermore, to ensure that the mitigation measures are implemented, a Mitigation Monitoring and Reporting Program (MM&RP) has been prepared for the Project pursuant to CEQA Guidelines Section 15097. The MM&RP which specifies the 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 public review at the Planning Department public counter.

PLANNING COMMISSION RECOMMENDATION

On July 26, 2022, the Planning Commission held a public hearing and considered the entire oral and written record for the project. A total of six members of the public provided comments and expressed that the project DSEIR and CCAP requires more review time, were concerned about the loss of agricultural land, and requested the creation of a permanent agricultural preserve. After considering all public testimony, the Planning Commission voted 7-0 to recommend the Council 1) certify the SEIR, including adoption of the Statement of Overriding Considerations and the Mitigation Monitoring and Reporting Program; 2) adopt the TOP 2050 update General Plan Amendment; and 3) adopt the update to the Community Climate Action Plan.

Exhibit A

TOP 2050 Public Outreach Timeline

The Ontario Plan has been influenced by several fact-gathering processes, used to gain information and insight from a broad range of persons, professions, and the public. The fact-gathering and public participation process was broad and inclusive and included the following elements:

- June 14, 2021 — Property Owner Open House — Staff hosted a virtual open house to provide an overview of the TOP 2050 Project and land use designation changes on specific properties as part of the City's housing strategy to fulfill the 6th Regional Housing Needs Assessment (RHNA) Cycle site inventory obligation that are part of the Housing Element update.

- June 24, 2021 — Community Health Improvement Association — Staff hosted a virtual workshop to present the TOP 2050 update and to receive comments, and answer questions from the public.

- June 28, 2021 — Community Workshop #1 — Staff hosted a virtual workshop to present the TOP 2050 update, including the City's housing strategy to receive comments, and answer questions from the public.

- July 2, 2021 — In compliance with Senate Bill 18 and Assembly Bill 52 notification requirements (Tribal Consultation), the City mailed a separate project notice to 16 local tribes identified by the Native American Heritage Commission (NAHC). No consultation requests were received during the requisite 90-day response period.

- July 21, 2021, to September 30, 2021 — Environmental Justice Survey — City staff deployed an Environmental Justice Survey to hear about environmental justice issues affecting the community. The survey was accessible by scanning a QR code utilizing a smartphone via the Ontario Plan website, social media, posters displayed at all the city community centers, and City iPads at community events.

- July 29, 2021 — Community Workshop #2 — Staff hosted a virtual workshop to facilitate a guided discussion of the environmental justice and survey, community health, and resiliency policies, and share the City's preferred land use plan and housing strategy. The intent of Community Workshop #2 was to further inform the community of policy updates and gather feedback regarding the preferred land use plan. This workshop also included the Community Health Improvement Association meeting group.

- August 25, 2021, and August 26, 2021 — Concerts in the Park — Staff hosted a booth at the public events to provide an overview of the TOP 2050 Project. Visitors were encouraged to participate in an online survey regarding the TOP 2050 update.

- March 19, 2022 — Taste of Ontario — Staff hosted a booth at the public event and provided an overview of the TOP 2050 project, snacks, and interactive game.

- March 31, 2022, April 28, 2022, May 26, 2022, and June 30, 2022 — Open House/Office Hours with City Staff — Staff hosted a series of Open House/Office Hours available to the public. Topics presented include environmental justice, climate adaption and resiliency, mobility, and economic considerations. Public questions include land use, industrial development, farming, and the availability of water.

- May 9, 2022 — The Notice of Availability ("NOA") for the draft Supplemental Environmental Impact Report ("SEIR") for The Ontario Plan 2050 (State Clearing House No. 2021070364) was posted to the City website. The NOA indicated that the SEIR was available for review and that the City would be accepting comments through June 23, 2022.

- June 6, 2022, June 15, 2022, June 16, 2022 — Teen Action Committee ("TAC") — Staff hosted the TAC and provided an overview of TOP 2050 Project and climate adaptation and resiliency.

CITY OF ONTARIO PLANNING DEPARTMENT

PLANNING COMMISSION STAFF REPORT

July 26, 2022

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

FILE NOS.: PGPA20-002 and PADV22-002

SUBJECT: The certification of a Supplemental Environmental Impact Report ("SEIR") (State Clearinghouse No. 2021070364), including the adoption of a Mitigation Monitoring and Reporting Program and a Statement of Overriding Considerations, in conjunction with the following: [1] The Ontario Plan ("TOP") 2050 update General Plan Amendment (File No. PGPA20-002) to the Vision, Governance Manual, and Policy Plan components of TOP, and [2] an update to the Community Climate Action Plan (File No. PADV22-002); **City Initiated. City Council action is required**.

RECOMMENDED ACTION: That the Planning Commission consider and recommend, pursuant to the facts and reasons contained in the staff report and the attached resolutions, that the City Council take the following actions:

(1) Adopt the Resolution certifying the Supplemental Environmental Impact Report ("SEIR") (State Clearinghouse No. 2021070364), including the adoption of a Mitigation Monitoring and Reporting Program and a Statement of Overriding Considerations; and

(2) Adopt the resolution approving The Ontario Plan ("TOP") 2050 update General Plan Amendment (File No. PGPA20-002) to the Vision, Governance Manual, and Policy Plan components of TOP; and

(3) Adopt the resolution approving the update to the Community Climate Action Plan ("CCAP") (File No. PADV22-002).

PROJECT SETTING: The City of Ontario is in the southwestern portion of San Bernardino County and is surrounded by the cities of Chino and Montclair and unincorporated San Bernardino County to the west; the cities of Upland and Rancho Cucamonga to the north; the City of Fontana and unincorporated San Bernardino County to the east; and the cities of Eastvale and Jurupa Valley to the south as depicted in Figure 1: Project Location Map, below.

The City of Ontario is situated in the central part of the Upper Santa Ana River Valley, bounded by the San Gabriel Mountains to the north; the Chino Hills, Puente Hills, and San Jose Hills to the west; the Santa Ana River to the south; and Lytle Creek Wash on the east. The City comprises approximately 50 square miles (32,022 acres), including the 8,200-acre Ontario Ranch in the southern part of the City—formerly known as the New Model Colony ("NMC") and formerly the City's sphere of influence ("SOI"). The northern, more urbanized

Case Planner:	Tom Grahn, Senior Planner
Planning Director Approval:	
Submittal Date:	N/A

Hearing Body	*Date*	*Decision*	*Action*
DAB	N/A	N/A	N/A
PC	07/26/2022	APPROVAL	Recommend
CC	08/16/2022		Final

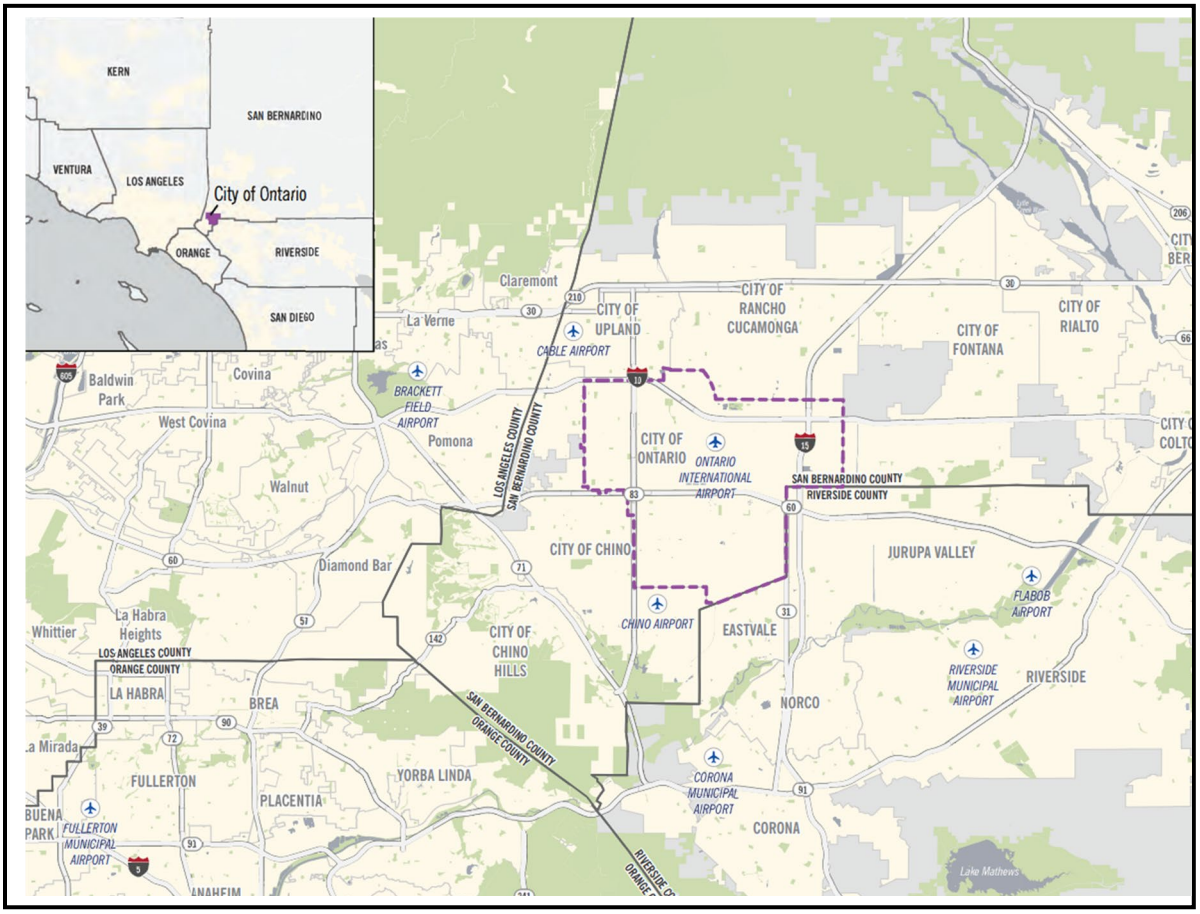


Figure 1: Project Location Map

part of the City is known as the Old Model Colony ("OMC") in reference to the City's founding as a model colony for cities in terms of layout and infrastructure. Generally, the City is bounded by Benson Avenue and Euclid Avenue on the west; Interstate 10 (I-10), 8th Street, and 4th Street on the north; Etiwanda Avenue and Hammer Avenue on the east; and Merrill Avenue and the San Bernardino County/Riverside County boundary on the south. Regional circulation to and through the City is provided by Interstate 10 (I-10) and State Route 60 (SR 60), east to west, and by I-15 and SR 83 (Euclid Avenue), north to south. The City is also home to the Ontario International Airport and proximate to Chino Airport.

PROJECT REVIEW:

(1) Background — The City of Ontario's general plan, The Ontario Plan ("TOP"), was comprehensively updated in 2010. Since 1992, the City has adopted numerous general plan amendments ("GPA"), including the 1998 New Model Colony GPA, GPAs for the 2001, 2010, and 2013 Housing Element updates, and various project related GPAs. The State general plan guidelines recommend general plans be updated every ten years. State law also requires housing elements to be updated every eight years. Since 2010,

significant state and regional issues affecting the City have developed. An updated general plan is needed to address these issues, meet state mandates, and guide the City through the year 2050 and towards a prosperous future.

Although general plans and their basic content are mandated by the state, cities and counties have the option of organizing and expanding their content to meet the needs of their jurisdiction. TOP meets the state mandate of a general plan and much more. In 2020, the City contracted with PlaceWorks to update the general plan and its component parts. PlaceWorks was tasked with preparing a general plan update that will continue to remain relevant though time, function like a business plan, and provide a foundation for City governance. The state-mandated general plan (the Policy Plan) is just one component of The Ontario Plan.

(2) Project Description — The Ontario Plan serves as the framework for the City's business plan and provides a foundation for the City to operate as a municipal corporation. TOP includes six key components: Vision; Governance Manual; Policy Plan; Council Priorities; Tracking and Feedback; and Implementation. The Governance Manual and the Policy Plan are the only components that contain policies. Each individual policy has been crafted to support a goal but may also strengthen other goals and policies within other sections in the policy components. These policies were designed to be internally consistent and used together to guide the City's actions.

Originally adopted in 2010, the Vision still provides a strong foundation for the TOP and only required minor modifications. The Governance Manual received minor refinements to reflect new information and available technologies that could improve municipal operations and decision making.

The TOP 2050 Update focuses on technical updates to the Policy Plan to comply with state housing mandates and conform with new state laws related to community health, environmental justice, climate adaption, resiliency, and mobility. The majority of updates created through the proposed project weave refinements throughout the existing structure of the Policy Plan.

Three component parts were not revised as part of the TOP 2050 update, including Council Priorities, Implementation, and Tracking and Feedback. The Council Priorities are updated concurrently with the annual budgeting process. The Implementation Plan will be updated to reflect changes to the Policy Plan. The Tracking and Feedback component will be advanced and formalized through additional coordination and software improvements.

TOP components include the following:

- The **Vision** describes the future community of Ontario. Its basic purpose is to state a clear and comprehensive picture of where the City wants to be in 2050. It is the rationale and motivation for everything the City does. The four Points of Vision

include: Dynamic Balance, Prosperous Economy, Distinctive Development, and Recognized Leadership.

- The **Governance Manual** describes the foundation for conducting the public's business on behalf of the present and future people of Ontario. It explains how TOP is a tool for decision-making and communication. The Governance Manual is one of TOP's two policy components. It contains five sections: Decision-Making, Communication, Implementation, External Factors, and Municipal Finance.

- The **Policy Plan** connects intent with action through a broad range of goals and policies that will guide the long-term growth and development required for the City to achieve its Vision. It also satisfies the California Government Code requirement for a general plan. The Land Use Plan includes land use designations to guide and regulate land use patterns, distributions, densities, and intensities in the City, including residential, employment, retail, recreation, and public uses. The Policy Plan is one of two policy components of TOP and includes nine elements which are discussed below in the Policy Plan section.

- **Council Priorities** define the short-term direction in City actions and initiatives. They are the primary means for exercising leadership in carrying out the TOP and realizing the Vision through the adoption of the annual Budget.

- The **Implementation** component consists of short and mid-term actions taken to carry out TOP policies. These City actions include day to day activities, Capital Improvement Plan, master plans and initiatives.

- The **Tracking and Feedback** component allows the City to learn from experience and redirect efforts, as needed. Tracking and Feedback will inform decision makers about progress toward the Vision, as well as track progress toward the Governance Manual, Council Priorities, Policy Plan, and Implementation components on a regular basis. Feedback will help inform the public about how the City is doing toward achieving TOP goals.

(3) Public Participation — The Ontario Plan has been influenced by several fact-gathering processes, used to gain information and insight from a broad range of persons, professions, and the public. The fact-gathering and public participation process was broad and inclusive and included the following elements:

- June 14, 2021 — Property Owner Open House — Staff hosted a virtual open house to provide an overview of the TOP 2050 Project and land use designation changes on specific properties as part of the City's housing strategy to fulfill the 6th Regional Housing Needs Assessment (RHNA) Cycle site inventory obligation that are part of the Housing Element update.

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- June 6, 2022, June 15, 2022, June 16, 2022 — Teen Action Committee ("TAC") — Staff hosted the TAC and provided an overview of TOP 2050 Project and climate adaptation and resiliency.

TOP 2050 UPDATE:

(1) The Policy Plan Background — The Policy Plan and its elements include an introduction and purpose section to frame the component's context and intent. Consistent with the intent for TOP to be a living document with long term relevance, the Policy Plan and its nine elements contain high-level guiding principles which proclaim the fundamental concepts critical to achieving the Vision. Each element includes sections with an introduction, a goal and policies, all of which sustain the Vision. The Policy Plan elements include Land Use, Housing, Parks and Recreation, Environmental Resources, Community Economics, Safety, Mobility, Community Design, and Social Resources.

The Policy Plan stands alone but is strengthened by being a core component of the larger framework of TOP. The Policy Plan was designed to maintain relevance over time; therefore, it is principle-based and relies on implementation plans for details and actions.

The Policy Plan's nine elements have been organized topically to best meet the City's needs. Concepts that are critical to the Vision, like economic prosperity, complete community, sustainability, and environmental justice are woven throughout the nine elements. Integrating key concepts into each element reinforces them throughout the document. The seven state mandatory elements are covered in one or more of the Policy Plan Elements. For instance, Noise is addressed in both Land Use and Safety. Open Space is addressed in Land Use, Parks and Recreation, Environmental Resources and Mobility.

State Mandated Elements	
Element	***Policy Plan (General Plan)***
Land Use	Land Use
Circulation	Mobility
Housing	Housing
Open Space	Land Use; Parks and Recreation; Environmental Resources; Mobility
Conservation	Environmental Resources
Noise	Safety; Land Use
Safety	Safety; Land Use; Adaptation & Resiliency

Optional Elements (Non-Mandated)	
Element	***Policy Plan (General Plan)***
The state does not require or limit the adoption of optional elements.	Community Design
	Community Economics
	Social Resources
	Environmental Justice (Interwoven among elements)

ANALYSIS OF POLICY PLAN ELEMENTS:

(1) Land Use Element — The Land Use Element (Sections LU-1 to LU-5) guides and regulates land use patterns, densities, and intensities throughout the City, including residential, employment, retail, recreation, and public uses. It includes five sections: Balance, Compatibility, Flexibility, Phased Growth, and Airport Planning. This element provides for uses and development that add value to the community, in terms of function, design and fiscal return. The Land Use Plan was designed to provide certainty, flexibility, and accommodate the evolution of development types. The Land Use Element is a key to the development of a physically diverse and complete community.

The Policy Plan Preferred Land Use Plan, Figure LU-01, establishes twenty land use designations within five major categories: Residential, Mixed Use, Retail/Service, Employment, and Other. In addition, three Overlay Zones are also identified.

The Map does not assign a public designation to all publicly owned facilities. Only permanent existing public facilities, such as City Hall, Library, and existing schools are designated as Public Facility or Public School. Future and non- permanent public facilities, such as future schools, are designated with the appropriate underlying land use. As schools and other permanent public facilities are developed, those sites will be noted on the Map accordingly with an amendment to the Policy Plan Map.

Office uses can be found within the Mixed Use, Retail/Service and Employment categories. The Mixed-Use designation provides for a mix of residential, office, and retail uses.

The land use designations in the City will remain as designated under the current General Plan, with adjustments made to the projected land use mix and boundaries of the mixed-use areas. The Buildout Statistical Summary table provides a statistical summary of the buildout potential associated with the TOP 2050 Policy Plan compared to existing conditions and compared to the buildout potential under the currently approved TOP ("approved project" or "approved TOP").

Buildout Statistical Summary				
Scenario	***Units***	***Population***	***Nonresidential Square Feet***	***Employment***
Existing Conditions	52,466	179,597	156,065,382	131,999
Approved TOP	104,163	357,957	260,399,271	313,067
Proposed TOP	129,562	410,492	261,491,779	296,002
Net Difference (Proposed TOP - Approved TOP)	**25,399**	**52,535**	**1,092,508**	**-17,065**

(2) Housing Element — The Housing Element (Sections H-1 to H-5 and the Housing Element Technical Report) provides direction for the production, preservation, and improvement of housing in Ontario. The Housing Element includes five sections: Neighborhoods & Housing, Housing Supply & Diversity, Governmental Regulation, Housing Assistance, and Special Needs. The Housing Element Technical Report assesses housing needs through demographic trends and projections.

The Housing Element is one of the seven mandated elements of the general plan, which each city and county in the State is required to periodically adopt (generally every eight years). The Housing Element is required to adequately plan to meet the existing and projected housing needs of all economic segments of the community. The Housing Element was prepared to address the 6th Cycle RHNA period from October 15, 2021, through October 15, 2029, and it was also updated to comply with recently adopted housing element law. The Housing Element is the only element of the general plan reviewed and certified by the State to ensure compliance with State law.

The Housing Element adoption was separated from the balance of The Ontario Plan 2050 Update and was recommended for approval by the Planning Commission on December 21, 2021 and was approved by the City Council on March 1, 2022. The Housing Element was submitted to the California Department of Housing and Community Development ("HCD") for review in November 2021, and March 2022. On both occasions, HCD requested revision and additional analysis of the document.

The Housing Element is the only element that includes implementation as part of the Policy Plan. An adequate supply of housing is a key component of a complete and economically sustainable community. The City recognizes that economic growth is dependent on growing jobs and providing housing for our workforce. As such, central to the Housing Element's goals and policies is the concept of matching the type and affordability of housing with the needs of the City's current and future workforce. The number of housing units projected beyond the 2021-2029 Housing Element planning period through to 2050 (buildout of the Land Use Plan) are shown below.

The City's RHNA allocation is defined in the Housing Element as Quantified Objectives. A summary of the housing implementation strategies that will be used, as well as the Quantified Objectives, are provided below:

City of Ontario 6th Cycle RHNA Allocation by Income Category	
Income Category (Percent of Annual Mean Income)	***RHNA Allocation***
Very Low (31 to 50)	5,640
Low (51 to 80)	3,286
Moderate (81 to 120)	3,329
Above Moderate (121 or more)	8,599
Total	**20,854**

Source: SCAG 2021

Implementation Program Summary
• Neighborhoods and Housing • Housing Supply and Diversity • Governmental Constraints • Housing Assistance • Special Needs Housing

Consistent with state law, the Housing Element includes a parcel-level analysis of potential housing sites within the City. Timing of the housing development within these sites is dependent on residential real estate and financial credit conditions, as well as site conditions such as lot size and configuration, existing buildings, and adequacy of infrastructure. Larger, mostly vacant and underutilized sites with adequate infrastructure are more likely to develop first.

(3) Parks and Recreation Element — The Parks and Recreation Element (Sections PR-1 to PR-2) includes an analysis of existing park facilities and examines opportunities for new park spaces to accommodate the current and future needs. It also guides the development of recreational corridors that connect local and regional recreational resources and open space. This element includes two sections: Planning & Design, and Programming.

(4) Environmental Resources Element — The Environmental Resources Element (Sections ER-1 to ER-5) guides management of environmental resources and infrastructure and provides policies that support systems integration, resource conservation and regeneration, energy independence, and environmental justice. The Environmental Resources Element includes five sections: Water & Wastewater, Solid Waste & Recycling, Energy, Air Quality, and Biological, Mineral & Agricultural Resources.

This element includes goals and policies to reduce global warming gas emissions, conserve water, and minimize the community's waste stream.

(5) Community Economics Element — The Community Economics Element (Sections CE-1 to CE-3) establishes goals and policies for attracting private investment, increasing the quantity and quality of jobs, expanding and diversifying the City's revenue sources, and guiding the City's financial decisions. Central themes to this element include "*create, maintain and grow economic value*" and the vision of Ontario as a "*complete community*". This element includes three sections: Complete Community, Placemaking, and Fiscal Decision-Making. This element is considered optional but critical to the vision of a prosperous economy.

(6) Safety Element — The Safety Element (Sections S-1 to S-9) provides policies to minimize exposure to man-made and natural disasters and their impacts on life, property, and commerce. It addresses geology and seismicity, flooding, hazardous materials, noise, fire hazards and prevention, emergency preparedness, crime prevention, and adaptation and resiliency. This element includes nine sections: Seismic & Geological Hazards, Flood Hazards, Fire & Rescue Hazards, Noise Hazards, Wind-Related Hazards, Hazardous Materials & Waste, Law Enforcement, Emergency Management, and Energy Resiliency.

(7) Mobility Element — The Mobility Element (Sections M-1 to M-5) guides the design and improvement of our multifaceted transportation system to meet the current and future needs of our residents, businesses, and the region. This element includes an evaluation of forecasts of future traffic levels and includes a variety of travel modes, including automobile, transit, rail, air, and non-motorized forms of travel. The Mobility Element includes mobility policies that will accommodate Ontario's Vision and projected growth. The Element includes five sections: Roadway System, Active Transportation, Public Transit, Goods Movement, and Regional Transportation. This Element provides policies to ensure mobility options are integrated into land use planning, in terms aesthetically pleasing and functional roadways, transportation facilities, linkages, and nodes.

(8) Community Design — The Community Design Element (Sections CD-1 to CD-5) establishes the goals and policies that will create a built environment that fosters the enjoyment, financial benefit, and well-being of the entire community and protect the built environment as an investment. The Community Design Element reflects the City's current high-quality design expectations and process. The Element includes five sections: Image and Identity, Design Quality, Urban, Mixed Use, and Transit-Oriented Place Types, Historic Preservation, and Protection of Investment. This element is a key to the functional and aesthetic future of the City and primarily supports the Land Use, Mobility, Safety, and Community Economics Elements. This element also includes eight Place Types Categories for areas that are geographically large, culturally unique, and regionally significant Districts that include: Downtown District, Airport/Metro Entertainment District, Guasti

District, South Euclid District, South Employment District, East Holt Boulevard Corridor, Inland Empire Boulevard Corridor, and Neighborhood Center Infill (a-j).

(9) Social Resources Element — The Social Resources Element (Section SR-1 to SR-5) provides goals and policies for the health and well-being of the community, addressing the City's role in such issues as health care, education, and community services for the full spectrum of our population. This element includes five sections: Health, Education, Community & Leisure Activities, Library, and Entertainment & Culture. Although this is an optional element, its goals and policies are necessary to fulfill the Vision of a prosperous economy through enrichment of community education, health, culture, and the arts.

COMMUNITY CLIMATE ACTION PLAN (CCAP) UPDATE:

(1) Background — On December 16, 2014, the City of Ontario adopted its Community Climate Action Plan ("CCAP"), which was prepared in response to Assembly Bill 32 ("AB 32") (2006), the California Global Warming Solutions Act. AB 32 required the California Air Resources Board ("CARB") to adopt State-wide regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas ("GHG") emission reduction measures to help mitigate risks associated with climate change, improve energy efficiency, expand the use of renewable resources and cleaner transportation, and reduce waste. These regulations, in the form of the AB 32 Scoping Plan adopted by CARB, laid out California's plan for achieving the required GHG reductions. The Scoping Plan identifies the measures the State will undertake, and the expected GHG reductions associated with these measures, but the State does not have direct jurisdictional control over many of the activities that product GHG emissions within the state, so the AB 32 Scoping Plan identified local governments' responsibilities for achieving the State GHG reduction goals. To accomplish the identified GHG reduction measures the City adopted its CCAP.

The CCAP was designed to comply with the direction of AB 32 and associated implementation programs, while attempting to distribute the GHG reduction strategies evenly across the full spectrum of GHG generating activities. It was a comprehensive approach to all sectors of the community to participate and implement feasible strategies to reduce GHG emissions generated within the City consistent with statewide GHG emission reduction efforts. Where possible, it encouraged the implementation of voluntary programs and incentives to achieve the City's GHG reduction goals.

The CCAP consists of 1) an inventory of GHG emissions that identifies and quantifies existing emissions and projected future emissions, 2) a reduction target to reduce existing GHG emissions to 30 percent below business as usual (BAU) year 2020 projected levels, 3) policies and measures to reduce existing emissions to meet the reduction target consistent with the adopted TOP EIR, and 4) streamlined environmental review – with respect to GHG emissions – for development projects that are consistent with the CCAP.

The CCAP was intended to be a dynamic program, in that it required implementation, monitoring, evaluation, and adaptation. Its emission reduction measures were organized by the following:

- State and regional measures include adopted, implemented, and proposed state and regional measures that do not require additional City action and that will result in quantifiable GHG emission reductions in the inventory.

- Local measures include community wide quantifiable measures that would further reduce GHG emissions for the City.

- Performance standards for new development, providing a streamlined and flexible program for new residential and nonresidential projects to reduce their emissions.

The implementation of the 2014 CCAP resulted in a per capita GHG emissions steady decline from 2008 levels. Per capita emissions in Ontario decreased from approximately 8.25 $MTCO_2e$ in 2008 to approximately 5.55 $MTCO_2e$ per person in 2019, a decrease of 33 percent. Overall sectors showed an emissions decrease with the following four sectors experienced the largest decreases in annual GHG emissions between 2008 and 2019 including land use and sequestration, agriculture, water and wastewater, and nonresidential energy, which reduced emissions by 77 percent, 75 percent, 56 percent, and 54 percent, respectively.

(2) Community Climate Action Plan Update — The 2022 CCAP is the City's strategic plan to reduce GHG emissions and foster a sustainable community through 2050 and beyond. TOP directs the preparation, ongoing implementation, and update of the CCAP, providing the framework for the City to reduce its community wide GHG emissions in a manner consistent with the adopted state reduction target for 2030 and the longer-term goals for 2045 and 2050. The CCAP allows for City decision-makers, staff, and the community to understand the sources and magnitude of local GHG emissions, reduce GHG emissions, and prioritize steps to achieve GHG emission-reduced targets.

The 2022 CCAP is consistent with CEQA Guidelines for the reduction of GHG emissions. This allows the CCAP to support and streamline environmental review of GHG emissions for future development projects and serves as the programmatic tiering document for review of the climate change impacts of projects under CEQA and is included in the SEIR for the TOP 2050 Update.

The 2022 CCAP is an update of the 2014 CCAP, providing updated analyses and background information, an expanded set of GHG reduction strategies, and a planning horizon out to 2050. It contains an inventory of the community's GHG emissions from the transportation, energy, waste, off-road equipment, agriculture, water and wastewater sectors, land use sequestration, stationary sources, and goals strategies and actions to

address climate change adaptation and GHG emissions. The CCAP also presents a work plan for the City to implement strategies and track progress over time.

In conjunction with existing and planned local and state programs, these updated strategies provide a flexible path to reduce the community's GHG emissions to meet the City's 2030 and 2050 emission targets and to support the State's adopted target for 2030 and its goal to achieve carbon neutrality by 2045. The City's GHG reduction targets are to reduce emissions to a level below 6.0 $MTCO_2e$ per capita by 2030 and 2.0 $MTCO_2e$ per capita by 2050, as shown below.

Per Capita GHG Emissions Targets		
Target	***2030 Per Capita***	***2050 Per Capita***
State	6.0 MTCO2e per person	2.0 MTCO2e per person
City Strategies with All Reductions	**3.52 MTCO2e per person**	**1.31 MTCO2e per person**

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) Ontario International Airport — On April 19, 2011, the City of Ontario adopted the Ontario International Airport Land Use Compatibility Plan ("ALUCP"), establishing the Airport Influence Area for Ontario International Airport ("ONT"), which encompasses lands within parts of San Bernardino, Riverside, and Los Angeles Counties, and limits future land uses and development within the Airport Influence Area, as they relate to noise, safety, airspace protection, and overflight impacts of current and future airport activity. The proposed Project is located within the Airport Influence Area of Ontario International Airport and was evaluated and found to be consistent with the policies and criteria of the ONT ALUCP.

(2) Chino Airport — On July 19, 2022, the City of Ontario adopted the Chino Airport Land Use Compatibility Plan (ALUCP), establishing the Airport Influence Area for Chino Airport ("CNO"), which encompasses lands within the City of Ontario, and addresses four compatibility factors, which includes safety, noise, airspace protection, and overflight impacts. A portion of the proposed Project is located within the Airport Influence Area of Chino Airport and was evaluated and found to be consistent with the policies and criteria of the CNO ALUCP.

ENVIRONMENTAL REVIEW: A Draft Supplemental Environmental Impact Report ("SEIR") has been prepared for The Ontario Plan and addressed the following areas that may have a potentially significant impact on the environment between the adopted Plan and the proposed Project (2050 Update). These areas included: Aesthetics, Agriculture and Forestry Resources, Air Quality, Biological Resources, Cultural Resources, Energy,

Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Noise, Population and Housing, Public Services, Recreation, Transportation, Tribal Cultural Resources, Utilities and Service Systems, and Wildfire. Through the EIR process these potential impacts were analyzed, revisions were incorporated into the plan and/or mitigation measures were identified that reduced the potential environmental impacts to a level that was less than significant. Of the 20 areas analyzed by the SEIR, all but four of the impact areas were mitigated to a level of less than significant. The four remaining impact areas, even with the mitigation measures, could not be reduced to less than significant and the impacts would remain significant, unavoidable, and adverse after mitigation measures are applied. These areas include:

- Air Quality — Buildout of The Ontario Plan will cumulatively contribute to the nonattainment designations of the South Coast Air Basin ("SoCAB"), create short-term emissions from construction activities that exceed South Coast Air Quality Management District's (AQMD) regional significance thresholds and cumulatively contribute to the nonattainment designations, generate long-term emissions that would exceed SCAQMD's regional significance thresholds and cumulatively contribute to the SoCAB nonattainment designations, and could expose sensitive receptors to substantial concentrations of toxic air contaminants ("TAC");

- Cultural Resources — Although protective regulations are in place and preservation policies are included in The Ontario Plan, implementation of the proposed Land Use Plan has the potential to impact Tier III historic resources. Major modification or demolition of Tier III resources may be appropriate under certain circumstances;

- Noise — Buildout of the Proposed Land Use Plan will result in impacts related to the proximity of construction activities to sensitive users, construction vibration impacts from individual development projects, and from excessive airport-related noise related impacts from traffic on local roadways and construction activities in the City. These activities will substantially increase noise levels and affect noise–sensitive uses; and

- Transportation — Total vehicle miles traveled ("VMT") would increase under the Proposed Land Use Plan due to increased residential development. Future development projects will need to consider transportation demand management ("TDM") measures consistent with the Mobility Element.

The City of Ontario circulated the Draft SEIR on May 9, 2022, through June 23, 2022, for public review. At the end of the public review period 43 comments were received. Areas of concern include loss of agricultural land, environmental impacts associated with warehouse development, and request for a warehouse moratorium. Refer to the Final Supplemental Environmental Impact Report, Section 2. Response to Comments.

While these impacts will be significant and unavoidable, the Staff believes that the benefits of The Ontario Plan outweigh the potential unavoidable, adverse impacts of the plan. As a result, Staff recommends that the Planning Commission forward a recommendation to the City Council to adopt a Statement of Overriding Considerations for those impacts that could not be fully mitigated to a level of less than significant.

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 public review at the Planning Department public counter.

RESOLUTION NO. PC22-040

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ONTARIO, CALIFORNIA, RECOMMENDING THE CITY COUNCIL CERTIFY THE PROGRAM SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT (STATE CLEARINGHOUSE NO. 2021070364) FOR THE ONTARIO PLAN 2050 TECHNICAL UPDATE FOR FILE NO. PGPA20-002 PART A AND ADOPT ENVIRONMENTAL FINDINGS PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, A STATEMENT OF OVERRIDING CONSIDERATIONS AND A MITIGATION MONITORING AND REPORTING PROGRAM.

WHEREAS, the City of Ontario Certified the Environmental Impact Report prepared for The Ontario Plan and associated Statement of Overriding Considerations, and issued Resolution No. 2010-003; and

WHEREAS, the City of Ontario adopted the Policy Plan (General Plan) as part of the component framework for The Ontario Plan on January 27, 2010, and issued Resolution No. 2010-004; and

WHEREAS, the Supplemental Environmental Impact Report ("SEIR"), for the General Plan Amendment for The Ontario Plan 2050 Technical Update consists of the Draft SEIR and the comments and responses to comments made on the Draft SEIR; and

WHEREAS, the SEIR Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program, File No. PGPA20-002, for The Ontario Plan 2050 Technical Update, have been prepared in accordance with the California Environmental Quality Act ("CEQA"), the State CEQA Guidelines, and the City of Ontario Guidelines for implementation of CEQA; and

WHEREAS, the SEIR consists of the Draft SEIR and the comments and responses to comments made on the Draft SEIR; and

WHEREAS, the SEIR for the General Plan Amendment for The Ontario Plan was circulated for a 45-day public review period and a notice of its availability was published in a local newspaper, submitted to the state clearinghouse, and posted in the Office of the Clerk of the Board of Supervisors of San Bernardino County; and

WHEREAS, copies of the SEIR were distributed to the Planning Commission, City departments, and federal, state, regional, local, and other agencies and individuals; and

WHEREAS, the SEIR for the General Plan Amendment for The Ontario Plan has been prepared to address the environmental effects of The Ontario Plan 2050 Technical Update which establishes a Vision, Plan Governance Manual, Policy Plan, City Council Priorities, Implementation Plan and Tracking and Feedback for the City of Ontario; and

WHEREAS, on July 26, 2022, the Planning Commission of the City of Ontario conducted a duly noticed public hearing on the SEIR at which time all persons wishing to testify were heard and the SEIR was fully studied; and

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

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

SECTION 1: ***Environmental Determination and Findings.*** As the recommending body for the Project, the Planning Commission has reviewed and considered the information contained in the Supplemental Environmental Impact Report (SEIR) and supporting documentation. Based upon the facts and information contained in the SEIR (SCH# 2021070364) and supporting documentation, the Planning Commission recommends that the City Council make the following findings:

(1) The SEIR contains a complete and accurate reporting of the environmental impacts associated with the Project; and

(2) The SEIR was completed in compliance with CEQA and the Guidelines promulgated thereunder; and

(3) The SEIR reflects the independent judgment of the Planning Commission.

SECTION 2: ***Planning Commission Action.*** Based on the entire record before the Planning Commission and all written and oral evidence presented, the Planning Commission recommends the City Council finds the SEIR complies with CEQA for the following reasons:

(a) The SEIR analyzes the environmental effects of the General Plan Amendment and finds that, if The Ontario Plan 2050 Technical Update is adopted as proposed by this plan, and with the implementation of proposed mitigation measures, the following impacts will still be significant and unavoidable: air quality, cultural resources (historic), noise (mobile source, construction-related noise, construction-related vibration, noise compatibility), and transportation (increase in vehicle miles traveled); and

(b) The Planning Commission further finds that the Findings of Facts and Statement of Overriding Considerations, demonstrates that The Ontario Plan's benefits outweigh its significant and unavoidable impacts, and therefore the City would be justified in approving The Ontario Plan notwithstanding said significant and unavoidable impacts.

SECTION 3: ***Recommendation.*** Based upon the findings and conclusions set forth in Sections 1 and 2 above, the Planning Commission hereby recommends that the City Council certify the SEIR, adopt a Statement of Overriding Considerations, and that the associated Mitigation Monitoring and Reporting Program also be approved by the City Council.

SECTION 4: ***Custodian of Records.*** The documents and materials that constitute the record of proceedings on which these findings have been based are located at the City of Ontario City Hall, 303 East "B" Street, Ontario, California 91764. The custodian for these records is the City Clerk of the City of Ontario.

SECTION 5: ***Certification to Adoption.*** The Secretary shall certify to the adoption of the Resolution.

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

I hereby certify that the foregoing Resolution was duly and regularly introduced, passed and adopted by the Planning Commission of the City of Ontario at a regular meeting thereof held on the 26th day of July 2022, and the foregoing is a full, true and correct copy of said Resolution, and has not been amended or repealed.

Jim Willoughby
Planning Commission Chairman

ATTEST:

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. PC22-040, was duly passed and adopted by the Planning Commission of the City of Ontario at their regular meeting held on July 26, 2022, by the following roll call vote, to wit:

AYES: Anderson, Dean, DeDiemar, Gage, Lampkin, Ricci, Willoughby

NOES: None

ABSENT: None

ABSTAIN: None

Gwen Berendsen
Secretary Pro Tempore

ATTACHMENT A:

PROGRAM SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT (STATE CLEARINGHOUSE NO. 2021070364)

A Component of The Ontario Plan 2050

July 2022 | Final Supplemental Environmental Impact Report
State Clearinghouse No. 2021070364

THE ONTARIO PLAN 2050

City of Ontario

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APPENDICES

Appendix A. Revised Draft SEIR Figures

Appendix B. Environmental Justice Goals, Policies, and Actions

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1. Introduction

1.1 INTRODUCTION

This Final Environmental Impact Report (FEIR) has been prepared in accordance with the California Environmental Quality Act (CEQA) as amended (Public Resources Code Section 21000 et seq.) and CEQA Guidelines (California Code of Regulations Section 15000 et seq.).

According to the CEQA Guidelines, Section 15132, the FEIR shall consist of:

(a) The Draft Environmental Impact Report (Draft EIR) or a revision of the Draft;

(b) Comments and recommendations received on the Draft EIR either verbatim or in summary;

(c) A list of persons, organizations, and public agencies comments on the Draft EIR;

(d) The responses of the Lead Agency to significant environmental points raised in the review and consultation process; and

(e) Any other information added by the Lead Agency.

This document contains responses to comments received on the Draft Supplemental Environmental Impact Report (SEIR) for The Ontario Plan 2050 (TOP 2050) during the public review period, which began on Monday, May 9, 2022, and closed Thursday, June 23, 2022. This document has been prepared in accordance with CEQA and the CEQA Guidelines and represents the independent judgment of the Lead Agency. This document and the circulated Draft SEIR comprise the FEIR, in accordance with CEQA Guidelines, Section 15132.

1.2 FORMAT OF THE FEIR

This document is organized as follows:

Section 1, Introduction. This section describes CEQA requirements and content of this FEIR.

Section 2, Response to Comments. This section provides a list of agencies and interested persons commenting on the Draft SEIR; copies of comment letters received during the public review period, and individual responses to written comments. To facilitate review of the responses, each comment letter has been reproduced and assigned a number (A-1 through A-2 for letters received from agencies and Tribes, and R-1 through R-43 for letters received from residents and organizations). Individual comments have been numbered for each letter and the letter is followed by responses with references to the corresponding comment number.

Section 3. Revisions to the Draft EIR. This section contains revisions to the Draft SEIR text and figures as a result of the comments received by agencies and interested persons as described in Section 2, and/or errors and omissions discovered subsequent to release of the Draft SEIR for public review.

The responses to comments contain material and revisions that will be added to the text of the FEIR. The City of Ontario has reviewed this material and determined that none of this material constitutes the type of significant new information that requires recirculation of the Draft SEIR for further public comment under CEQA Guidelines Section 15088.5. None of this new material indicates that the project will result in a significant new environmental impact not previously disclosed in the Draft SEIR. Additionally, none of this material indicates that there would be a substantial increase in the severity of a previously identified environmental impact that will not be mitigated, or that there would be any of the other circumstances requiring recirculation described in Section 15088.5.

1.3 CEQA REQUIREMENTS REGARDING COMMENTS AND RESPONSES

CEQA Guidelines Section 15204 (a) outlines parameters for submitting comments and reminds persons and public agencies that the focus of review and comment of Draft SEIRs should be "on the sufficiency of the document in identifying and analyzing possible impacts on the environment and ways in which significant effects of the project might be avoided or mitigated. Comments are most helpful when they suggest additional specific alternatives or mitigation measures that would provide better ways to avoid or mitigate the significant environmental effects. At the same time, reviewers should be aware that the adequacy of an EIR is determined in terms of what is reasonably feasible. …CEQA does not require a lead agency to conduct every test or perform all research, study, and experimentation recommended or demanded by commenters. When responding to comments, lead agencies need only respond to significant environmental issues and do not need to provide all information requested by reviewers, as long as a good faith effort at full disclosure is made in the EIR."

CEQA Guidelines Section 15204 (c) further advises, "Reviewers should explain the basis for their comments, and should submit data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of the comments. Pursuant to Section 15064, an effect shall not be considered significant in the absence of substantial evidence." Section 15204 (d) also states, "Each responsible agency and trustee agency shall focus its comments on environmental information germane to that agency's statutory responsibility." Section 15204 (e) states, "This section shall not be used to restrict the ability of reviewers to comment on the general adequacy of a document or of the lead agency to reject comments not focused as recommended by this section."

Written responses are prepared consistent with Section 15088 of Title 14 of the California Code of Regulations. Pursuant to this section, the level of detail contained in the response may correspond to the level of detail provided in the comment (i.e., responses to general comments may be general). In accordance with CEQA, Public Resources Code Section 21092.5, copies of the written responses to public agencies will be forwarded to those agencies at least 10 days prior to certifying the environmental impact report. The responses will be forwarded with copies of this FEIR, as permitted by CEQA, and will conform to the legal standards established for response to comments on Draft EIRs.

2. Response to Comments

2.1 INTRODUCTION

Section 15088 of the CEQA Guidelines requires the Lead Agency (City of Ontario) to evaluate comments on environmental issues received from public agencies and interested parties who reviewed the Draft SEIR and prepare written responses. This section provides written responses received on the Draft SEIR and the City of Ontario's responses to each comment. Comment letters and specific comments are given letters and numbers for reference purposes.

The following is a list of agencies and persons that submitted comments on the Draft SEIR during the public review period.

Number Reference	Commenting Person/Agency	Date of Comment	Page No.
Agencies & Tribes			
A1	Quechan Historic Preservation	May 14, 2022	2-7
A2	City of Chino	June 23, 2022	2-11
Residents & Organizations			
R1	Critical Action and Social Advocacy (CASA) Pitzer	June 15, 2022	2-23
R2	Inland Equity Partnership	June 23, 2022	2-27
R3	Robert Redford Conservancy at Pitzer College; Southern California Agricultural Land Foundation; Center for Community Action and Environmental Justice; League of United Latin American Citizens (LULAC) de Inland Empire; and Sierra Club San Gorgonio Chapter	June 23, 2022	2-31
R4	Lozeau Drury, LLP on behalf of the Supporters Alliance for Environmental Responsibility (SAFER)	June 23, 2022	2-63
R5	Robert Barragan	June 14, 2022	2-73
R6	Vanessa Yambot	June 14, 2022	2-79
R7	Ilianna Romero	June 14, 2022	2-83
R8	Verlynn Gojit	June 14, 2022	2-89
R9	Inmi Chao	June 14, 2022	2-93
R10	Katie Crofford	June 16, 2022	2-99
R11	Elvia Velazco	June 16, 2022	2-105
R12	Aldo Velazco	June 16, 2022	2-111
R13	Inez Cardenas	June 16, 2022	2-117
R14	Caroline Lanspa	June 16, 2022	2-121
R15	Daniel Lo	June 16, 2022	2-125
R16	Eva Ramirez	June 16, 2022	2-131
R17	Cara Butler	June 17, 2022	2-135
R18	Antoinette Anderson	June 17, 2022	2-139
R19	Jackie Deans	June 17, 2022	2-145

Number Reference	Commenting Person/Agency	Date of Comment	Page No.
R20	Danielle Martinez	June 17, 2022	2-149
R21	Cynthia Serrano	June 19, 2022	2-155
R22	Tina Silva	June 19, 2022	2-161
R23	Jamie Ortega	June 21, 2022	2-167
R24	Dessa D'Aquila Bentson	June 21, 2022	2-171
R25	Malina Shaw	June 21, 2022	2-175
R26	Lisa Collinsworth	June 21, 2022	2-181
R27	Jarius Martinez	June 21, 2022	2-185
R28	Raquel Alba	June 21, 2022	2-189
R29	Jocelyn Dimacali	June 22, 2022	2-193
R30	Amber Bound	June 22, 2022	2-197
R31	Andrea Alvarado	June 22, 2022	2-201
R32	Deborah Rodriguez	June 22, 2022	2-205
R33	Amanda Wheeler	June 22, 2022	2-209
R34	Dena Apodaca	June 22, 2022	2-213
R35	Andrei Pitsko	June 22, 2022	2-217
R36	Randy Bekendam	June 22, 2022	2-221
R37	Elizabeth Rocco	June 23, 2022	2-227
R38	Martha Lopez	June 23, 2022	2-231
R39	Karen and Guy Caparelli	June 23, 2022	2-235
R40	Elias Luviano	June 23, 2022	2-239
R41	Nazareth Bracamontes	June 23, 2022	2-243
R42	Estela Ballon	June 23, 2022	2-247
R43	Rosemary Ramos	June 23, 2022	2-251

2.2 SUMMARY OF GENERAL RESPONSES

Several common issues were raised in the comment letters, such as Letters R1 through R43, received during the public review period for the Draft SEIR. This section provides a summary of general responses to recurring comments raised by responding agencies and the public. The summary of general responses provides a more comprehensive explanation and response to these common issues raised during the public review period.

2.2.1 Scenic Vistas

The Draft SEIR includes an evaluation of impacts to scenic vistas. Scenic resources within the City are identified on page 5.1-3 through 5.1-4. It should be noted that protected viewsheds are public viewsheds of scenic resources and not private viewsheds. As such, scenic vistas identified on page 5.1-4 include views of scenic vistas from the City's formal and informal trail network. Development within the low-lying areas of Ontario would not have the potential to alter scenic views provided by the backdrop of the San Gabriel Mountains as the peaks rise to 7,000 feet above mean sea level. Neither the 2010 Certified EIR nor the Draft SEIR identifies impacts to scenic vistas. Additionally, future development under the Proposed Project would still be required to adhere to the City's Development Code, which, as described in Section 5.1.1.1, *Regulatory*

Background, of the Draft SEIR and includes general development requirements for development density, screening and setback, signing, landscaping, lighting, height limitations, and other aspects related to the aesthetic of the City.

2.2.2 Nonrenewal of Williamson Act Contracts

The Draft SEIR includes an analysis of conflicts with existing zoning for agricultural use or Williamson Act contract on pages 5.2-12 through 5.2-13. The baseline for the Draft SEIR is the current TOP. The current TOP does not have Agriculture land use designations.

Statewide concern over the rapid conversion of agricultural land to urban uses led to the enactment of the Land Conservation Act of 1965, commonly referred to as the Williamson Act. This Act enabled the County of San Bernardino to establish an Agricultural Preserve where property owners could contract with the County to preserve the property and quality for a property tax assessment based upon use and economic yield rather than the full market value of the property. With the annexation of the New Model Colony in 1999, the City of Ontario assumed responsibility for administering land conservation contracts on those properties.

A Land Conservation Contract (LCC) has a minimum term of 10 years and is automatically renewed each year for an additional year, thereby keeping the term of the contract to a period of 10 years. The perpetual contract continues until the City or the owner files a Notice of Non-renewal, which will then terminate the contract at the end of its remaining term, usually 9 years. When a Non-renewal is filed, the property tax assessment gradually reverts back to being computed based upon full market value rather than use.

The Draft SEIR identifies the current Williamson Act contract lands within the City in Figure 5.12-12. As identified in the Draft SEIR, any land held in a Williamson Act contract would have to be filed for nonrenewal, and the contract would have to be allowed to expire before any development occurs on it. Buildout of the Proposed Project, like the Approved Project, would most likely require the cancellation or nonrenewal of these contracts. However, because buildout of the Approved Project would have resulted in the cancellation or nonrenewal of Williamson Act contracts, the Proposed Project would not result in further impacts to Williamson Act lands. As such, impacts from the Proposed Project in this respect would be less than significant.

2.2.3 Environmental Justice Policies

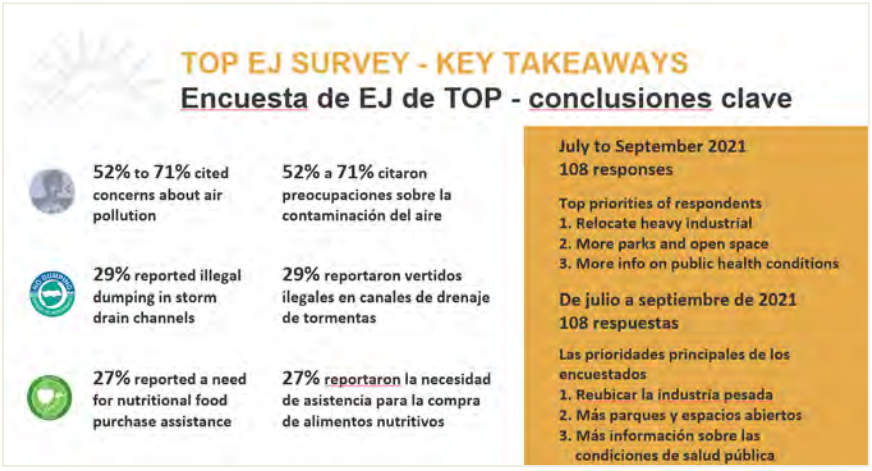
California Government Code Section 65302(h)(1)(A) requires jurisdictions when updating their general plan to identify objectives and policies to reduce the unique or compounded health risks in disadvantaged communities by means that include, but are not limited to, the reduction of pollution exposure, including the improvement of air quality, and the promotion of public facilities, food access, safe and sanitary homes, and physical activity. The City has opted for an "environmental justice in all policies" approach in TOP 2050 to ensure the topic is present alongside the multitude of issues and topics that affect our residents and resources. TOP 2050 includes policies that address impacts to disadvantaged communities and access to healthy foods (see Policy SR-1.2).

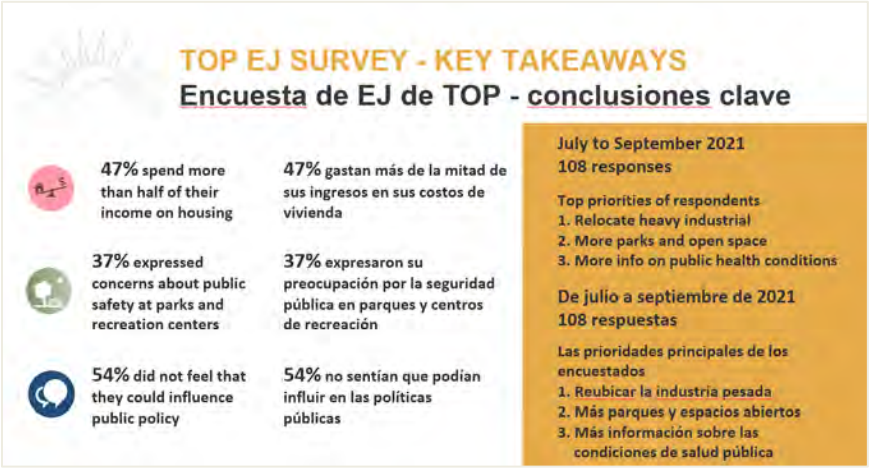
In addition to weaving environmental justice policies throughout TOP 2050 (see Appendix B), the City also conducted outreach with community. As part of its outreach strategy, the City of Ontario emphasized the topic of environmental justice through advertising materials, stakeholder interviews, survey materials, educational

materials, and online and in-person outreach activities. The City also posted announcements of the outreach activities in English and Spanish through various social media platforms (e.g., Twitter, Facebook, and Instagram). As this effort was conducted during COVID, the City conducted a substantial amount of outreach online through virtual meetings, workshops, and office hours to maintain compliance with local and state regulations. Public input from the outreach activities led directly to the addition of new policies to TOP:

- **Public Workshops.** One online property owner workshop and two online public workshops were conducted on June 14, 2021, June 28, 2021, and July 29, 2021. At the property owner workshop, the City provided an overview of the TOP 2050 Update and land use designation changes. At the first public workshop, the City introduced and discussed the overall land use strategy and requirements and issues related to environmental justice and climate adaptation and resiliency. At the second public workshop, the City also presented areas that could be identified as environmental justice communities based on state modeling data and discussed aspects of the Environmental Justice Survey with attendees in order for them to reach out to their neighborhoods. Workshop materials were provided in English and Spanish, a Spanish translation was provided during the question-and-answer portions of the workshops, and recordings of the presentation (in English and Spanish) were published on the City's website shortly after the workshops.

- **Environmental Justice Survey.** The City conducted an online Environmental Justice Survey between July to September 2021. This survey was available in English and Spanish and was completed by 108 individuals. The purpose of this survey was to gather the perspectives of local community members living in the City's environmental justice communities. Survey participants were asked if they were exposed to certain pollutants, if they had access to healthy food, necessary resources, and amenities, experienced structural damages due to environmental hazards, to select TOP actions to improve current conditions, and their demographics. A summary of the results was presented at many of the meetings and is also provided below:





- **Environmental Justice and Community Health Stakeholders.** Throughout June and July 2021, the City reached out to local organizations that serve as advocates and service providers on topics related to environmental justice, including Community Health Improvement Association (CHIA), Center for Community Action and Environmental Justice (CCAEJ), and Caramel Connections Foundation. Outreach was conducted via telephone, email, interviews, distribution of the survey, and during meetings (of the local organization or at an event held by the City). Information requested and obtained include the organization's perspective on important EJ issues, current or potential programs and services, and potential new or revised policies and regulations. CHIA was the most responsive organization, providing additional door-to-door outreach TOP 2050 flyer distribution, while the others indicated priorities. Some organizations indicated that they were unable to respond, undergoing a transition in leadership, or had priorities in other communities. For those organizations that did not respond, the City repeated attempts through phone calls, emails, and other means as appropriate to ensure that these organizations were aware of the City's activities and looked forward to hearing from any stakeholders that were interested.

- **Environmental Justice 101 Story Map.** The City developed and published a bilingual (English and Spanish) "Environmental Justice 101" Story Map on its website. The Story Map contains introductory information about environmental justice, explains and illustrates what disadvantaged communities are, state laws, and CalEnviroScreen (CES) 4.0.

- **Project Scoping Meeting.** The City provided updated about the Supplemental Environmental Review (SEIR) and provided space for public input and comment on the scope of the environmental analysis. The meeting was held online on August 5, 2021 and was conducted in both English and Spanish. The meeting materials were presented in both English and Spanish and Spanish translation was provided during the question-and-answer portions of the meeting. Finally, recordings of the meeting (in English and Spanish) were published on the City's website shortly after the meeting.

- **Office Hours.** The City conducted Office Hours on a monthly basis in 2022 to provide the community with periodic updates and offer a low-pressure platform for the community to ask questions and provide

their perspectives regarding the technical update, including the topic of environmental justice. The first three Office Hours were conducted online (3/31/22, 4/28/22, and 5/26/22) while the fourth was conducted in person (6/30/22). The Office Hours were conducted in both English and Spanish. The meeting materials were presented in both English and Spanish and Spanish translation was provided during the question-and-answer portions for each meeting. Finally, recordings of the online Office Hours (in English and Spanish) were published on the City's website shortly after each meeting. The dates for all four office hours were advertised through the City's social media accounts and through a bilingual (English and Spanish) insert mailed with the utility bill sent in February 2022 to every resident and business owner in Ontario.

- **Teen Action Committee.** The City held three meetings with the Teen Action Committee, which is the City's largest community-oriented teen organization in Ontario and addresses a wide variety of community issues. The City held meetings on June 6, 15, and 16 in 2022 at the Dorothy A. Quesada Community Center, De Anza Community & Teen Center, and Westwind Community Center. The City facilitated discussions and obtained feedback concerning issues related to environmental justice and community health.

- **General Outreach.** The City also attended outreach events to share the TOP 2050 Update with the community at two Concert in the Park events and the Taste of Ontario where the City displayed the Draft Land Use Plan and gathered input on what folks would like to see in their neighborhood. The City provided a variety of giveaways at the events and encourage participation in an interactive City building bloc activity.

It is important to note that environmental justice is not a CEQA topic, as social/economic issues are not environmental impacts under CEQA.

2.2.4 Air Quality Impacts

Air quality impacts associated with buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project (see Impact 5.3-1).

Cumulative health risk associated with buildout of TOP 2050 was identified as a significant unavoidable impact of the Proposed Project (see Impact 5.3-4). It should be noted that Policy ER-4.9, New Localized Air Pollution Sources Near Existing Sensitive Receptors, would ensure mobile sources of toxic air contaminants (TACs) not covered under South Coast Air Quality Management District (South Coast AQMD) permits are considered during subsequent project-level environmental review by the City of Ontario. Individual development projects would be required to achieve the incremental risk thresholds established by South Coast AQMD. However, implementation of TOP 2050 would generate TACs that could contribute to elevated levels in the air basin.

2.3 AGENCY AND TRIBAL COMMENTS

LETTER A1 – Quechan Historic Preservation (1 page)

From: Quechan Historic Preservation <historicpreservation@quechantribe.com>
Sent: Saturday, May 14, 2022 10:59 AM
To: Allison Dagg <adagg@placeworks.com>
Subject: RE: Notice of Availability of a Draft Supplemental EIR for The Ontario Plan 2050

This email is to inform you that we do not wish to comment on this project. We defer to the more local Tribes and support their determinations on this matter. | A1-1

2. Response to Comments

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A1. Response to Comments from Quechan Historic Preservation, dated May 14, 2022.

A1-1 The Commenter indicates that they do not wish to comment and defer to local Tribes. Therefore, as the comment does not raise an issue with the analysis of the DEIR, no further response is necessary.

2. Response to Comments

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LETTER A2 – City of Chino (5 pages)

EUNICE M. ULLOA
Mayor

MARC LUCIO
Mayor Pro Tem

KAREN C. COMSTOCK
CHRISTOPHER FLORES
WALT POCOCK
Council Members

ANTHONY ARROYO
Interim City Manager

CITY of CHINO

June 23, 2022

Thomas Grahn, Senior Planner
City of Ontario Planning Department
303 East "B" Street
Ontario, CA 91764

Re: Notice of Availability for a Supplemental EIR: The Ontario Plan 2050 (SCH #2021070364)

Dear Mr. Grahn:

This letter is in response to the Notice of Availability (NOA) for The Ontario Plan 2050 Supplemental EIR, made available on May 9, 2022. Thank you for giving the City of Chino the opportunity to review the information and provide comment. The City's comment is outlined below: — Intro

Land Development/Engineering

1. Figures 5.19-4 and Figure 7 (Infrastructure Report) are not consistent with the City of Chino's Master Plan of Drainage and should be updated. Both figures depict a SB County Flood Control Channel on Euclid south of Merrill rather than a proposed storm drain per the City's Master Plan. — A2-1

Public Works Water/ Environmental Division

2. General: Update to APN 105311101, 105311103, and 105311108 (Chino parcels) which are shown on the housing element for this 13.5 acre site as low-medium density. — A2-2

3. Storm Drain: Future expansion of the storm water system with the proposed land uses do not seem to be incorporated for Campus Avenue between Schaefer and Edison. The City of Chino's previous planning conversation understood the area would have facilities and the temporary retention installed on our site could be removed in the future. Additionally, the City of Chino has paid local storm drain development impact fees for future phases of construction of our property. — A2-3

4. Sewer: Please confirm, sewer is planned for Campus and that storm facilities are not planned for Campus. — A2-4

5. Water: — A2-5

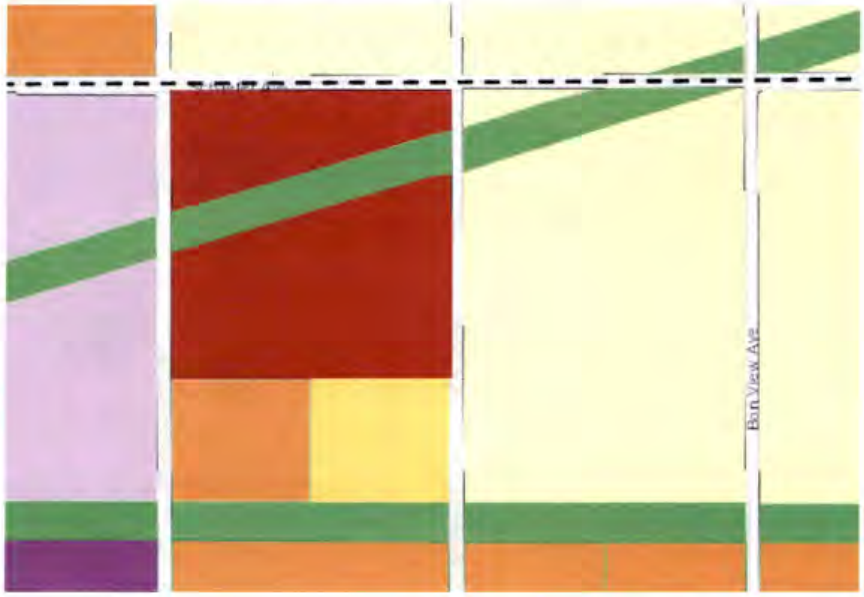
    a. One of the tables had Ontario's CDA and WFA water supplies mixed-up. Verify information.

13220 Central Avenue, Chino, California 91710
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2. Response to Comments

Thomas Grahn, Senior Planner
City of Ontario Planning Department
Re: Notice of Availability for a Supplemental EIR: The Ontario Plan 2050 (SCH #2021070364)
June 23, 2022
Page 2

b. The City of Chino Eastside Water Treatment Facility (EWTF) property currently is zoned to have some open space through the property. The City of Ontario should include amendments to TOP to divert the OS from the City of Chino's water treatment facility since it will not be feasible to implement a trail or recreation through this area. The parcels should also be categorized as PF-Public Facility. Please note that the Land Use Figure 1-3 available on the city's site does not match the ESRI GIS site (which is pictured below).



A2-6

c. On Page 5.17-3, second paragraph, the MWD IRP Update is supposed to have annual reports. Would including the information from the latest annual report be necessary to understand the current IRP target status on the long-range planning effecting Ontario? The report does not provide assurance that supply obtained from MWD will continue as a reliable source. Further in the document the MWD IRP Update is cited to be from 2009 which only covers long term planning from 2025 to 2035, therefore, relying on the information of such document as reference to project the long-term planning to 2050 does not seem to be adequate.

A2-7

d. On Page 5.17-3, fourth paragraph, why is the latest DWR Reliability Report 2008 when it is published every two years per statement in first sentence of the paragraph. Furthermore, the ultimate future conditions of the reliability are only

A2-8

extended to 2027 rather than the intended long term planning of the Ontario document which is 2050. A2-8 cont.

e. On Page 5.17-12, a table is presented to show water demand calculations through 2030. Although the paragraph below the table seems to be incomplete and justify the City via water conservation and transfer of water rights there should be adequate water supply. It would be helpful for The Plan to show projections through 2050 given the intended planning year of the update. A2-9

f. On Page 5.17-12, mitigation impact 17-3 seems to indicate that City intends to develop additional groundwater sources. City of Ontario should identify potential locations now so that the potential impacts are better described since it could adversely affect City of Chino groundwater well locations. A2-10

Traffic / Transportation

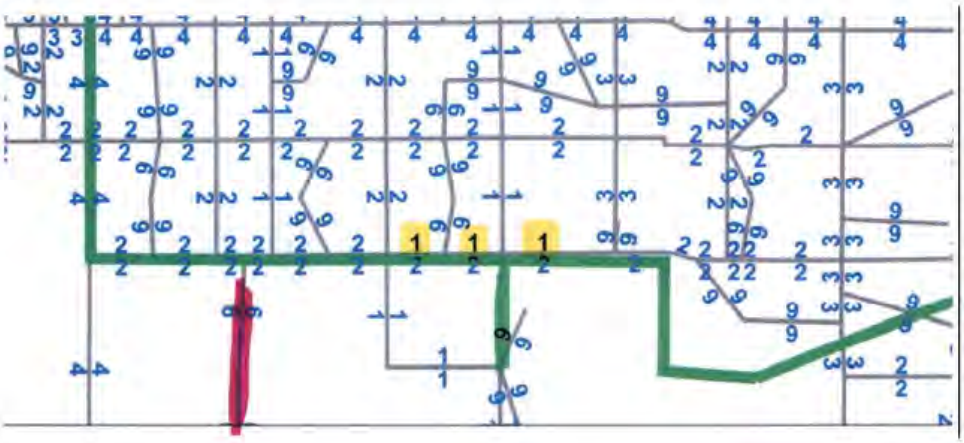
6. Continue to coordinate with the City of Chino on Active Transportation connections (bikes & peds) between agencies including across Euclid Avenue (SR-83). There is an opportunity to ensure Euclid Avenue not only provides passenger and commercial vehicle movement but to provide a primary north-south bike and pedestrian corridor connecting the region through multi-modal uses. A2-11

7. Continue to coordinate Truck Routes with the City of Chino to avoid conflicts and reinforce primary truck routes between agencies. A2-12

8. With industrial land use along Merrill Avenue, is Merrill Avenue correctly classified and designed to accommodate buildout growth of Ontario Ranch, Chino, Eastvale & Jurupa Valley anticipated traffic demand? Although VMT is the CEQA metric for environmental impact, LOS for roadway capacity and intersection delay should continue to be used to provide acceptable LOS at buildout of the City of Ontario Plan 2050 to ensure reliable goods movement in this area. A2-13

9. EIR Appendix J & K: VMT & LOS Memorandum: Figures 1-4 of the traffic model do not show Hellman Avenue in Chino connecting to Merrill Avenue (Green). Also, Figure 3 incorrectly assumes there will be a roadway through the Chino Airport (Magenta). Also in Figure 3, the westbound Merrill Avenue segment between Walker (Flight) and Carpenter incorrectly indicates a single lane and not 2-lanes as is currently under construction (Yellow). A2-14

2. Response to Comments



A2-14 cont.

Planning

10. The current TOP Land Use as shown on Figure ES-4 indicates the current approved land uses for the City of Ontario. Figure ES-5 indicates the proposed land use changes associated with this SEIR. There are significant land use changes proposed to properties located north of Merrill Avenue, south of Eucalyptus Avenue between Sultana Avenue and Grove Avenue. The City of Chino and the City of Ontario share Merrill Avenue for truck and vehicular access to this area. The *Draft Proposed Housing Strategy and Land Use Scenario Map* provides greater detail related to the specific land use changes, particularly the acreage of land that is proposed to be changed. In the specific section noted, approximately 178 acres of land are proposed to be changed from Low Medium Density Residential (LMDR) (5.11-11.00 du/ac) to Industrial (IND) (0.55 FAR). In this area 47 acres of land are proposed to be changed from LMDR to Business Park (BP) (0.60 FAR). Also, in this area 72 acres of land are proposed to be changed from BP to IND. This results in a total of approximately 47 acres of BP designated land and approximately 250 acres of IND designated land in this area. This is a considerable increase of BP and IND designated land that will likely have a significant impact to truck traffic along Merrill Avenue, Euclid Avenue, and other streets in the City of Chino. It is unclear in the EIR if the BP/IND land has been transferred from other areas of the City of Ontario or if these are newly proposed land uses in this area. Either way, more detail related to VMT and specifically truck traffic increases to this area based on the potential industrial building square footage on this land are needed to determine the impacts to traffic and air quality in the vicinity.

A2-15

11. Table ES-1 provides for a comparison of the changes between the approved TOP and proposed TOP. The table indicates that there will be an increase in Nonresidential square footage of 1,092,508 square feet. It is unclear from that table where the increased

A2-16

Nonresidential square footage is proposed to be located or if the increase is a result of a reduction in one area of the City and an increase in another, with that number being the net result. Additionally, as noted in Comment 10, there are approximately 300 acres of land north of Merrill Avenue with a proposed land use change to BP and IND, the additional proposed nonresidential square footage seems far less than what could be developed on the 300 acres of land. More details of where the additional Nonresidential square footage is to be located is required, and what the Nonresidential land uses consist of in those areas. Particularly the additional proposed amount of Business Park and/or Industrial square footage that could be developed within the 300 acres of land as noted in Comment 10. This information needs to be provided to identify the various environmental impacts to this area.

A2-16 cont.

12. Chapter 7.5 of the SEIR provides for a Reduced Industrial Alternative to the proposed project, which indicates it would eliminate 8.1 million square feet of industrial development in the City of Ontario. This section identifies that there are 338 additional acres of Industrial (IND) designated land. As noted in Comment 10, 250 acres of land located north of Merrill Avenue is proposed to be changed to IND. This section is not specific as to where the reduction in industrial development would occur with this alternative and how that reduction would impact truck traffic specifically. More details are needed related to what proposed land use changes and which specific parcels would be associated with the utilization of the Reduced Industrial Alternative. A land use map outlining the Reduced Industrial Alternative is required along with the details needed as outlined in Comments 10 and 11 above to determine the environmental impacts to the vicinity of Merrill Avenue associated with the Reduced Industrial Alternative.

A2-17

If you have any questions, please contact Michael Hitz, Principal Planner, by email at mhitz@cityofchino.org, or by phone at 909-334-3448.

Sincerely,

Warren Morelion, AICP
City Planner

cc: Michael Hitz, AICP, Principal Planner
Jesus Plasencia, P.E., Assistant City Engineer
Dennis Ralls, T.E., Transportation Manager

2. Response to Comments

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A2. Response to Comments from Warren Morelion, AICP, City Planner, City of Chino, dated June 23, 2022.

Intro Response to comments provided on behalf of the City of Chino are provided in responses A2-1 through A2-17 below.

A2-1 At the request of the Commenter, the symbology on Figure 5.19-4 has been revised to show the City of Chino proposed storm drain (see Chapter 3, *Revisions to the Draft EIR*, and Appendix A, *Revised Draft SEIR Figures*).

A2-2 Comment noted. The parcels referenced are Chino-owned parcels in the City of Ontario. This is a comment on the Housing Element, which was adopted in March 2022. These three parcels are currently and are recommended to remain designated for Low-Density Residential (LDR). Additionally, these parcels are not listed in the Sites Inventory (Housing Element Tables B-1 and B-2) and are not shown on any of the maps showing the opportunity areas (see Housing Element Figures 5-1 through 5-11) of the adopted Housing Element. Finally, these parcels are not outlined as Housing Element Sites on the City's Proposed Housing Strategy and Land Use Scenario (Draft) map that is posted on the City's webpage for TOP 2050.

A2-3 In 2014, City of Chino developed their Eastside Water Treatment Facility on the southeast corner of Schaefer Avenue and Campus Avenue. Since no permanent downstream storm drain was available, development of the Eastside Water Treatment Facility was required to detain stormwater on site. There is no proposed storm drain in Campus Avenue. The City of Chino site is accounted for in the tributary areas that drain to Line C-15 (BNVW-XIV-1) in Bon View Avenue and Line C-16 (EULD-XIV-3) in Edison Avenue (attached is a detailed hydrology map that illustrates this). Development of the project included payment of required Development Impact Fees. The fulfilment of their Development Impact Fee obligation pays for their fair-share cost of the master plan facilities that would serve the property.

A2-4 See response to Comment A2-3. The fulfilment of their Development Impact Fee obligation pays for their fair-share cost of the master plan facilities that would serve the property.

A2-5 The Commenter was mistakenly reviewing the 2010 EIR utilities chapter and not the TOP 2050 SEIR. There is no table in the utilities section of the TOP 2050 SEIR that provides Ontario's Chino Basin Desalter Authority (CDA) and the Water Facilities Authority (WFA) water supplies.

To the extent Chino intended to comment on the 2010 EIR, a subsequent CEQA review that addresses changes to the project is required to provide only the information necessary to make the previous EIR adequate for the project as revised. It is not required to reconsider the analysis in the prior EIR (*California Coastkeeper Alliance v. State Lands*

Commission (2021) 64 CalApp.5th 36, 58). The project impacts reviewed in the prior EIR are properly treated as part of the environmental baseline in a subsequent or supplemental EIR (*Sierra Club v. City of Orange* (2008) 163 Cal.App.4th 523, 542). The prior CEQA review for a project cannot be attacked in a case challenging the adequacy of a subsequent or supplemental EIR that is prepared to address changes to the project.

A2-6 The City's proposed Official Land Use Map in the Policy Plan identifies utility easements with an Open Space – Non-Recreational land use designation. An easement for Southern California Edison high voltage (500-kV) transmission lines runs through the properties that contain the City of Chino Eastside Water Treatment Facility (Chino EWTF). Such easements must remain clear of obstruction to ensure free access to and the operation and maintenance of the transmission lines. Accordingly, this portion of the parcels referenced in the comment are appropriately designated as nonrecreational open space. While open space facilities, such as unprogrammed grass areas, trails, or bikeways can be developed on these easements, the City of Ontario does not intend for the easement to support active open space, such as parklands, trails, or bikeways south of Shaefer Avenue (the parcels that contain the Chino EWTF are south of Schaefer Avenue), as shown on the City's proposed map of multipurpose trails and bikeways (TOP 2050 Figure M-02) and the proposed map of park and recreational facilities (TOP 2050 Figure PR-01).

A2-7 The Commenter is mistakenly reviewing the 2010 EIR utilities chapter and provides a comment regarding the Municipal Water District (MWD) Integrated Resources Plan (IRP) Update on page 5.17-3. TOP 2050 SEIR utilities section is Section 5.19 and not Section 5.17 and there is no discussion of MWD IRP on page 3 of the TOP 2050 SEIR utilities section.

A2-8 As stated previously, this comment refers to the 2010 EIR utilities chapter and discusses a DWR Reliability Report from 2008. There is no discussion of the DWR Reliability Report in the TOP 2050 SEIR utilities section and the long-term planning for water supply is extended to 2050 in the current utilities section.

A2-9 The Commenter references a table on page 5.17-12 that provides water demand calculations and asks for projections through 2050. Again, this table is from the previous 2010 EIR utilities chapter; the current TOP 2050 SEIR does provide water demand projections through 2050.

A2-10 The Commenter provides a comment regarding mitigation measure 17-3 from the previous 2010 EIR. This mitigation measure has been deleted from the current TOP 2050 SEIR.

A2-11 The City will continue to coordinate with the City of Chino on bike and pedestrian planning.

A2-12 The City will continue to coordinate with the City of Chino on designation of Truck Routes.

A2-13 The roadway is being widening consistent with the Master Plan of Arterial Highways which designates Merrill Avenue as #11 with a 108-foot right-of-way (ROW) width and 84-foot curb-to-curb width. This allows for at least two lanes in each direction and a center turn lane. The forecasting and capacity assessment included as Appendix K to the Draft SEIR determined four lanes are adequate to accommodate future growth. The roadway is also being designed as a truck route and designed to handle heavier loads. It should be noted that under the Senate Bill 743, vehicle miles traveled (VMT)-related metric(s) that evaluate the significance of transportation-related impacts under CEQA for development projects, land use plans, and transportation infrastructure projects are required beginning on July 1, 2020. The legislation does not preclude the application of local general plan policies, zoning codes, conditions of approval, or any other planning requirements that require evaluation of level of service (LOS), but these metrics may no longer constitute the sole basis for determining transportation impacts under CEQA. The Draft SEIR Section 5.17, *Transportation*, evaluates the VMT impacts of TOP 2050 compared to that of the Approved Project. As a result, LOS for roadway capacity and intersection delay is not utilized for evaluating impacts in the SEIR. However, TOP 2050 Mobility Element includes roadway classifications (see Figure 5.17-3, *Roadway Classification*), which are informed by the LOS Memorandum included in Appendix K of the Draft SEIR.

A2-14 Regarding Hellman Avenue, the model is a simplification of the roadway network and not all roadways are necessarily depicted in the model. Traffic volume that would be distributed to Hellman Avenue is otherwise distributed to nearby roadways, which are shown to operate at acceptable levels of service. This aggregation of minor roadways has no bearing on the SEIR's conclusions.

The magenta line drawn on the Commenter's map and reference to it as a "roadway" shown in the model roadway network is incorrect. The line highlighted in magenta is a 'centroid connector'. This connector indicates all of the local roadways and driveways that would access Merrill Avenue from the traffic analysis zone (TAZ) and is not meant to represent a roadway through the airport.

The Commenter is correct. The model incorrectly shows one westbound lane under future conditions. However, this lower capacity does not result in a shift in traffic to adjacent roadways as there is adequate capacity to handle the forecast traffic volumes. Therefore, this error does not alter findings or conclusions.

A2-15 The comment regarding the increase in land designated as Industrial and Business Park associated with TOP 2050 compared to the current TOP is noted.

2. Response to Comments

The *City of Ontario Resolution Adopting Vehicle Miles Traveled Thresholds* were adopted in June 2020. The City's guidelines require use of the San Bernardino Traffic Analysis Model (SBTAM) to evaluate how a proposed project changes VMT in the City of Ontario.

It is important to note that the Governor's Office of Planning and Research (OPR) VMT Guidelines[1], shifts the CEQA transportation metrics to promote outcomes that reduce reliance on automobile travel. Neither the Technical Advisory nor CEQA Guidelines Section 15064.3(a) directly address how to analyze transportation impacts associated with changes to goods movement, which is largely carried out by heavy-duty trucks. CEQA Guidelines Section 15064.3(a) specifies that VMT to be analyzed is defined as the amount and distance of *automobile* travel (emphasis added) attributable to a project. The term 'automobile' refers to on-road *passenger vehicles, specifically cars and light trucks* (emphasis added).[2] SB 743 is not intended to require the inclusion of heavy-duty truck trips, utility vehicles, or other types of vehicles in the VMT analysis.[3] In the case of trucks (other than light trucks), based on CARB's 2017 Scoping Plan, the state's primary strategy for the goods movement sector is not in VMT reduction, but in advances in technology (zero-emissions [ZE] and near-zero-emissions [NZE] control strategies).[4] This is consistent with observations that transportation demand management strategies (TDM) for VMT reductions identified by the San Bernardino County Transportation Authority (SBCTA) and the California Air Pollution Control Officer's Association (CAPOCA) do not apply to truck VMT. However, the City's VMT threshold conservatively includes VMT from both passenger vehicles and trucks under the origin-destination (OD) criteria.

The VMT methodology is described on page 6 of VMT Memorandum (see Appendix J to the Draft SEIR). The City of Ontario's VMT threshold for the General Plan under Project analysis states that "A significant impact would occur if the project VMT/SP[5] (for the land use plan) exceeds the Citywide average for Service Population under General Plan Buildout Conditions." VMT/SP means all VMT generated by all trips that either begin or end in Ontario, including trucks, divided by the City's service population, which consists of all people living and/or working in Ontario.

1 Governor's Office of Planning and Research. 2018, December. Technical Advisory on Evaluating Transportation Impacts in CEQA. https://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf

2 Governor's Office of Planning and Research. 2018, December. Technical Advisory on Evaluating Transportation Impacts in CEQA, https://www.opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf

3 PlaceWorks coordinated with staff at OPR on January 12, 2021 to confirm how to address heavy-duty freight VMT in CEQA documents. OPR staff identified that the intent of SB 743 was to address passenger vehicle VMT impact and not freight VMT, as cited under CEQA Guidelines Section 15064.3(a). Therefore, lead agencies could exclude freight VMT from transportation VMT impact analyses under CEQA.

4 California Air Resources Board. 2017, November. California's 2017 Climate Change Scoping Plan: The Strategy for Achieving California's 2030 Greenhouse Gas Target, https://ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/scoping_plan_2017.pdf

5 Service Population (SP)

Under the Project-level VMT significance threshold, the proposed Plan reduces VMT/SP as compared to the current Plan. The City's cumulative VMT threshold for the General Plan analysis states that "A significant impact would occur if the project caused total daily VMT within the City to be higher than the no project alternative under cumulative conditions." Compared to the Approved Project, the Proposed Plan is adding capacity for 25,399 residential units and 1,092,508 square feet of nonresidential square footage. This includes additional capacity for 5,189,888 square feet of Business Park (BP) and 8,099,949 square feet of Industrial (IND), and reduced capacity for 8,990,532 square feet of Mixed Use (MU) and 3,206,797 square feet of Commercial and Hospitality (NC, GC, OC, and HOS), which results in an absolute increase in VMT.

However, as demonstrated by the reduction in VMT/SP, this increase in residents and jobs results in less VMT per person. The Proposed Project increases both housing and jobs, pursuant to the Southern California Association of Government's (SCAG) Sustainable Communities Strategy (SCS) of maintaining and improving the jobs/housing balance. The Proposed Project demonstrates that it accomplishes this goal because the VMT per resident and per employee decreases as compared to the current TOP.

Furthermore, the SEIR consider emissions from freight and freight-related VMT in emissions modeling conducted for TOP 2050 included in Section 5.3, *Air Quality*, and Section 5.8, *Greenhouse Gas Emissions*. For example, modeling in Appendix C provides a breakdown of daily VMT for passenger vehicles, light-heavy duty trucks, medium-heavy duty truck, and heavy-heavy duty truck emission (see page C-17) as well as emissions by vehicle type (see page C-18 through C-25). Therefore, the SEIR considers the impacts associated with the increase in land designated for Industrial and Business Park. Despite the increase in truck VMT, Table 5.3-10, *City of Ontario Regional Criteria Air Pollutant Emissions Forecast*, shows that NOx and particulate matter (PM_{10} and $PM_{2.5}$) would decrease compared to the Approved Project. Only volatile organic compounds (VOCs) would increase compared to the Approved Project and the vast majority of those emissions would be associated with an increase in consumer product use. As identified in Section 5.3, *Air Quality*, this was identified as a significant unavoidable impact of TOP 2050.

A2-16 Section 3.4.2.3, *Areas of Change*, in the Draft SEIR, provides a detailed description of the land use changes of TOP 2050 compared to the current TOP. Figure 3-6, *Areas of Change*, in the Draft SEIR also provides the location of the focused land use changes. As identified in this section, the majority of changes are concentrated in four growth areas and the Ontario Ranch.

A2-17 See response to Comment A2-16. The reduction in Industrial development would primarily occur in the four growth areas. At the request of the Commenter, a new Figure 7-1, *Reduced Industrial Alternative Parcels*, has been incorporated into the SEIR (see Chapter 3, *Revisions to the Draft EIR*, and Appendix A, *Revised Draft SEIR Figures*).

2. Response to Comments

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2.4 RESIDENT AND ORGANIZATION COMMENTS

LETTER R1 – Critical Action and Social Advocacy (CASA) Pitzer (1 page)

From: CASA Pitzer <casapitzer@gmail.com>
Sent: Wednesday, June 15, 2022 2:29 PM
To: Thomas Grahn <TGrahn@ontarioca.gov>
Subject: Public Comment on Ontario General Plan

1. Our community organization is Critical Action and Social Advocacy (CASA [pitzer.edu]) Pitzer and we are based out of Ontario. This is a notification that we, along with a number of individuals, community leaders, community organizations, and environmental groups are opposed to the Planning Commission's approval of the TOP2050 General Plan.

2. On behalf of the residents and citizens of the Ontario community, I request that you take action to deny the approval of the TOP2050 General Plan. The General Plan proposes the rezoning of Agricultural land to Housing, Industrial and Commercial projects based on the findings of the Draft Supplemental Environmental Impact Report (SEIR). R1-1

3. These findings from the Draft SEIR examines the potential environmental impacts as a result of this project which includes the following: Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities.

4. This project will have significant and unavoidable impacts pertaining to violations of laws on the Federal, State and local levels which includes: R1-2

5.1-1 TOP2050 would not alter scenic vistas - which is not true as many of our homes are now being blocked by large warehouse walls we can not see over or past any distance.

5.2-2 Would not conflict with existing zoning for agricultural use, or Williamson Act contract. This is also not true as All agricultural land was rezoned to industrial or housing in Violation of the Williamson Act, Prop 70 and in violation of 65302(h)(1)(A) Access to food; creating a food desert. R1-3

5.3-1 additional population growth & associated emissions would exceed South Coast AQMD's AQMP. R1-4

5.3-3 would generate long term emissions in excess of South Coast AQMD's threshold criteria & cumulatively contribute to the South Coast Air Basin's nonattainment designations. R1-5

5.3-4 Operation of industrial and warehousing land uses would expose sensitive receptors to substantial toxic air contaminant concentrations. R1-6

5. In order to be able to make sensible decisions which include participation of Ontario community organizations,residents,and citizens, we call on you to support the delay of the approval of the TOP2050 General Plan. This is the most critical issue that the voters will address in the Ontario City Council Elections in November 2022. Your decision to delay the approval of the TOP2050 General Plan will be the first step towards protecting Ontario Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities, as well as, the health and quality of life of Ontario residents. R1-7

2. Response to Comments

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R1. Response to Comments from Critical Action and Social Advocacy (CASA) Pitzer, dated June 15, 2022.

R1-1 Responses to the Critical Action and Social Advocacy (CASA) Pitzer's comments are addressed in response to Comments R1-2 through R1-6 below.

R1-2 See Section 2.2, *Summary of General Responses*, and Section 2.2.1, *Scenic Vistas*. Development within the low-lying areas of Ontario would not have the potential to alter scenic views provided by the backdrop of the San Gabriel Mountains as the peaks rise to 7,000 feet above mean sea level. Additionally, future development under the Proposed Project would still be required to adhere to the City's Development Code. Finally, the Commenter's concerns regarding existing conditions do not constitute as substantial evidence of a potential environmental impact of TOP 2050.

R1-3 See Section 2.2, *Summary of General Responses*, Section 2.2.2, *Nonrenewal of Williamson Act Contracts*, and Section 2.2.3, *Environmental Justice Policies*. Buildout of the Proposed Project, like the Approved Project, would most likely require the cancellation or nonrenewal of current Williamson Act contracts. However, because buildout of the Approved Project would have resulted in the cancellation or nonrenewal of Williamson Act contracts, the Proposed Project would not result in further impacts to Williamson Act lands. Further, the comment does not concern TOP 2050, but rather TOP 2010, which is not under consideration here. TOP 2010 was reviewed in the prior EIR and is properly treated as part of the environmental baseline in the SEIR (*Sierra Club v. City of Orange* (2008) 163 Cal.App.4th 523, 542). It should also be noted that environmental justice is not a CEQA topic, as social/economic issues are not environmental impacts under CEQA.

R1-4 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R1-5 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R1-6 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Cumulative health risk associated with buildout of TOP 2050 was identified as a significant unavoidable impact of the Proposed Project.

R1-7 Responses to CASA Pitzer's comments are addressed in response to Comments R1-2 through R1-6 above. The Commenter's opposition to TOP 2050 has been forwarded to the decision-makers for their review and consideration.

2. Response to Comments

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LETTER R2 – Inland Equity Partnership (1 page)

INLAND EQUITY PARTNERSHIP

Inland Equity Partnership is writing on behalf of a coalition of organizations representing the policy, academic, environmental, business, social justice, and affordable housing communities. Inland Equity Partnership is an anti-poverty advocacy coalition who has identified health care and housing as the two primary drivers of poverty. One of our areas of focus is to preserve affordable housing for low income persons living in Riverside and San Bernardino Counties. The Draft TOP2050 General Plan contains deficiencies. R2-1

The General Plan proposes the rezoning of Agricultural land to Housing, Industrial and Commercial projects based on the findings of the Draft Supplemental Environmental Impact Report (SEIR). TOP2050 will have significant and unavoidable impacts: R2-2

5.1-1 TOP2050 would not alter scenic vistas - which is not true as many of our homes are now being blocked by large warehouse walls we can not see over or past any distance.

5.2-2 Would not conflict with existing zoning for agricultural use, or Williamson Act contract. This is also not true as All agricultural land was rezoned to industrial or housing in Violation of the Williamson Act R2-3

5.3-4 Operation of industrial and warehousing land uses would expose sensitive receptors to substantial toxic air contaminant concentrations. R2-4

5. In order to be able to make sensible decisions which include participation of Ontario community organizations, residents,and citizens, we call on you to support the delay of the approval of the TOP2050 General Plan. Your decision to delay the approval of the TOP2050 General Plan will be the first step towards protecting Ontario Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities, as well as, the health and quality of life of Ontario residents. R2-5

Further, without the adoption of a compliant housing element and the needed policy changes to bring the city into compliance with state law, the City of Ontario is losing local control of the development of housing in the city. Inland Equity Partnership is urging the city to delay the draft of the TOP2050 plan until it completes a compliant housing element.

If you have any questions or would like to discuss our comments, please contact Maribel Nunez at (562) 569-4051 or maribel@inlandequitypartnership.org

2. Response to Comments

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R2. Response to Comments from Maribel Nunez, Inland Equity Partnership, dated June 23, 2022.

R2-1 Responses to Inland Equity Partnership's comments are addressed in response to Comments R2-2 through R2-4 below.

R2-2 See Section 2.2, *Summary of General Responses*, and Section 2.2.1, *Scenic Vistas*. Development within the low-lying areas of Ontario would not have the potential to alter scenic views provided by the backdrop of the San Gabriel Mountains as the peaks rise to 7,000 feet above mean sea level. Additionally, future development under the Proposed Project would still be required to adhere to the City's Development Code. Finally, the Commenter's concerns regarding existing conditions do not constitute substantial evidence of a potential environmental impact of TOP 2050.

R2-3 See Section 2.2, *Summary of General Responses*, and Section 2.2.2, *Nonrenewal of Williamson Act Contracts*. Buildout of the Proposed Project, like the Approved Project, would most likely require the cancellation or nonrenewal of current Williamson Act contracts. However, because buildout of the Approved Project would have resulted in the cancellation or nonrenewal of Williamson Act contracts, the Proposed Project would not result in further impacts to Williamson Act lands. Further, the comment does not concern TOP 2050, but rather TOP 2010, which is not under consideration here. TOP 2010 was reviewed in the prior EIR and is properly treated as part of the environmental baseline in the SEIR (Sierra Club v. City of Orange (2008) 163 Cal.App.4th 523, 542).

R2-4 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R2-5 The Housing Element is required to be updated on an eight-year cycle, as established by the State of California. The City's 6th cycle (2021-2029) Housing Element Update was recently adopted on March 1, 2022. Responses to Inland Equity Partnership's comments are addressed in response to Comments R2-2 through R2-4 above.

2. Response to Comments

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LETTER R3 – Susan A. Philips, Professor of Environmental Analysis, Robert Redford Conservancy at Pitzer College; Randy Bekendam, Executive Director, Southern California Agricultural Land Foundation; Ana Gonzales, Director, Center for Community Action and Environmental Justice; Anthony Noriega, Director, District 5, League of United Latin American Citizens (LULAC) de Inland Empire; and Kim Floyd, Conservation Chair, Sierra Club San Gorgonio Chapter (15 pages)

Robert Redford CONSERVANCY
for Southern California Sustainability
PITZER COLLEGE

LEAGUE of UNITED LATIN AMERICAN CITIZENS

SIERRA CLUB
SAN GORGONIO

CCAEJ

June 23, 2022

Dear Kimberly Ruddins,

Comment to City of Ontario re: General Plan and CCAP Supplement

We begin by requesting additional time for the DEIR comments and public discussion of the Supplemental General Plan and the Community Climate Action Plan. Ontario is undergoing an unprecedented amount of change. The shift to elections by district and accompanying redistricting process have converged with TOP 2050 process and accompanying Community Climate Action Plan, and all of these have converged with the pandemic. The combination of the pandemic environment, potential shifts within Council, and these key planning matters with summer deadlines, threatens to compromise meaningful community engagement and the integrity of these processes, as well as creating a sense of overwhelm for residents and City staff. This time of instability within the City's landscape and structure is a challenging moment in which to co-locate such complex planning and governance processes. We therefore request the following: R3-1

- **One additional year** to read, process, meet about, interpret, and respond to the DEIR and CCAP documents, in order to separate them in Ontario's calendar from the redistricting process. This will increase the likelihood of more democratic engagement with the General Plan.
- **A separation of between 3-6 months** between the Community Climate Action Plan and the General Plan supplement. Though interlinked, these are two separate and lengthy documents. To expect residents and community members to tackle both at the same time compromises Ontario's values of community-based deliberation and engagement.

2. Response to Comments

Though they exist in tandem, each of these documents is substantial and would benefit from separate deliberation.

- **A separation of between 3-6 months** between the redistricting process and the General Plan and CCAP deliberations. R3-1 cont.

More time will also allow the City of Ontario to include a more robust engagement with the environmental justice element (described below), which is critical to the success of Ontario's future planning.

Prior to adequate environmental justice engagement, we request **a halt to approvals for all industrial development** projects for a period of one year, until emissions and GHG numbers have been recalculated (see request below) and planning processes are completed with an EJ element in a robustly democratic, and temporally separate, manner.

Ontario residents have expressed repeated surprise and dismay regarding the greenlighting of industrial projects adjacent their neighborhoods since the pandemic began. Ontario's landscape is changing at an unprecedented rate, particularly within South Ontario. Ontario communities have been distracted by health, social, and economic challenges and thus need time to catch up. Adding more time to the calendar in order to treat these issues separately will ensure that greater community participation and democratic decision-making accompanies these processes. R3-2

Aside from timing, several additional factors are of concern with the DEIR and CCAP. We review them below.

CCAP

The CCAP excludes heavy duty trucks that travel to Ontario's warehouses within its local GHG emissions. We understand that you are using the United States Community Protocol for this analysis and encourage you to contribute a larger portion of the document to the Global Protocol for Cities. Ontario's key role in the global economy has been intentional, and truck, air, and train traffic that increase GHG and pollutants emissions need to be weighed more heavily. R3-3

According to your CCAP storymap, "Emissions from fuel use at major industrial facilities are permitted by state and regional air quality authorities. Stationary source emissions are informational and are not included in the community total." It is unclear to us whether the City is considering warehouses as stationary source infrastructure, and we note that warehouse infrastructure has been intentionally created and approved by the City over a period of decades. The City is therefore responsible for the consequences of that municipal decision-making. Due its significant, and intentional, role within the global economy, Ontario should claim responsibility for major and growing warehouse clusters that will contribute thousands of additional HDDT trips per day. According to the Global Protocol, cited in the CCAP, "The first step for cities to R3-4

realize their potential is to identify and measure where their emissions come from -- you can't cut what you don't count." R3-4 cont.

It is of critical importance to create control measures for warehouse growth and associated HDDT within the CCAP and TOP 2050.

We therefore request the following:

- **The addition of control measures for industrial development and accompanying HDDT VMT.**
- **A more thorough review of industrial uses numbers, and in particular warehouse and logistics clusters, within the TOP and Climate Action Plan.** R3-5

There are always two pieces of any emissions reduction strategy when calculating an emissions inventory:

1. Cleaner technology (i.e., emissions rate)
2. Emissions activity (i.e., emissions growth management measures)

Intrinsically, emissions can be reduced by reducing the rate of emissions per activity or by reducing the activity generating the activity, or any combination. The City of Ontario does an admirable job of outlining technologies, smart growth patterns, active transportation corridors, and so on, which reduce the emissions rate. The incentives and emissions reductions from the introduction of these programs will help to achieve emissions reductions over the course of TOP. R3-6

However, such community based solutions and zero emissions technologies are only half of the puzzle. Programs that aim to reduce industrial emissions activity do not appear to be part of any of the proposed TOP or CCAP. None of the strategies listed in Table ES-4 List of 2022 CCAP GHG Reduction Strategies include a control measure for logistics growth.

The impact of the logistics infrastructure within the City of Ontario needs to be addressed as a specific category: this includes the airport, freight train, and warehouse logistics activity clusters that Ontario continues to build out at an unprecedented rate. R3-7

According to the WarehouseCITY tool (https://radicalresearch.shinyapps.io/WarehouseCITY), there are ~592 warehouses (likely an undercount due to inaccuracies within the assessor's labeling) with 120M sq. ft. and 80k truck trips. This is shown below in Figure 1. R3-8

2. Response to Comments

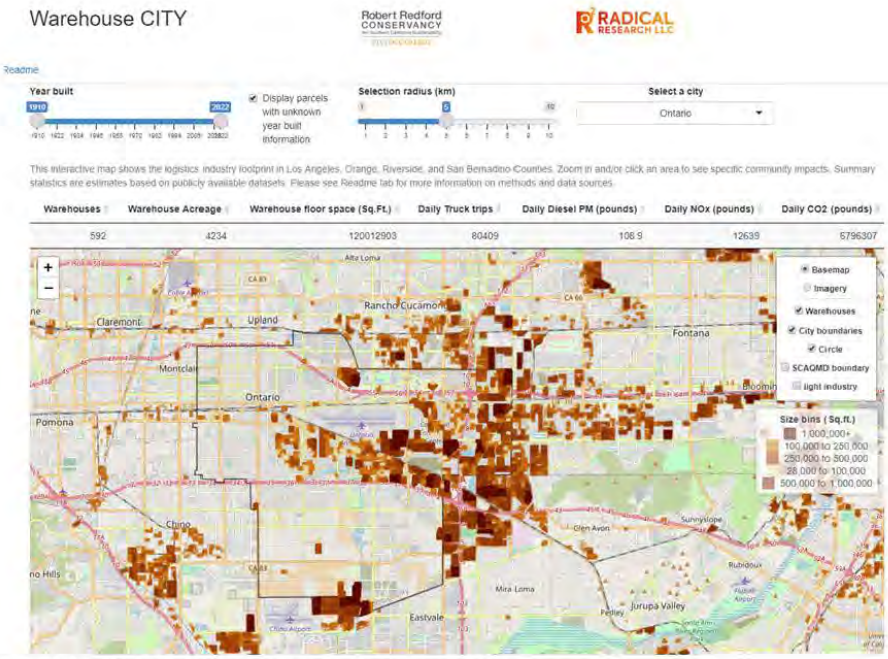


Figure 1 – Warehouses in Ontario in Warehouse CITY alpha v1.0.5

We note that the square footage of warehouses has doubled since 2008, which means that the associated diesel VMT has also doubled, resulting in double the GHG emissions from this emissions category. Table 1 of the CCAP shows a combined 19% decrease in light-duty vehicles and a 25% increase in heavy-duty vehicles to get the -9% reductions, based on an emissions factor analysis per mile that is weighted heavily towards light-duty vehicles. Table 2 shows a 9% increase in VMT (1.96B to 2.15B), whereas Table 5 suggests that 2008 and 2019 heavy-duty VMT changed by only 2% from 2008-2019 and went down by 25% in 2016. Based on the forms of data to which we have access, these outcomes seem unlikely. In addition to the WarehouseCITY tool, CalTrans truck traffic volumes at key Ontario intersections along the 60 FWY demonstrate steady increases in HDDT VMT until 2020, when the pandemic disrupted supply chain patterns as shown in Figure 2 below.

R3-8 cont.

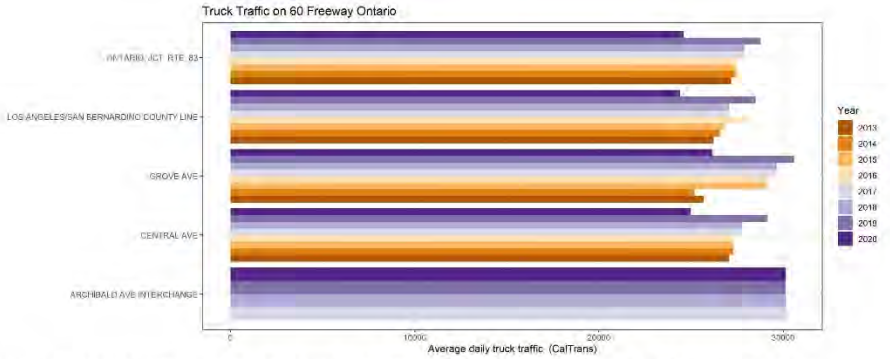


Figure 2. Truck traffic counts along the 60 Freeway from 2013-2020. Data accessed from CalTrans at https://dot.ca.gov/programs/traffic-operations/census

If we restrict the WarehouseCITY map to warehouses built from 2008 - 2019, we note an additional 249 warehouses (50M sq.ft.), and an additional ~33.8k truck trips daily. The tool estimates that truck trips went up 88%, not the 2% claimed by the City. As a result of the discrepancy in diesel VMT estimates, we believe the City GHG estimates are underestimated and incorrectly miss the growth in MTCO2e due to increased warehouse land-use. Our tool suggests that $MTCO_2e$ from trucks associated with new warehouses is 2,857,003 CO_2 pounds daily, 365 days/2000 lbs. This equals ~0.52 $MTCO_2e$ growth from freight. This is reasonably consistent with your Table 5 estimate of 0.74 $MTCO_2e$ in 2008 and our 88% increases. In other words, the rate should go from 0.74 $MTCO_2e$ in 2006 to 1.27 MTCO2e in 2019 due to the increased HDV traffic, which mostly offsets declining light-duty vehicle emissions over the same time period. This leads to a 2% increase in transportation emissions, rather than a 13% decline.

R3-8 cont.

Our cumulative impact tool shows that the current rate of GHG emissions associated with Ontario warehouses is in excess of 6.75 million pounds of CO_2 per day, given an assumed HDDT VMT of 25 miles per day. According to current standards, the social cost of carbon is $51 per ton. This calculation was developed to provide guidance for federal clean air policy. This number is based on older mathematical models and there is wide agreement that it is a radical underestimation of carbon's true cost. Utilizing the $51 standard, the annual estimated cost of carbon stemming from Ontario's warehouse infrastructure already exceeds $63 million per year. This number will grow by 3.8% per year if warehouse VMT follows current growth projections. There is no indication here of a decreasing or flat trend in truck VMT. Clearly, this has had significant consequences in terms of pollution and GHGs, as well as traffic, noise, safety, and congestion.

In terms of GHGs, our tool estimates that **Ontario warehouses have increased CO_2 emissions by approximately 1.27 $MTCO_{2e}$ per year**.

2. Response to Comments

It is essential that Ontario consider the benefits of minimizing or halting the further growth of logistics infrastructure to reduce both carbon and pollutant detriments. Ontario already has an outsized logistics-based footprint. Despite the perceived benefits that this infrastructure brings, the costs remain high. Halting emissions growth of logistics based industrial development is the cheapest way to reduce projected GHGs as well as criteria pollutants.

- **We request that the numbers of pollution emissions and GHGs be redone to account for logistics infrastructure and that Ontario analyze its TOP and CCAP based on the new numbers that result from that calculation.**
- **We request that automobile VMT and freight VMT be separated out within the body of the CCAP and TOP.** R3-9
- **2020 should be excluded from any cumulative calculation of VMT.**
- **Ontario should recalculate and account for the social cost of carbon emissions associated with its warehouse infrastructure.**
- **Analyze the logistics sector and projected warehouse growth through an environmental justice lens.**

Current numbers give an inflated impression of the health of the City. For example, page 10 of CCAP Background (page 32 of the document) cites California Enviroscreen Data indicating that all neighborhoods are in the 50th percentile but then only a vague reference that some kinds of pollutants are "higher" and clustered in poorer neighborhoods. It is important to cite the actual numbers here, which are in the high 90s, and to create mitigation measures for this exposure. The CCAP currently minimizes the environmental justice impact of logistics as well as indicating that it is unavoidable; this minimizes the contribution of logistics to GHG and pollutants and absolves the City of responsibility for that decision-making. Recalculation will likely demonstrate offsets to gains in other areas, and compromise the achievement of Ontario's goals of sustainability and resilience. R3-10

Additional Traffic Issues

We understand that the San Bernardino Traffic Analysis Model (SBTAM) was utilized for TOP 2050 but we note the lack of an independent traffic analysis specifically for the City of Ontario. We are concerned that not to do so leaves analysis and decision making in the hands of private entities (developers and environmental consultants) associated with specific projects rather than the general plan as a whole. This ceding of the City's proper authority is problematic. It fundamentally removes the public voice from the planning process that comes from concerted outreach associated with the General Plan, the breadth of which envelopes a much broader scope than any one individual siting decision. R3-11

We request a traffic analysis, particularly regarding logistics and including mitigation suggestions.

We request more information on the specific measures:

- M1-2: Mitigation of Impacts. We require development to mitigate its traffic impacts.
- M1-6: Reduce Vehicle Miles Traveled. We will strive to reduce VMT through a combination of land use, transportation projects, travel demand management strategies, and other trip reduction measures in coordination with development projects and public capital improvement projects.
- M4-2: Regional Planning. We work with regional and subregional transportation agencies and adjacent cities to plan and implement goods movement strategies, including those regional truck routes, plans and projects that improve mobility, deliver support the efficient movement of goods efficiently, and minimize negative environmental impacts.
- M4-4: Environmental Considerations. We support both local and regional efforts to reduce/eliminate the negative environmental impacts of goods movement through the planning and implementation of truck routing and the development of a plan to evaluate the future needs of clean fueling/recharging and electrified truck parking.
- M4-5: Air Cargo. We support and promote an LAONT that accommodates 1.6 million tons of cargo per year as long as the impacts associated with that level of operations are planned for and mitigated.
- M5-2: Land Use Compatibility with Regional Transportation Facilities. We work with LAWA ONT, railroads, Caltrans, SANBAG SBCTA, and other transportation agencies to minimize impacts.

We request that a traffic analysis be included, and that the 2020 pandemic numbers be excluded from this traffic analysis.

R3-12

One of the most troubling aspects of TOP 2050 is Impact 5.17-2: "Because the VMT impact is citywide, mitigation measures to reduce VMT would need to focus on changing or improving the citywide travel patterns, transportation network, or infrastructure. Given the uncertainty of the effectiveness of implementing these types of mitigation measures at a citywide level and of their effectiveness at reducing citywide VMT, these measure are not considered feasible for TOP 2050."

The uncertainty of mitigation measures in the face of citywide VMT impacts is not a reason to claim infeasibility. In fact the opposite is true–uncertainty creates an even more pressing

R3-13

2. Response to Comments

imperative to act in the interest of the common good of Ontario residents, particularly for EJ communities.

We request that the City of Ontario develop specific measures, including limits on industrial HDDT VMT, limits on industrial construction, downsized development plans, and other measures to mitigate this increase in VMT, particularly of HDDT. R3-13 cont.

Lack of inclusion of an Environmental Justice Element

Ontario adopted its Environmental Justice Element in early 2022. It is not possible to find consistency or robust engagement with EJ principles as required by Planning and Zoning Law within the TOP or CCAP document. While we understand that the EJ element is not required to be its own section, we see little evidence of meaningful engagement with EJ principles in the TOP 2050 or in the CCAP.

For example, TOP 2050 does not make mention of SB 1000 the State's Environmental Justice Local Land Use planning. A history of poor and discriminatory land use practices has put the majority of polluting industries in the backyards of the most vulnerable local communities, directly next to homes and schools. The DEIR and CCAP both state that its focus would be on technical updates that conform to the policy plan and State laws related to environmental justice but lack consistency. Per SB 1000, "The bill would also require the environmental justice element, or related environmental justice goals, policies, and objectives integrated in other elements, to identify objectives and policies to reduce the unique or compounded health risks in disadvantaged communities, as specified, identify objectives and policies to promote civil engagement in the public decision making process, and identify objectives and policies that prioritize improvements and programs that address the needs of disadvantaged communities." R3-14

TOP 2050 mentions EJ but lacks true genuine EJ elements. The Ontario Plan does not demonstrate what mitigation efforts will take place to minimize health risks to disadvantaged communities. In fact, it mentions that emissions from construction and operation are "UNAVOIDABLE cumulative health risks", per AQMP:

"Buildout of the proposed land use plan associated with TOP 2050 could contribute to an increase in frequency or severity of air quality violations and delay attainment of the AAQS or interim emission reductions in the AQMP, and emissions generated from buildout would result in a significant air quality impact. Therefore, like the Approved Project, the Proposed Project would be inconsistent with the AQMP. As identified in Impact 5.3-3, the Proposed Project would result in a substantial increase in VOC compared to the Approved Project. Therefore, TOP 2050 would result in a substantial increase in magnitude of impacts compared to the Proposed Project." R3-15

According to the SCAQMD's MATES tool, all Ontario zip codes are in the top 90+% of cancer risk, largely as a result of their proximity to many of the busiest heavy-duty truck routes in the

state. Additionally, California Enviroscreen data place Ontario in the high 90th percentile (up to 99%) in pollution levels, as stated above. R3-15 cont.

In addition to the late adoption of the Environmental Justice Element, we are concerned that the community process related to the TOP/CCAP has taken place during the pandemic. We therefore request

- **A delay of one additional year, as stated above, so that the City can further incorporate EJ element into the TOP/CCAP**
- **A delay of one additional year, as stated above, so that the City can engage in more robust community outreach regarding its EJ elements within the CCAP and TOP;**
- **The inclusion of a breakout environmental justice element or clear demarcations of EJ-relevant analysis within the existing sections of the TOP and CCAP.**
- **Changes to CCAP as stated above (control measures for industrial development)**
- **A redesign of the General Plan to maximize green buffers between housing and commercial/industrial developments**
- **No more construction of warehouses near residential developments**
- **Truck routes that avoid residential communities**

R3-16

As measured against the AG's example linked above, Ontario's EJ element needs additional development. The City of Ontario clearly requires extra time for analyzing the additional elements of the plan through EJ principles.

Climate Concerns: Further Consideration of Nature-Based Solutions

In the twelve years since the 2010 General Plan, the exigencies of climate change have begun to hit us at an unprecedented rate. There has been a great deal of research and action, globally, nationally, and at the state-level, regarding the value of nature-based solutions to climate change. We are happy to see an accounting of that within the Land Sequestration section on p 39. We commend the City on its tree plan for the Euclid median and for the thousand trees planted since 2019. **We request that the City conduct a shade equity tree analysis in the neighborhoods south of Holt.** We would like to see two additional things: R3-17

1) An accounting of GHGs in the TOP build out and conversion of all farmland to developed land
2) An accounting of GHGs within the TOP with a significant area ~300 acres (described below) reserved for regenerative agriculture that will act as a carbon sink to offset additional emissions associated with development

R3-18

2. Response to Comments

Predicted drought, increased heat, increased wind and other extreme weather events, supply chain disruptions, economic instability, unprecedented loss of biodiversity, and food shortages will begin to challenge our collective survival within the next 5-10 years. The beginning presence of all these factors has already been felt. The windstorm of last January is just one example of this.

R3-18 cont.

In order for Ontario to be the most effective city, it can be in creating a healthy airshed and prioritizing the needs of EJ communities and all its residents, prioritizing nature-based solutions to offset Ontario's massive logistics footprint within the TOP 2050 is critical.

We are happy that the CCAP involves the mention of natural and working lands in the form of tree planting, urban greenspace, and the Great Park, but we would like to see strategies associated with this component in the TOP–and particularly the inclusion of prime farmland. Ontario's massive footprint could begin to be offset by maximizing the green benefit, food production, biodiversity conservation, and carbon sequestration potential of the "donut hole." **TOP 2050 should include provisions for carbon sequestration in open and working lands as well as urban tree planting.** Two major land-based assets distinguish Ontario from nearby cities: Ontario's enviable tree canopy along the Euclid median and the amount of open farmland left in South Ontario. Just as trees and the historic Euclid median are treated as a heritage landscape that contributes to community health, the former agriculture preserve–much of which remains intact–could be strategically reenvisioned to increase community and environmental health and to begin to offset logistics-related omissions.

R3-19

R3-20

We request that you create alternate plans for open and working lands within the TOP, including agriculture, that are appropriate to Ontario's landscape.

"The CCAP projects that all agricultural land is projected to be developed with urban uses by 2050, reducing emissions from the city's agricultural sector to zero emissions in 2050." This statement excludes the potential of farmland to create clean energy through agrivoltaics and to act as a natural carbon sink that could provide carbon sequestration instead of emissions.

We request that you analyze several scenarios that weigh the carbon benefits of retaining agricultural land, particularly in the area below The Great Park.

R3-21

Sustainable agriculture, along with other open and working lands, create carbon negative/carbon sink scenarios as well as contributing to community health, water filtration, and pollution remediation. This will be particularly important as heat and drought increase. In addition, farmland can be utilized for the generation of energy, which could help to offset new strains on the grid, as well as local sources of food.

Area of Controversy: The Importance of Prime Farmland

Agriculture is such an important part of Ontario's legacy. Unlike many cities in Southern California, Ontario still has a portion of its land as agriculture and remains in productive use.

R3-22

Ontario can continue to showcase its roots as an agricultural center. In 2015, the zoning maps shows more than six square miles zoned for agriculture. Now fewer than seven years later, the Ontario Plan ignores this legacy and plans to re-zone the agricultural lands as industrial lands. Pasadena and Pomona wish they would have set aside lands to showcase their heritage and invest in their future. Ontario has the chance, as well as the chance to showcase continued links between Ontario and innovation in educational facilities, architectural innovation, and reformulated sustainable farms.

R3-22 cont.

From an economic perspective, prime farmland has tremendous value that cannot be understated. While economic benefit cannot compete with the cold, hard cash that warehouse development offers, think of the public health benefit and dollars saved through the decrease of intergenerational asthma that now runs in Ontario families, think of chronic, diet-related illnesses such as diabetes and heart disease.

Section 1.7 outlines "Areas of Controversy," noting that "In accordance with Section 15123(b)(2) of the CEQA Guidelines, the EIR summary must identify areas of controversy known to the lead agency, including issues raised by agencies and the public." We contest that statement that "**The City of Ontario has no knowledge of expressed opposition to the Proposed Project.**" Despite the outlined community process and feedback contained therein, the opposition to the loss of agricultural land to industrial development within the City of Ontario is growing. The City received over 1000 comments of opposition to the Ontario Logistics Center Specific Plan and destruction of associated farmland, along with comments from 25 agencies in opposition to the proposed project. In addition, residents of Ontario affiliated with Ontario for Agriculture collected almost 2000 signatures from Ontario residents in order to engage in an attempted ballot referendum that was meant to preserve this farmland. While this fell short of the over 8000 signatures required to successfully pass the referendum, 2000 signatures within 30 days represents a significant opposition to the loss of agricultural land. **We, therefore note that the City of Ontario needs to take into account and mitigate for this area of controversy.**

R3-23

While we know that all farmland has already been rezoned to residential (and industrial/commercial), some of the rezoned land includes Prop 70 land and Williamson Act Land.: "Impact 5.2-1. The Proposed Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance in the City of Ontario to non-agricultural use. Less than significant The City of Ontario's land use plan no longer designates agricultural land uses in the City. No mitigation measures are required. Less than significant Impact 5.2-2. The Proposed Project would not conflict with existing zoning for agricultural use, or a Williamson Act contract. Less than significant The City of Ontario's land use plan no longer designates agricultural land uses in the City. No mitigation measures are required. Less than significant." We disagree that no mitigation is required, both because Prop 70 land is planned for development in TOP 2050 and because of the intrinsic importance not just of farmland preservation but of farmland transformation.

R3-24

The value of open and working lands is only now being realized as we face the climate crisis head on. Ontario could become a leader in California's Nature's Based Solution to fight climate

2. Response to Comments

change and conserve biodiversity. In October 2020, Governor Newsom signed an Executive Order N-80-20 committing California to conserving 30% of land by 2030. The 30x30 plan is an international, national, and state-wide movement to establish a current baseline for conserved areas—including farmland—as a nature-based solution to climate change.

The proposed conversion of working lands to development and in particular industrial uses within TOP 2050 is an irreversible change that goes against Governor Newsom and CNRA's call for the state to "Expand Nature-Based Solutions." In Executive order N-82-20 Governor Newsom calls for protecting working lands as climate-smart solutions to worsening climate change.

R3-24 cont.

According to the California Department of Conservation, this TOP represents a permanent decrease in the amount of farmland in the state of California. Development on all prime farmland is an unwise decision when climate-related disasters disrupt the supply chain, when predicted climate-related food shortages threaten the well-being of thousands in our already food insecure region, when heat and drought will strain water and energy systems to the limit, and when shrinking biodiversity threatens the very fabric of our ecosystems. We need to prioritize building health-promoting infrastructure rather than pollution promoting infrastructure, like warehouses. With poor air-quality days, days over 90 degrees, and traffic all increasing, we need to protect, preserve, and invest in green spaces and working lands that can act as regional lungs and help communities breathe more easily.

We request that Ontario's General Plan retain an Agricultural Heritage and Innovation Zone, with conservation easements for agriculture deeded in perpetuity.

We request that this Agricultural Heritage and Innovation Zone include all Prop 70 lands remaining in Ontario.

Specifically, we request the creation of at least a 350-acre Agriculture Preserve south of the great park to Eucalyptus. This farmland preserve area could include some low- and possibly medium-density housing.

R3-25

This zone would go from the southern border of the Great Park to the North, from Sultana to the West, to the Cucamonga Creek wash, which is a prominent natural boundary, to the East. The zone could incorporate low-medium density housing and includes appropriate uses within the airport overlay zone.

The agricultural heritage and innovation zone would act as a natural and compelling buffer between residents and the warehouse district. That strip includes 40 acres of Prop 70 land and will act as an excellent neighbor to the Great Park. The General Plan should also include the remaining Prop 70 lands as part of the Agricultural Preservation Zone.

One 2004 City of Ontario Planning document provides an analysis of the historic significance of the properties and concludes that "the district is significant at the local,

R3-26

regional, and state levels" (p 65). That document suggests to "Consider purchasing one operating dairy facility or coordinating with a dairy farmer to continue to operate the facility as a hands-on research facility, living history museum, or educational facility that would be open to the public for a nominal fee" (p 70). In other words, the document provides compelling evidence for valuing this farmland as Ontario's cultural heritage, even before the current climate-induced interest in nature-based solutions have begun to elevate this profile.

There is expected to be up to $1 billion in state funding for projects that fall within the 30x30 strategy. The elimination of prime farmland, as proposed, limits Ontario's capacity to deliver a healthy quality of life to its residents and be a leader in innovating solutions. Climate-related challenges are not in our distant future. They are happening now. Power outages, extreme heat and wind events, drought, natural disasters—all of these are straining our systems beyond capacity. Increased heat, lack of water percolation, loss of biodiversity, and increased fossil fuel consumption associated with development will only exacerbate these problems. R3-26 cont.

See the 30x30 report in its entirety.

https://resources.ca.gov/-/media/CNRA-Website/Files/Initiatives/Expanding-Nature-Based-Solutions/FINAL_DesignDraft_NWL_100821_508-opt.pdf

"Climate smart cropland management can also contribute to climate resilience through:

- *Supporting resilient communities and natural systems - Agricultural lands provide food security to California, and can support climate resilience through provision of habitat, food management, pollination services, buffering against fres, and groundwater recharge.73 These outcomes benefit all Californians, and are particularly important for rural, climate-vulnerable communities*
- *Supporting resilient economies - Agriculture is a critical sector of California's economy. Climate smart cropland management promotes a resilient agricultural economy, can buffer communities from extreme heat, and provide local food sources for the future. "*

Ontario is in an enviable position vis a vis other cities due to the open land assets that it is currently slating for development. The Great Park plan is a wonderful start, but we request that the following be considered as the opposition to farmland loss within the city is growing.

While we know that Prop 70's implementation in San Bernardino County has a complex history, Prop 70 utilized approximately $20M of public money to protect farmland. It is a violation of the public trust to piggy-back on an EIR process that is also likely to facilitate rezoning of Prop 70 land in the future. The Planning and Conservation League (PCL) in 2006 wrote to request protection of and proper use for Proposition 70 funding. R3-27

CEQA Considerations for DEIR TOP R3-28

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The "policy of the state" reflected in the California Environmental Quality Act is that projects with significant environmental impacts *may not* be approved "if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects . . ." (Pub. Resources Code § 21002.) More specifically, CEQA states:

Pursuant to the policy stated in Sections 21002 and 21002.1, no public agency shall approve or carry out a project for which an environmental impact report has been certified which identifies one or more significant effects on the environment that would occur if the project is approved or carried out

> unless ...:
>
> (a). . . (3) Specific economic, legal, social, technological, or other considerations . . . make infeasible the mitigation measures or alternatives identified in the environmental impact report.
>
> (Pub. Resources Code § 21081.)
>
> It is settled law that:
>
> CEQA contains *substantive* provisions with which agencies must comply. The most important ... is the provision requiring agencies to deny approval of a project with significant adverse effects when feasible alternatives or feasible mitigation measures can substantially lessen such effects.
>
> (*Sierra Club v. Gilroy City Council* (1990) 222 Cal.App.3d 30, 41, italics added.) Indeed, in a case decided on July 7, 2006, a court analyzed the "substantive mandate" of CEQA, then set aside a college campus master plan project because there was not substantial evidence to support a college district's findings of economic and legal infeasibility of mitigation. (*County of San Diego v. Grossmont-Cuyamaca Community College* (2006) –Cal. App.--, slip opinion, pp. 18-29.)

R3-28 cont.

"Feasible" is defined as "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors." (Pub. Resources Code § 21061.1.) The definition *does not* require the agreement of the project applicant. "Each public agency shall mitigate or avoid the significant effects on the environment of projects that it carries out or approves *whenever* it is feasible to do so." (*Lincoln Place Tenants Ass'n v. City of Los Angeles* (2005) 130 Cal.App.4th 1491, 1508, emphasis added.)

TOP 2050 has impacts that can and must be mitigated. Land use and transportation have a strong influence on people's lifestyles and in promoting healthy communities as well as exposing people to significant detriments in the form of pollution emissions, traffic, noise, safety concerns, and congestion. While Ontario describes itself as a "balanced city," the amount of investment in logistics-based land uses takes up a disproportionate amount of the City's landscape. We are alarmed that the City has adopted a design that places housing next to industrial developments, and we urge the City to consider agricultural land buffers and other mitigation measures for the impacts of the plan.These are inappropriately labeled as

insignificant, but they in fact may be avoided by properly adopting mitigation measures and alternatives.

Signed,

Susan A. Phillips, Robert Redford Conservancy
Professor of Environmental Analysis

Randy Bekendam, Executive Director
Southern California Agricultural Land Foundation

Ana Gonzalez, Director
Center for Community Action and Environmental Justice

Anthony Noriega, Director
District 5, LULAC de Inland Empire

Kim Floyd, Conservation Chair
Sierra Club San Gorgonio Chapter

R3-28
cont.

2. Response to Comments

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R3. Response to Comments from Susan A. Philips, Professor of Environmental Analysis, Robert Redford Conservancy at Pitzer College; Randy Bekendam, Executive Director, Southern California Agricultural Land Foundation; Ana Gonzales, Director, Center for Community Action and Environmental Justice; Anthony Noriega, Director, District 5, LULAC de Inland Empire; and Kim Floyd, Conservation Chair, Sierra Club San Gorgonio Chapter dated June 23, 2022.

R3-1 The Commenter requests additional time for the Draft SEIR review period of TOP 2050 and the Community Climate Action Plan, as well as a separation of 3 to 6 months between the two documents. The public review period of 45 days, beginning on May 9, 2022, and ending on June 23, 2022, met CEQA's requirement of 45 days, pursuant to CEQA Guidelines Section 15105(a) for Draft EIRs submitted to the State Clearinghouse for public review by State agencies. The request for additional time for TOP 2050 and the Community Climate Action Plan (CCAP) 2022 update will be forwarded to the decision-makers for their review and consideration. Additionally, see Section 2.2.3, *Environmental Justice Policies*, for a description of the outreach conducted for TOP 2050.

R3-2 The request for an industrial/warehouse mortarium within Ontario is noted and will be forwarded to the decision-makers for their review and consideration.

See response to Comments R3-3 through R3-10 regarding emissions modeling for the CCAP and SEIR. Greenhouse gas (GHG) emissions modeling conducted for the CCAP and Draft SEIR was conducted using agency-approved protocols, including the U.S. Community Protocol and the Global Protocol. Section 5.8, *Greenhouse Gas Emissions*, of the Draft SEIR provides an accurate assessment of the existing, Approved Project, and Proposed Project GHG emissions in the City. No changes to the SEIR are warranted.

See response to Comments R3-14 through R3-16 and Section 2.2, *Summary of General Responses*, Section 2.2.3, *Environmental Justice Policies*, regarding environmental justice policies in the Policy Plan. The City has opted for an "environmental justice in all policies" approach in TOP 2050 to ensure the topic is present alongside the multitude of issues and topics that affect our residents and resources. It should also be noted that environmental justice is not a CEQA topic, as social/economic issues are not environmental impacts under CEQA.

In accordance with CEQA Guidelines Section 15163, the CEQA baseline for this SEIR is the Approved Project. The Draft SEIR evaluates the potential impacts from the change in land use designations of the current TOP compared to TOP 2050, including the increase in Industrial and Business Park designations, within Ontario Ranch and the Original Model Colony (OMC) of Ontario.

R3-3 The Commenter is incorrect that the CCAP excludes heavy-duty trucks that travel to Ontario's warehouses. The CCAP is based on transportation modeling conducted by Fehr & Peers for TOP 2050. Vehicle miles traveled (VMT) modeling is consistent with the City

of Ontario Resolution Adopting Vehicle Miles Traveled Thresholds, which was adopted in June 2020. The City's guidelines require use of the San Bernardino Traffic Analysis Model (SBTAM) to evaluate how a proposed project changes VMT in the City of Ontario. The SBTAM origin-destination (OD) modeling accounts for both passenger vehicle and truck traffic in Ontario that is generated by land uses within the City. As a result, the GHG modeling in the CCAP and Section 5.8, *Greenhouse Gas Emissions*, of the Draft SEIR accounts for emissions from both passenger vehicles and trucks generated by land uses in the City.

R3-4 The Commenter cites the CCAP storymap citation regarding industrial facilities. It should be noted that for air quality and GHG emissions modeling "industrial" sector emission specifically reference emissions that are regulated by an Air District. This is also known as permitted emissions and includes emissions sources such as boilers, emergency generators, gas stations, and other emissions from equipment that requires a permit from an Air District. Stationary source infrastructure does not include cargo handling equipment and truck idling emissions that are area source emissions, which are not directly regulated by an Air District.

The CCAP GHG emissions inventory and forecasts include warehouse/industrial mobile-source and area source emissions. Mobile source emissions from light-duty vehicles and heavy trucks associated with warehouse/industrial properties and activities are included under the on-road transportation sector emissions. Emissions from cargo handling equipment are included under the off-road equipment sector. The energy used by these facilities is included in the nonresidential energy sector emissions.

R3-5 The Commenter is requesting additional control measures for industrial development and truck VMT. See response to Comment R3-6.

See response to Comment R3-3. The Draft SEIR and CCAP include emissions from industrial/warehouse developments, including truck VMT. It should be noted that Appendix C-17 of the Draft SEIR includes a detailed accounting of light-heavy duty trucks (LHDT), medium-heavy duty trucks (MHDT), heavy-heavy duty trucks (HHDT), and passenger vehicle VMT provided by Fehr and Peers and modeling with SBTAM. The primary driver for demand for new warehouse is e-commerce. E-commerce requires three times the warehouse space to carry a wider variety of goods expected to be delivered within two days to local consumers. Warehousing that is close to consumers conserves fuel and improve efficiency, and ultimately reduces VM. The California Air Resources Board's (CARB) Mobile Source Strategy[6] outlines State strategies to reduce emissions from goods movement and trucks, this includes the Truck and Bus Regulation, Heavy-

[6] California Air Resources Board. 2020, October 28. 2020 Mobile Source Strategy. https://ww2.arb.ca.gov/sites/default/files/2021-12/2020_Mobile_Source_Strategy.pdf

Duty Omnibus Regulation, Advanced Clean Truck Regulation, and the proposed Advanced Clean Fleets Regulation.

The CCAP includes control measures for warehouse development including requiring that most new warehouses will use electricity as their sole energy source for building appliances and equipment, and that this electricity will be generated by on-site solar panels. The CCAP also considers energy efficiency retrofits, fuel switching, and on-site solar panels for some existing warehouse developments. This is in addition to state policies that are applicable to warehouse developments, including increased supplies of electricity from renewable sources and stricter building codes requiring new buildings to be constructed to meet higher energy efficiency standards. It should be noted that in the South Coast AQMD region, warehouses that are 100,000 square feet or larger are subject to South Coast AQMD's Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program (Rule 2305). Mitigation Measure AQ-1 would also ensure that new warehouse development consider additional mitigation measure that would reduce emissions below the South Coast AQMD regional significance thresholds including electric truck charging.

The Draft SEIR and CCAP considers an increase in warehousing in the City of Ontario. Emissions forecasts are based on the land use statistics included in Chapter 3, Project Description, of the Draft SEIR. The Draft SEIR considers the increase in warehousing between the current TOP and TOP 2050. Table 3-3, TOP 2050 Proposed Land Use Summary, includes a detailed summary of the nonresidential square feet and jobs for Business Park (BP) and Industrial (IND) land uses in the City. The CCAP considers the increase in emissions from existing conditions to buildout of TOP 2050.

R3-6 The SEIR is a programmatic, plan-level analysis of impacts of the City's general plan, TOP 2050. The SEIR evaluates impacts of TOP 2050 compared to the impacts associated with the current TOP in accordance with evaluates the physical environmental impacts associated with Section 15163 of the CEQA Guidelines.

It should be noted that the SEIR and CCAP evaluate emissions within the jurisdictional control of the City of Ontario. Permitted sources of emissions (i.e., emissions that are regulated under the California or Federal Clean Air Act) are outside of the City's jurisdictional control. Furthermore, such sources are subject to increasingly stringent emissions reductions programs outline in the South Coast Air Quality Management District's Air Quality Management Plan (AQMP).

The SEIR evaluated impacts associated with TOP 2050. Alternatives which would restrict the amount of Industrial and Business Park land uses allowed in the City are evaluated as an alternative to the Proposed Project in Chapter 7, *Alternatives to the Proposed Project*. Specifically, the Reduced Industrial Alternative evaluated an alternative that would reduce Industrial development on 338 acres in the City. This reduction in Industrial development would primarily occur in the four growth area and Ontario Ranch, as identified in Section

3.4.2.3, *Areas of Change*, in the Draft SEIR. As a result, the SEIR considers a plan that reduces industrial emissions activity in the City.

R3-7 As identified in the SEIR and CCAP, the emissions inventory and forecast consider the following sectors within the jurisdiction control (see response to Comment R3-6) of the City of Ontario: On-Road Transportation, Energy, Solid Waste, Off-Road Equipment, Agriculture, Water and Water, and Land Use and Sequestration. This methodology is consistent with the U.S. Community Protocol and Global Protocol. Freight trains are not within the jurisdictional control of the City of Ontario.

Buildout of the land uses in the City of Ontario associated with the Approved Project or Proposed Project would not directly result in an increase in trains or air traffic. The Proposed Project does not result in a change in land use associated with the Ontario International Airport or railroads in the City. Freight traffic is managed independently by the Burlington Northern Santa Fe railroad and Union Pacific Railroad. Interstate freight trains and airplanes are subject to Federal Regulations and exempt from regulation by CARB and South Coast AQMD. CARB's Mobile Source Strategy[7] provides the State's strategy to reduce emissions from airplanes and trains in California. Additionally, the Commenter hasn't provided evidence that there would be an increase in trains or airplanes as a result of the increase in Industrial use in the City.

The City does have land use authority associated with warehouses in the City. Warehouses are allowed in the Industrial and Business Park land use designations. The SEIR does consider emissions from freight and freight-related VMT in emissions modeling conducted for TOP 2050 included in Section 5.3*, Air Quality*, and Section 5.8, *Greenhouse Gas Emissions*. For example, modeling in Appendix C provides a breakdown of daily VMT for passenger vehicles, light-heavy duty trucks, medium-heavy duty truck, and heavy-heavy duty truck emission (see page C-17) as well as emissions by vehicle type (see page C-18 through C-25). Therefore, the SEIR considers the impacts associated with the increase in land designated for Industrial and Business Park. Despite the increase in truck VMT, Table 5.3-10, City of Ontario Regional Criteria Air Pollutant Emissions Forecast, shows that NOx and particulate matter (PM10 and PM2.5) would decrease compared to the Approved Project. Only volatile organic compounds (VOCs) would increase compared to the Approved Project and the vast majority of those emissions would be associated with an increase in consumer product use. As identified in Section 5.3, *Air Quality*, this was identified as a significant unavoidable impact of TOP 2050.

R3-8 Modeling of passenger vehicle and heavy-duty truck VMT is based on SBTAM. This is consistent with the *City of Ontario Resolution Adopting Vehicle Miles Traveled Threshold*s, which were adopted in June 2020. The Commenter claims that warehouse square footage has

[7] California Air Resources Board. 2021. October 28. 2020 Mobile Source Strategy. https://ww2.arb.ca.gov/sites/default/files/2021-12/2020_Mobile_Source_Strategy.pdf

doubled since 2008, therefore diesel VMT has also doubled. This is an unsubstantiated claim that is counter to the traffic data collected to calibrate/validate the City's transportation demand model (a focused model based on SBTAM), and inconsistent with the Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The data referred to by the Commenter as "a radical underestimation" is based on both a regionally and federally approved regional transportation plan model, the SCAG RTP/SCS. It should be noted that the figure referencing truck traffic counts on SR-60 includes pass-through traffic that does not have an origin or destination in the City of Ontario. Additionally, pursuant to CEQA Guidelines 15163, the CEQA baseline for the SEIR is the Approved Project not 2008 conditions or 2019 conditions.

Table 1 in the CCAP shows a 19 percent decline in the GHG emissions per mile from light-duty vehicles and a 25 percent increase in GHG emissions per mile from heavy-duty vehicles, translating to an overall 9 percent decline in GHG emissions per mile from the average vehicle. As illustrated in Tables 2 and 5, both heavy-duty and light-duty VMT increased from 2008 to 2019.

GHG emissions modeling conducted for the CCAP and Draft SEIR was conducted using agency-approved protocols, including the U.S. Community Protocol and the Global Protocol. The webtool cited by the Commenter is not an agency-approved tool for estimating GHG emissions in a GHG reduction plan or EIR. Section 5.8, *Greenhouse Gas Emissions*, of the Draft SEIR provides an accurate assessment of the existing, Approved Project, and Proposed Project GHG emissions in the City. No changes to the SEIR are warranted.

As described on page 1-4 of the Draft SEIR, the environmental impacts associated with the Proposed Project are defined as the incremental impacts between the current TOP and TOP 2050. To accurately assess the incremental impact, this SEIR analyzes the difference between the buildout of the current TOP to buildout of TOP 2050 (i.e., compares "buildout" to "buildout"). Impacts are assessed for the net land use changes under the Proposed Project, as described in Section 3.4.2.3*, Areas of Change*. While warehouse square footage in the City has doubled since 2008, this growth is associated with the Approved Project and not the Proposed Project. Therefore, the comments regarding the increase in truck traffic in the City and on State Route 60 since 2008 are noted.

This comment identifies the social cost of carbon and does not raise any issues related to the Proposed Project or the Proposed Project's impact on the physical environment under CEQA. No further response is necessary.

R3-9 The request for an industrial/warehouse mortarium within Ontario will be forwarded to the decision-makers for their review and consideration.

See response to Comment R3-4 regarding the inclusion of emissions from heavy trucks and cargo handling equipment from warehouses in the CCAP and Draft SEIR.

See response to Comment R3-5. Appendix C-17 of the Draft SEIR includes a detailed accounting of light-heavy duty trucks (LHDT), medium-heavy duty trucks (MHDT), heavy-heavy duty trucks (HHDT), and passenger vehicle VMT provided by Fehr and Peers and modeling with SBTAM. The truck VMT conducted by Fehr & Peers includes trucks from all land uses in the City including warehouses, grocery stores, hospitals, restaurants, the Ontario Mills Outlets, and more. It is not possible to disaggregate the magnitude of GHG emissions from warehouses in the energy, solid waste, and water/wastewater sectors as these are based on aggregated data sources, either with other nonresidential activities or with all other land uses in Ontario. However, since truck VMT was provided, it can be estimated that heavy-duty VMT comprises 28 percent of total 2019 on-road mobile source GHG emissions.

The measures put into place to slow the spread of COVID-19 resulted in significant changes in human activity and VMT. Most notable are the temporary reductions in both heavy-duty and light-duty VMT across the state's highways and local roads, and the resulting temporary emission reductions. In California, VMT fell to its lowest point in early- to mid-April, with an approximately 25 percent reduction in heavy-duty VMT and 50 to 60 percent reduction in light-duty VMT. Since that time, both heavy-duty and light-duty VMT have steadily increased, with heavy-duty VMT returning to pre–COVID-19 levels in early June.[8] Furthermore, VMT modeling conducted for the Proposed Project in TOP 2050 and the CCAP are based on SBTAM and counts were conducted in 2019 prior to the start of the pandemic, as identified on page 2 of the LOS Memorandum (Appendix K to the Draft SEIR). Forecasts were prepared utilizing traffic models that assume trends consistent with pre-pandemic conditions. No changes to the Draft SEIR or VMT analysis are warranted.

This comment identifies the social cost of carbon and does not raise any issues related to the Proposed Project or the Proposed Project's impact on the physical environment under CEQA. The CCAP and Draft SEIR consider the increase in GHG emissions from development in the City, include new warehouses. No further response is necessary.

See Section 2.2, *Summary of General Responses*, and Section 2.2.3, *Environmental Justice Policies*, regarding environmental justice policies in the Policy Plan. The City has opted for an "environmental justice in all policies" approach in TOP 2050 to ensure the topic is present alongside the multitude of issues and topics that affect our residents and resources. Environmental justice is not a CEQA issue, such that the comment's claims about the

[8] California Air Resources Board. 2021. October 28. 2020 Mobile Source Strategy. https://ww2.arb.ca.gov/sites/default/files/2021-12/2020_Mobile_Source_Strategy.pdf

minimization of environmental justice "impacts of logistics" are not comments on the adequacy of the SEIR. See also response to Comments R3-14 through 3-16.

R3-10 This comment is requesting additional data in the CCAP and does not raise any issues related to the Proposed Project or the Proposed Project's impact on the physical environment under CEQA. Section 5.2, *Air Quality*, of the Draft SEIR includes the results of CalEnviroScreen (CES) 4.0 indicator results for the City of Ontario for pollution burden (see Figure 5.3-4) and asthma (see Figure 5.3-4). As identified in Figure 5.3-4, most of Ontario ranks within the 75th percentile or higher for pollution burden. Additionally, page 5.3-22 cites that most census tracks in Ontario rank in the 60th to 80th percentiles for asthma.

R3-11 The comment incorrectly states "the lack of independent traffic analysis specifically for the City of Ontario". The City independently developed a Request for Proposals and went through the appropriate procurement process for hiring a planning and environmental consulting team to update TOP. The selection process followed all State and City procurement requirements. The selected team consists of several expert subconsultants to conduct analyses required for each resource area. The City's Engineering Department developed the scope of work for the transportation analysis, including direction on the VMT analysis, provisions of assumed future roadway design and buildout for the consulting team to update in the City's focus model, which is a more detailed model based on SBTAM that provides more granularity for analyzing operations in the City, direction on future bus rapid transit (BRT) operations, and data and input on bike and pedestrian facility plans.

R3-12 A traffic analysis was conducted for TOP 2050 and is included in Appendix J (VMT) and Appendix K (Level of Service) of the Draft SEIR. No revisions to the Draft SEIR are warranted.

This comment is requesting additional information on the policies in TOP 2050 and does not raise any issues related to the Proposed Project or the Proposed Project's impact on the physical environment under CEQA. The Mobility Element of the Policy Plan provides additional detail on the purpose of the specific measures M-1.2, M-1.6, M-4.2, M-4.4, M-4.5, and M-5.2 cited by the Commenter. Measures M-1.2 and M-1.6 are applied upon receipt of development applications or initiation of a public works project. All other measures included in the Commenter's letter are on-going and intended to inform the community that the City works with regional partners (e.g., SBCTA, Caltrans, Ontario Airport, etc.) to achieve goals towards reducing impacts, notably emissions.

See response to Comment R3-9 regarding the effect of the pandemic on VMT. The traffic analysis utilized traffic data from 2019 (pre-pandemic), as identified on page 2 of the LOS Memorandum (Appendix K to the Draft SEIR). Forecasts were prepared utilizing traffic

models that assume trends consistent with pre-pandemic conditions. No changes to the Draft SEIR or VMT analysis are warranted.

R3-13 The VMT methodology is described on page 6 of VMT Memorandum (see Appendix J to the Draft SEIR). There are two thresholds that are analyzed: project (Origin-Destination approach) and cumulative (Boundary Method approach).

The City's cumulative VMT threshold for the General Plan analysis states that "A significant impact would occur if the project caused total daily VMT within the City to be higher than the no project alternative under cumulative conditions." The cumulative threshold is based on the Boundary Method, which considers all VMT within the boundary of the City regardless of whether or not the City has jurisdictional authority over these trips. Compared to the Approved Project, the Proposed Plan is adding capacity for 25,399 residential units and 1,092,508 square feet of nonresidential square footage. This includes additional capacity for 5,189,888 square feet of Business Park (BP) and 8,099,949 square feet of Industrial (IND), and reduced capacity for 8,990,532 square feet of Mixed Use (MU) and 3,206,797 square feet of Commercial and Hospitality (NC, GC, OC, and HOS), which results in an absolute increase in VMT. As a result, VMT impacts were identified as a significant unavoidable impact in Section 5.17, T*ransportation*, of the Draft SEIR.

The City of Ontario's VMT threshold for the General Plan under project analysis states that "A significant impact would occur if the project VMT/SP (for the land use plan) exceeds the Citywide average for Service Population under General Plan Buildout Conditions." VMT/SP means all VMT generated by all trips that either begin or end in Ontario, including trucks, divided by the City's service population, which consists of all people living and/or working in Ontario. Under the project-level VMT significance threshold, TOP 2050 reduces VMT/SP as compared to the current TOP, which indicates that the Proposed Project is a more transportation-efficient plan. Likewise, Appendix J shows that VMT per employee and VMT per resident also would decrease with the Proposed Project. This is because the Proposed Project increases both housing and jobs and is therefore consistent with the Southern California Association of Government's (SCAG) Sustainable Communities Strategy (SCS) of maintaining and improving the jobs/housing balance. The Proposed Project demonstrates that it accomplishes this goal because the VMT per resident and per employee decreases as compared to the current TOP. As a result, TOP 2050 result in beneficial impact relative the SB 743 goal of encouraging infill development and densification towards more efficient travel and lower VMT per person. As a result, while the Draft SEIR identified a significant unavoidable impact to VMT for cumulative VMT growth, TOP 2050 is a more transportation-efficient plan.

The Commenter has not identified additional mitigation measures that could be incorporated in the SEIR to mitigate the Proposed Project's significant unavoidable VMT

impact. In the case of trucks (other than light trucks), based on CARB's 2017 Scoping Plan, the state's primary strategy for the goods movement sector is not in VMT reduction, but in advances in technology (zero-emissions [ZE] and near-zero-emissions [NZE] control strategies). [9] This is consistent with observations that transportation demand management strategies (TDM) for VMT reductions identified by the San Bernardino County Transportation Authority (SBCTA) and the California Air Pollution Control Officer's Association (CAPCOA) do not apply to truck VMT.

See response to Comment R3-6. Limits on industrial development in the City is a Project alternative. Placing limits on heavy-duty truck travel is not a feasible mitigation measure as trucks are utilized for goods movement and a warehouse operator does not have the ability to restrict truck movements offsite. Likewise, placing limits on the amount of industrial construction or downsizing industrial development plans is not feasible at a general plan-level. Alternatives which would restrict the amount of Industrial land uses allowed in the City are evaluated as an alternative to the Proposed Project in Chapter 7, *Alternatives to the Proposed Project*.

R3-14 See Section 2.2, *Summary of General Responses*, and Section 2.2.3, *Environmental Justice Policies*, regarding environmental justice policies in the Policy Plan. The City has opted for an "environmental justice in all policies" approach in TOP 2050 to ensure the topic is present alongside the multitude of issues and topics that affect our residents and resources. It should also be noted that environmental justice is not a CEQA topic, as social/economic issues are not environmental impacts under CEQA.

The City of Ontario complied with requirements in place for noticing in accordance with Governor Newsom's Executive Orders N-54-20 (April 22, 2020) and N-80-20 (September 23, 2020) in response to the threat of COVID-19, which expired on September 30, 2021. TOP 2050 complied with the requirements of Senate Bill 1000. As part of TOP 2050 disadvantaged communities were identified using CES 4.0. See Section 2.2, *Summary of General Responses*, and Section 2.2.3, *Environmental Justice Policies*. It should be noted that the Scoping Meeting presentation was translated to Spanish and posted on the City's website.

R3-15 See response to Comment R3-15. As identified in Section 5.3, *Air Quality*, long-term regional (Impact 5.3-3) and localized (Impact 5.3-4) impacts were identified as significant unavoidable impacts of TOP 2050. The MATES V results and the CES4 pollution burden map were incorporated into Section 5.3 (see Figure 5.3-1 and Figure 5.3-4, respectively).

For long-term regional impacts, the increase in volatile organic compounds (VOCs) associated with TOP 2050 is primarily from consumer product use as a result of the substantial increase in housing units in the City. For localized impacts, impacts are

[9] California Air Resources Board. 2017, November. California's 2017 Climate Change Scoping Plan: The Strategy for Achieving California's 2030 Greenhouse Gas Target, https://ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/scoping_plan_2017.pdf

associated with the cumulative increase in toxic air contaminants (TACs) associated with warehouse development projects in the City. To address this impact, the City incorporated a new Policy ER-4.9, which requires new developments that generate 100 trucks per day or more or 40 trucks with transport refrigeration units (TRUs) within 1,000 feet of a sensitive land use to conduct a health risk assessment to mitigate cancer and acute health risks as well as additional public outreach to residents within 500 feet of the project site. No additional measures have been identified by the Commenter.

R3-16 See also response to Comment R3-14 regarding outreach conducted for TOP 2050, which occurred during the COVID 19 pandemic. The City of Ontario complied with requirements in place for noticing in accordance with Governor Newsom's Executive Orders N-54-20 (April 22, 2020) and N-80-20 (September 23, 2020) in response to the threat of COVID-19, which expired on September 30, 2021.

The Commenter requests a delay of one additional year for the approval of the Proposed Project. See response to Comments R3-1 and R3-2 regarding the delay of approval. The request for additional time for TOP 2050 and the CCAP will be forwarded to the decision-makers for their review and consideration.

See Section 2.2, *Summary of General Responses*, and Section 2.2.3, *Environmental Justice Policies*, regarding environmental justice policies in the Policy Plan. The City has opted for an "environmental justice in all policies" approach in TOP 2050 to ensure the topic is present alongside the multitude of issues and topics that affect our residents and resources. It should also be noted that environmental justice is not a CEQA topic, as social/economic issues are not environmental impacts under CEQA.

See response to Comments R3-5 and 3-6. Alternatives which would restrict the amount of Industrial and Business Park land uses allowed in the City are evaluated as an alternative to the Proposed Project in Chapter 7, *Alternatives to the Proposed Project*.

TOP 2050 includes Land Use Element Policy LU-2.1, Land Use Decisions, which requires new development to minimize impacts on adjacent properties, which could include green buffers as well as other site design measures such as placement of docking bays, sound walls, landscaping, and other setback requirements.

The request for an industrial/warehouse mortarium within Ontario will be forwarded to the decision-makers for their review and consideration.

Section 5.17, *Transportation*, Figure 5.17-1, *Truck Routes*, of the Draft SEIR illustrates the existing truck routes in the City of Ontario as well as connections to truck routes in adjacent cities. As identified in the Policy Plan, to mitigate impacts the City is committed to building grade-separated rail crossings, designing and locating industrial and warehousing land uses, and developing truck routes to protect our neighborhoods from truck traffic (see Policy M-4.1).

R3-17 The request for the City to conduct a Shade Equity Tree Analysis for the neighborhoods south of Holt Boulevard will be forwarded to the decision-makers for their review and consideration.

R3-18 The Draft SEIR and the CCAP included GHG emissions from the agricultural land uses in the City. As noted in response to Comment R3-2, in accordance with CEQA Guidelines Section 15163, the CEQA baseline for this SEIR is the Approved Project. As a result, for the SEIR, there are no changes in the agricultural sector emissions of the Proposed Project compared to the Approved Project since the current TOP does not have agricultural land use designations. However, both the Draft SEIR and the CCAP include the existing agricultural sector emissions estimates and the reduction in emissions from this sector.

The GHG analysis in the Draft SEIR and the CCAP do not treat agricultural land uses as a sink for GHG emissions. While crops do sequester carbon due to the growth in biomass, the Intergovernmental Panel on Climate Change's guidance[10] on the topic notes that for annual crops, the increase in biomass is equal to the loss in biomass from harvest and crop mortality, and thus there is no net accumulation of carbon in agricultural biomass. As more than 90 percent of the crop activity in Ontario is estimated to be annual crops, there is no substantive increase in agricultural biomass in Ontario. Additionally, agriculture does generate GHG emissions from nitrogen used for fertilizer, enteric fermentation and manure management associated with livestock, fuel use from agricultural equipment, and other activities.

The GHG analysis does consider that an amount of carbon is sequestered in the soil of agricultural lands, but as this does not change annually, this source only shows as an increase or decrease in GHG emissions if the agricultural land is expanded or developed. Loss of this sequestration from the development of agricultural lands is accounted for in the "Land Use Change" emissions shown in Table 14 of the CCAP.

This comment is requesting nature-based solutions to offset the carbon footprint of industrial land uses. GHG emissions were not identified as a significant impact of the Proposed Project and this comment does not raise any issues related to the Proposed Project or the Proposed Project's impact on the physical environment under CEQA. Since agricultural land uses are often a source of GHG emissions and not a sink, a regenerative agricultural preserve would not offset the carbon footprint of warehouses in the City.

R3-19 An evaluation of the environment impacts of TOP 2050 compared to the current TOP is included in Section 5.2, *Agriculture and Forestry Resources*. The Commenter's concerns

[10] Intergovernmental Panel on Climate Change. 2019 Refinement to the 2006 IPCC Guidelines for National Greenhouse Gas Inventories, Volume 4: Agriculture, Forestry, and Other Land Use; Section 5.2.1.1 https://www.ipcc-nggip.iges.or.jp/public/2019rf/vol4.html

about the loss of agricultural land are noted will be forwarded to the decision-makers for their review and consideration.

As noted in response to Comment R3-18, agricultural land uses in Ontario are not a net sink for GHG emissions.

As identified in the CCAP, the City has planted 1,000 trees in public property since 2019. In fiscal year 2021-2022 the City has planted more than 6,000 trees in private and public property. Urban tree planting is a component of the CCAP. Table 14 in the CCAP notes the decrease in Ontario's GHG emissions resulting from urban tree biomass.

R3-20 See response to Comment R3-19. The request to create alternative plans for open and working lands (including agriculture) will be forwarded to the decision-makers for their review and consideration.

R3-21 TOP 2050 is a focused updated to the current TOP. Neither the current TOP nor TOP 2050 envision agricultural land uses in Ontario Ranch at buildout of the Proposed Project, aside from the Farm Hub in the Great Park. As a result, the CCAP is consistent with the buildout assumptions of TOP 2050 and the current TOP.

Regarding agrivoltaics, the City has a Right-to-Farm Ordinance and the Community Climate Action Plan (CCAP) supports the installation of solar panels and solar panels are permitted within the City, including Ontario Ranch.

See response to Comments R3-2, R3-6, and R3-18. The Proposed Project would not result in any additional land use changes to agricultural land in Ontario compared to the Approved Project. The request to analyze carbon benefits of retaining agricultural land will be forwarded to decision-makers for their review and consideration.

As noted in response to Comments R3-18 and R3-22, agricultural land uses in Ontario are not a sink for GHG emissions.

R3-22 An evaluation of the environment impacts of TOP 2050 compared to the current TOP is included in Section 5.2, *Agriculture and Forestry Resources*. Figure 5.2-1 shows Farmland in the City of Ontario and Figure 5.2-2 shows the Williamson Act lands in Ontario.

In accordance with CEQA Guidelines Section 15163, the Draft SEIR evaluates the potential impacts from the change in land use designations and policies of the current TOP compared to TOP 2050. While there is currently agricultural use in the Ontario Ranch, the planning framework to convert the land to nonagricultural land already occurred as a result of adoption of the current TOP in 2010, and prior to that as a result of annexation of the New Model Colony in 1999 from the County of San Bernardino. The Proposed Project would not result in any additional conversion of agricultural land in Ontario compared to the Approved Project.

In accordance with CEQA Guidelines Section 15163, the Supplement to the EIR need contain only the information necessary to make the previous EIR adequate for the project as revised. The 2010 Certified EIR included an Agricultural Land Preserve Alternative, which was considered and rejected during the scoping process. The 2010 Certified EIR found that overall continuation of agriculture in this area is likely not feasible, given the social pressures on these areas to meet the increasing population, and also because agricultural uses in this area are being driven out by competition from operations in other sectors. In addition, many of the support services the dairies rely on, including feed/hay for the cattle, have closed as a result of closure of many of the diaries, and few dairies remain. Additionally, this alternative did not meet the objectives of TOP of meeting demands for urban growth.

The Commenter's concerns about the loss of agricultural land are noted will be forwarded to the decision-makers for their review and consideration.

R3-23 Discussion of the loss of agricultural farmlands has been added to Section 1.7, *Areas of Controversy*, of Chapter 1, *Executive Summary* (see Chapter 3, *Revisions to the Draft EIR*).

R3-24 See Section 2.2, *Summary of General Responses*, and Section 2.2.2, *Nonrenewal of Williamson Act Contracts*. Buildout of the Proposed Project, like the Approved Project, would most likely require the cancellation or nonrenewal of current Williamson Act contracts. However, because buildout of the Approved Project would have resulted in the cancellation or nonrenewal of Williamson Act contracts, the Proposed Project would not result in further impacts to Williamson Act lands. As a result, no impacts were identified in the SEIR and no mitigation is required.

In the CCAP, GHG Reduction Strategies 4 (Green Roofs), 5 (Urban Cooling), 22 (Water Efficient Landscapes and Water Recycling), 26 (Climate Change Awareness and Education), and 27 (Carbon Sequestration) all make use of nature-based solutions to reduce Ontario's GHG emissions. The California Air Resources Board's *Draft 2022 Scoping Plan* identifies that the natural and working land are a source of GHG emissions and not a sink of GHG emissions in 2045.[11] The land use types considered in the natural working lands sector include cropland. However, agricultural use is a source, not a sink for GHG emission. The 2022 Scoping Plan identifies implementation of smart agricultural practices to reduce GHG emissions from cropland, such as improving water use efficiency, increasing pollinator habitat, and reducing synthetic fertilizer and pesticide use.

R3-25 See response to Comment R3-22 regarding alternatives identified in the 2010 Certified EIR. This comment identifies a request to create an agricultural preserve in the Ontario Ranch and does not raise any issues related to the Proposed Project or the Proposed Project's impact on the physical environment under CEQA. The request for creation of

[11] California Air Resources Board. 2022, May. Draft 2022 Scoping Plan. Appendix I – Natural and Working Lands Technical Support Document. https://ww2.arb.ca.gov/sites/default/files/2022-05/2022-draft-sp-appendix-i-nwl-modeling.pdf

the Southern California Agricultural Land Foundation Agricultural Heritage and Innovation (AHI) zone within and/or adjacent to the Great Park will be forwarded to the decision-makers for their review and consideration. The 340-acre Great Park allows for continues agricultural use and existing agricultural use is allowed to continue under the City's Right-to-Farm Ordinance. Additionally, the Great Park envisions creation of a Farm Hub as well as potential agricultural uses.

R3-26 In accordance with CEQA Guidelines Section 15163, the Supplement to the EIR need contain only the information necessary to make the previous EIR adequate for the project as revised. Section 5.5, *Cultural Resources*, identifies that Ontario has eight historic districts, and four proposed and five potential historic districts are deemed eligible for listing (see Figure 5.5-1). The Proposed Project would result in an increase in land use intensity compared to the Approved Project but would not result in development in areas of the City that were not planned for development under the Current TOP.

The 2004 document cited by the Commenter identifies two potential districts based on their associated with the mechanization of the dairy industry and building type. However, significant alteration of land and regional context has occurred since this 2004 study and the 2004 study identified that additional evaluation would be necessary prior to making the determination that dairies qualified as a historic district. The request for the City to evaluate the potential value of dairies as a historic district will be forwarded to the City for their review and consideration.

See response to Comment R3-24 regarding smart agricultural practices.

R3-27 The Commenter's concerns about the loss of agricultural land and request to create an agricultural preserve are noted will be forwarded to the decision-makers for their review and consideration. It should be noted that the City of Ontario is not a participant in the San Bernardino County Proposition 70 implementation. The Southern California Agricultural Land Foundation managed 200 acres of farmland within Ontario Ranch through a 1988 Park Bond Act with San Bernardino County. The County of San Bernardino deed restrictions remain in effect until either a conservation easement is recorded or until the County of San Bernardino sells or exchanges the property. For the City of Ontario, the City evaluated conversation of agricultural land to non-agricultural use as part of the 2010 Certified EIR and prior to that as a result of annexation of the New Model Colony in 1999 from the County of San Bernardino. However, the Proposed Project would not result in any additional conversion of agricultural land in Ontario compared to the Approved Project (see Section 5.2, *Agriculture and Forestry Resources*, of the Draft SEIR).

R3-28 TOP 2050 SEIR will include findings consistent with the requirements of the Public Resources Code and the CEQA Guidelines. As identified in response to Comment R3-22, and consistent with CEQA Guidelines Section 15163, the Draft SEIR evaluates the

potential impacts from the change in land use designations and policies of the current TOP compared to TOP 2050. While there is currently agricultural use in the Ontario Ranch, the planning framework to convert the land to nonagricultural land already occurred as a result of adoption of the current TOP in 2010, and prior to that as a result of annexation of the New Model Colony in 1999 from the County of San Bernardino. The Proposed Project would not result in any additional conversion of agricultural land in Ontario compared to the Approved Project.

The Supplement to the EIR need contain only the information necessary to make the previous EIR adequate for the project as revised. The 2010 Certified EIR considered and rejected an alternative that would result in the creation of an Agricultural Land Preserve Alternative.

See response to Comment R3-16. TOP 2050 includes Land Use Element Policy LU-2.1, Land Use Decisions, which requires new development to minimize impacts on adjacent properties, which could include green buffers as well as other site design measures such as placement of docking bays, sound walls, landscaping, and other setback requirements. Additionally, TOP 2050 includes a new Policy ER-4.9, which requires new developments that generate 100 trucks per day or more or 40 trucks with transport refrigeration units (TRUs) within 1,000 feet of sensitive uses to conduct a health risk assessment to mitigate cancer and acute health risks as well as additional public outreach to residents within 500 feet of the project site.

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LETTER R4 – Supporters Alliance for Environmental Responsibility (SAFER) (7 pages)

LOZEAU DRURY

June 23, 2022

Via E-mail

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Re: Comment on the California Environmental Quality Act Draft Supplemental Environmental Impact Report for The Ontario Plan (TOP) 2050 (SCH No. 2021070364)

Dear Honorable Chairperson Willoughby, Vice Chairperson DeDiemar, Commissioners Anderson, Dean, Gage, Lampkin, and Ricci, Director Zeledon, Mr. Grahn, and Ms. Ruddins:

I am writing on behalf of Supporters Alliance for Environmental Responsibility ("SAFER") regarding the California Environmental Quality Act ("CEQA") Draft Supplemental Environmental Impact Report ("SEIR") prepared for The Ontario Plan (TOP) 2050 (SCH No. 2021070364), including all actions related or referring to the proposed updates to the City of Ontario's ("City") TOP and its related program EIR certified in 2010. This also includes updates to the Policy Plan, which serves as the legally required General Plan for the City and is also contained in TOP ("Project"). R4-1

SAFER seeks to ensure that future projects have the proper level of CEQA review, including project-specific environmental review. The Draft SEIR for the Ontario Plan is a

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programmatic EIR. Many projects will require project-level CEQA review to analyze and mitigate project-specific impacts that cannot be known at the programmatic level SAFER requests that the City:

a) Refrain from relying on the TOP 2050 program-level SEIR for any future specific development project that may result in significant environmental impacts that were not previously analyzed in the SEIR;

b) Conduct a project-level CEQA review for all future specific development projects that could have significant environmental impacts that were not analyzed in TOP 2050 or the SEIR; and

c) Update and recirculate a draft SEIR that includes a written commitment by the City to perform project-level CEQA review for all future specific development projects that may result in significant environmental impacts that were not analyzed in TOP 2050 or the SEIR.

R4-1 cont.

Since CEQA requires the City to carry out project-level CEQA review for specific development projects that may have significant environmental impacts that were not previously analyzed, rather than rely on a past program EIR prepared for a General Plan, the City should update the TOP 2050 Draft SEIR to reflect this requirement. By including a written commitment in the SEIR guaranteeing that the City will conduct the appropriate level of CEQA review for development projects that may have significant environmental impacts that were not analyzed in TOP 2050 or the SEIR, the City is likely to avoid CEQA violations of this nature in the future.

I. PROJECT BACKGROUND AND DESCRIPTION

The Ontario Plan (TOP) is the City's policy and implementation framework that guides the long-term growth and improvement of Ontario through six interrelated components of city governance:

- A Vision that provides a sense of the purpose and mission for city governance and sets the tone for the other components of TOP. The Vision's central theme is a sustained, community-wide prosperity that continuously adds value and yields benefits.

R4-2

- A Governance Manual that establishes a set of goals and policies to promote consistent City leadership based on the principles of regional leadership, transparency, long-term value, accountability, and inclusivity.

- A Policy Plan that serves as the City's legally required General Plan and that states long-term goals, principles, and policies to achieve Ontario's Vision through nine elements: land use, housing, mobility, safety, environmental

resources, parks and recreation, community economics, community design, and social resources.

- A list of City Council Priorities that shape the City's ongoing annual budgeting process, with a focus on a variety of short- and long-term goals and objectives.
- An Implementation Plan that identifies the actions needed to carry out the TOP's policies. This includes initiatives by the City as well as decisions on public and private development projects and City activity Programs.
- A Tracking and Feedback system that charts the City's progress toward achieving the Policy Plan goals, providing data and analysis that enables decision makers to make strategic course corrections in response to changing circumstances and monitor ongoing operational effectiveness.

(NOA Draft SEIR, p. 2.)

R4-2 cont.

The proposed Project is an update to TOP to guide the City's development and conservation for the next 30 years through 2050. The Project is referred to as TOP 2050 and "is a focused effort, with particular emphasis on conducting technical refinements to the Policy Plan to comply with state housing mandates; conform with new state laws related to community health, environmental justice, climate adaption, resiliency, and mobility; bring long-term growth and fiscal projections into alignment with current economic conditions; and advance the Tracking and Feedback system and Implementation Plan." (*Id.*) According to the City, "the majority of updates created through the proposed project will weave refinements throughout the existing structure of the Policy Plan, which is organized into nine broad categories," including land use, housing, parks and recreation, environmental resources, community economics, safety, mobility, community design, and social resources. (*Id.*, pp. 2-3.)

The TOP 2050's programmatic, general-plan-level SEIR is intended to review the environmental impacts of updating the City's TOP, which includes updates to its General Plan (also referred to as its Policy Plan), and to supplement the program EIR prepared for the original TOP in 2010. Currently, the Draft SEIR does not include any guarantee that project-level CEQA review will be carried out for specific development projects that may have significant impacts on the environment.

II. DISCUSSION

A. Under CEQA's Tiering Provisions, the Program-Level SEIR may not be Relied upon for Future Specific Development Projects that Could Result in Significant Environmental Impacts that were not Previously Analyzed in TOP 2050 or the SEIR.

R4-3

CEQA permits agencies to "tier" CEQA documents, in which general matters and

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environmental effects are considered in a document "prepared for a policy, plan, program or ordinance followed by narrower or site-specific [environmental review] which incorporate by reference the discussion in any prior [environmental review] and which concentrate on the environmental effects which (a) are capable of being mitigated, or (b) were not analyzed as significant effects on the environment in the prior [EIR]." (Pub. Res. Code ["PRC"] § 21068.5.) "[T]iering is appropriate when it helps a public agency to focus upon the issues ripe for decision at each level of environmental review and in order to exclude duplicative analysis of environmental effects examined in previous [environmental reviews]." (*Id.* § 21093.) CEQA regulations strongly promote tiering of environmental review.

"Later activities in the program must be examined in light of the program [document] to determine whether an additional environmental document must be prepared." (14 CCR § 15168(c).) The first consideration is whether the activity proposed is covered by the program. (*Id.* § 15168(c)(2).) If a later project is outside the scope of the program, then it is treated as a separate project and the previous environmental review may not be relied upon in further review. (*See Sierra Club v. County of Sonoma* (1992) 6 Cal.App.4th 1307, 1320-21.) The second consideration is whether the "later activity would have effects that were not examined in the program." (14 CCR § 15168(c)(1).) A program environmental review may only serve "to the extent that it contemplates and adequately analyzes the potential environmental impacts of the project…." (*Sierra Nevada Conservation v. County of El Dorado* (2012) 202 Cal.App.4th 1156, 1171 [quoting *Citizens for Responsible Equitable Envtl. Dev. v. City of San Diego Redevelopment Agency* (2005) 134 Cal.App.4th 598, 615.) If the program environmental review does not evaluate the environmental impacts of the project, a tiered CEQA document must be completed before the project is approved. (*Id.* at 1184.)

R4-3 cont.

For these inquiries, the "fair argument test" applies. (*Sierra Club*, 6 Cal.App.4th at 1318; *see also Sierra Club v. County of San Diego* (2014) 231 Cal.App.4th 1152, 1164 ["when a prior EIR has been prepared and certified for a program or plan, the question for a court reviewing an agency's decision not to use a tiered EIR for a later project 'is one of law, i.e., "the sufficiency of the evidence to support a fair argument."'"] [quoting *Sierra Club*, 6 Cal.App.4th at 1318].) Under the fair argument test, a new EIR must be prepared "whenever it can be fairly argued on the basis of substantial evidence that the project may have significant environmental impact. (*Sierra Club*, 6 Cal.App.4th at 1316 [quotations and citations omitted].) When applying the fair argument test, "deference to the agency's determination is not appropriate and its decision not to require an EIR can be upheld only when there is no credible evidence to the contrary." (*Id.* at 1318.) "[I]f there is substantial evidence in the record that the later project may arguably have a significant adverse effect on the environment which was not examined in the prior program EIR, doubts must be resolved in favor of environmental review and the agency must prepare a new tiered EIR, notwithstanding the existence of contrary evidence." (*Id.* at 1319.)

Given CEQA's regulations and the case law, the City may not rely on the program-level SEIR prepared for TOP 2050 for future specific development projects that may result in significant environmental impacts that were not previously considered in the SEIR.

B. The City must Conduct a Project-Level CEQA Review for any Specific Development Project that may Result in Significant Environmental Impacts that were not Analyzed in TOP 2050 or the SEIR.

According to the Draft SEIR prepared by the City for TOP 2050, the following potential significant environmental impacts related to future specific development projects were not considered by the program-level SEIR:

> Construction activities associated with TOP 2050 would occur over the buildout horizon of the plan, causing short-term emissions of criteria air pollutants. However, ***information regarding specific development projects, soil types, and the locations of receptors would be needed in order to quantify the level of impact associated with construction activity***. Due to the scale of development activity associated with buildout of TOP 2050, emissions would likely exceed the South Coast AQMD regional significance thresholds. In accordance with the South Coast AQMD methodology, emissions that exceed the regional significance thresholds would cumulatively contribute to the nonattainment designations of the SoCAB. (Draft SEIR, p. 5.3-41 [emph. added].)
>
> ***Air quality emissions related to construction must be addressed on a project-by-project basis***. For TOP 2050, which is a broad-based policy plan, it is not possible to determine whether the scale and phasing of individual projects would exceed the South Coast AQMD's short-term regional or localized construction emissions thresholds. (*Id.* [emph. added].)
>
> As a long-range planning document, ***TOP 2050 lacks sufficient detail on specific development projects*** that would potentially be developed in the future; ***therefore, it is not possible to determine what types of TACs would be generated on an individual site***. Because the exact nature of the future industrial uses is not known, the quantity of TACs generated by the Proposed Project is also unknown. Furthermore, for warehouse development projects, cancer risk is predominately associated with diesel-powered cargo handling equipment rather than onsite truck idling. ***There is insufficient information available at this level of analysis to conduct a reasonable or scientifically valid analysis of DPM associated with onsite diesel-powered cargo handling equipment and trucks, or other sources of TACs. Thus, for programmatic, general-plan-level assessments, it is not feasible to conduct regional dispersion modeling to determine the incremental contribution of risks associated with land use changes***. (*Id.*, pp. 5.3-45–46 [emph. added].)
>
> ***Specific development projects in the City that have the potential to generate potentially significant risks associated with the release of TACs are required to undergo an analysis of their potential health risks*** associated with TACs based upon the specific details of each individual project…. Overall, ***because there are no specific development projects identified or approved under the Proposed Project and the location and exact nature of future development projects are unknown, determining health risk at this***

R4-4

2. Response to Comments

time is considered speculative pursuant to Section 15145 of the CEQA Guidelines. Health risk impacts from development of industrial and commercial land uses are considered a potentially significant cumulative impact. With the increase in industrial land uses under TOP 2050, the Proposed Project could potentially result in a substantial increase in magnitude of impacts compared to that of the Approved [TOP 2010] Project. (*Id.*, p. 5.3-46 [emph. added].)

This SEIR quantifies the increase in criteria air pollutants emissions in the City. However, ***at a programmatic level analysis, it is not feasible to quantify the increase in TACs from stationary sources*** associated with the Proposed Project ***or meaningfully correlate how regional criteria air pollutant emissions above the South Coast AQMD significance thresholds correlate with basinwide health impacts***. (*Id.*, p. 5.3-55 [emph. added].)

At the time a development project is proposed adjacent to or near a known or potential historic structure or resource, ***the project-level CEQA document of the development project would need to identify any impacts, direct or indirect, that the project could have on the identified historic structure or resource***. (*Id.*, p. 5.5-18 [emph. added].)

If the lead agency determines that the project may have a significant effect on unique archaeological resources, the project-level CEQA document being prepared for the development project ***is required to address and mitigate the impacts*** of those resources. (Draft SEIR, p. 5.5-19 [emph. added].)

R4-4 cont.

While ***specific project level data for individual developments for TOP 2050 (such as construction equipment, duration, and phasing) are not available***, construction could generate noise levels in excess of 80 dBA Leq and generate noise disturbances for prolonged periods of time at noise-sensitive receptors. (*Id.*, p. 5.13-18, -28 [emph. added].)

Like the Approved [TOP 2010] Project, the Proposed Project would have similar impacts because ***specific project-level data for individual developments for TOP 2050 (such as construction equipment) are not available***, and construction could generate excessive vibration levels at sensitive receptor locations. Vibration-related noise impacts from the Proposed Project that would accommodate buildout of TOP 2050 would be potentially significant. (*Id.*, p. 5.13-35 [emph. added].)

Given the lack of information that the Draft SEIR has regarding specific development projects to be carried out in the future, at the very least, the City must conduct a project-level CEQA review for any specific development project that could result in significant impacts to air quality, greenhouse gas emissions, health risks, hazards and hazardous materials, noise, and archaeological, cultural, and historical resources.

C. An Updated Draft SEIR Should be Recirculated that Includes a Commitment that the City will Conduct Project-Level CEQA Review for all Future Specific Development Projects that may Result in Significant Environmental Impacts Not Previously Analyzed in TOP 2050 or the SEIR.

The Draft SEIR hints at the potential need for the City to conduct project-level CEQA review for future specific development projects. However, the SEIR includes no commitment or guarantee that the City will conduct a separate project-level environmental review for future specific development projects that may have significant environmental impacts not previously analyzed. Therefore, SAFER requests that this City provide the public with a written commitment guaranteeing that project-level CEQA review will occur for all specific development projects that may have significant impacts on the environment that were not previously analyzed in TOP 2050 or the SEIR. In doing so, the City is more likely to avoid violating CEQA by not conducting project-level environmental review of specific development projects that could result in significant environmental impacts that were not previously analyzed in the SEIR. Thus, the City should update and recirculate a new draft SEIR that includes a guarantee from the City that CEQA review at the project level will be conducted for all future development projects that may have significant environmental impacts not considered by the TOP 2050 and the SEIR.

R4-5

III. CONCLUSION

For the foregoing reasons, SAFER requests that City staff revise the Draft SEIR to include a written commitment from the City to conduct project-level CEQA review for all future specific development projects with potentially significant environmental impacts, as described above. Please include this letter hereto in the record of proceedings for this project. Thank you for your attention to these comments.

R4-6

Sincerely,

Victoria Yundt
LOZEAU | DRURY LLP

2. Response to Comments

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R4. Response to Comments from Victoria Yundt, Lozeau | Drury, LLP, representing the Supporters Alliance for Environmental Responsibility (SAFER), dated June 23, 2022.

R4-1 Responses to the Supporters Alliance for Environmental Responsibility's (SAFER) comments are addressed in response to Comments R4-2 through R4-5 below. The City of Ontario will determine the appropriate CEQA approach for future discretionary projects based on the CEQA Guidelines and discretionary action involved. It would not be appropriate to identify the type of future environmental analysis that may be required for future discretionary projects in TOP 2050 SEIR.

R4-2 This comment describes the framework of TOP 2050 and does not raise any issues related to the Proposed Project or the Proposed Project's impact on the physical environment under CEQA. No response is warranted.

R4-3 This comment identifies that future project-level CEQA review may be necessary for future discretionary projects and does not raise any issues related to the Proposed Project or the Proposed Project's impact on the physical environment under CEQA. No response is warranted. The City of Ontario will determine the appropriate CEQA approach for future discretionary projects based on the CEQA Guidelines and discretionary action involved.

R4-4 See response to Comment R4-3 above. Comments regarding statements on air quality impacts identified in Section 5.3, *Air Quality*, of the Draft SEIR are noted. Mitigation Measure 3-1, AQ-1, and TOP 2050 Policy ER-4.9 would require future discretionary projects to prepare site-specific technical studies to mitigate air quality impacts below the South Coast AQMD thresholds.

R4-5 See response to Comments R4-2 through R4-4 above. Pursuant to CEQA Guidelines Section 15088.5, a Draft EIR is required to be recirculated only when "significant new information" is added to the EIR after circulation of the Draft EIR. The Proposed Project's Draft SEIR was prepared in accordance with CEQA Guidelines. The Draft SEIR comprehensive assesses the significant environmental effects of the project, provides a reasonable range of alternatives to the Proposed Project, and feasible mitigation measures to reduce and avoid potentially significant environmental impacts. No "significant new information" has been added to the revised Draft SEIR; and therefore, the Draft SEIR are not inadequate and does not need to be recirculated.

R4-6 Responses to SAFER's comments are addressed in response to Comments R4-1 through R4-5 above.

2. Response to Comments

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LETTER R5 – Robert Barragan (3 pages)

Public Comment / General Plan

Claudia Y. Isbell

From: SeamlessDocs <noreply@seamlessdocs.com>
Sent: Tuesday, June 14, 2022 6:11 PM
To: Public Comments
Subject: Public Comment from Robert Barragan

New Submission

A new submission was received for the form below. Log into your Submission Manager to review and process it.

Form name Public Speaker Form

Submission Details:

Agenda Item Number or "Public Comment"
Ontario Districting & General Plan

Speaker Full Name
Robert Barragan

Address (optional)
Street Address
[redacted]

City
Ontario

State

1

2. Response to Comments

CA

Zip
91761

Phone Number (optional)
[redacted]

Name of Organization
None

Subject on which the person wishes to speak?
Against

Briefly describe what you would like to say
My name is Robert Barragan, 20 years resident of the City of Ontario. This is a notification that I, along with a number of individuals, community leaders, community organizations, and environmental groups are opposed to the Planning Commission's approval of the TOP2050 General Plan. On behalf of the residents and citizens of the Ontario community, I request that you take action to deny the approval of the TOP2050 General Plan. The General Plan proposes the rezoning of Agricultural land to Housing, Industrial and Commercial projects based on the findings of the Draft Supplemental Environmental Impact Report (SEIR). These findings from the Draft SEIR examine the potential environmental impacts as a result of this project which include the following: Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities. This project will have significant and unavoidable impacts pertaining to violations of laws on the Federal, State and local levels which includes: 5.1-1 TOP2050 would not alter scenic vistas - which is not true as many of our homes are now being blocked by large warehouse walls we can not see over or past any distance. 5.2-2 Would not conflict with existing zoning for agricultural use, or Williamson Act contract. This is also not true as All agricultural land was rezoned to industrial or housing in Violation of the Williamson Act, Prop 70 and in

R5-1

R5-2

R5-3

2

violation of 65302(h)(1)(A) Access to food; creating a food desert. 5.3-1 additional population growth & associated emissions would exceed South Coast AQMD's AQMP. 5.3-3 would generate long-term emissions in excess of South Coast AQMD's threshold criteria & cumulatively contribute to the South Coast Air Basin's nonattainment designations. 5.3-4 Operation of industrial and warehousing land uses would expose sensitive receptors to substantial toxic air contaminant concentrations. 5. In order to be able to make sensible decisions that include the participation of Ontario community organizations, residents, and citizens, we call on you to support the delay of the approval of the TOP2050 General Plan. This is the most critical issue that the voters will address in the Ontario City Council Elections in November 2022. Your decision to delay the approval of the TOP2050 General Plan will be the first step towards protecting Ontario Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities, as well as, the health and quality of life of Ontario residents.

R5-3 cont.
R5-4
R5-5
R5-6
R5-7

Email to receive a copy of your submission

View the submission and any attachments by following the link below and using this unique access code: [redacted]

View Submission [mail.seamlessdocs.com]

City of Ontario - City Clerks | 303 East B Street Ontario, CA 91764

3

2. Response to Comments

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R5. Response to Comments from Robert Barragan, dated June 14, 2022.

R5-1 Responses to Robert Barragan's comments are addressed in response to Comments R5-2 through R5-6 below.

R5-2 See Section 2.2, *Summary of General Responses*, and Section 2.2.1, *Scenic Vistas*. Development within the low-lying areas of Ontario would not have the potential to alter scenic views provided by the backdrop of the San Gabriel Mountains as the peaks rise to 7,000 feet above mean sea level. Additionally, future development under the Proposed Project would still be required to adhere to the City's Development Code. Finally, the Commenter's concerns regarding existing conditions do not constitute substantial evidence of a potential environmental impact of TOP 2050.

R5-3 See Section 2.2, *Summary of General Responses*, Section 2.2.2, *Nonrenewal of Williamson Act Contracts*, and Section 2.2.3, *Environmental Justice Policies*. Buildout of the Proposed Project, like the Approved Project, would most likely require the cancellation or nonrenewal of current Williamson Act contracts. However, because buildout of the Approved Project would have resulted in the cancellation or nonrenewal of Williamson Act contracts, the Proposed Project would not result in further impacts to Williamson Act lands. Further, the comment does not concern TOP 2050, but rather TOP 2010, which is not under consideration here. TOP 2010 was reviewed in the prior EIR and is properly treated as part of the environmental baseline in the SEIR (*Sierra Club v. City of Orange* (2008) 163 Cal.App.4th 523, 542). It should also be noted that environmental justice is not a CEQA topic, as social/economic issues are not environmental impacts under CEQA.

R5-4 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R5-5 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R5-6 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Cumulative health risk associated with buildout of TOP 2050 was identified as a significant unavoidable impact of the Proposed Project.

R5-7 Responses to Robert Barragan's comments are addressed in response to Comments R5-2 through R5-6 above. The Commenter's opposition to TOP 2050 has been forwarded to the decision-makers for their review and consideration.

2. Response to Comments

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LETTER R6 – Vanessa Yambot (1 page)

Claudia Y. Isbell

From: Vanessa Yambot [redacted]
Sent: Tuesday, June 14, 2022 6:34 PM
To: Public Comments
Subject: Public Comment

1. My name is Vanessa Yambot, a local resident for 30 years. This is a notification that I, along with a number of individuals, community leaders, community organizations, and environmental groups are opposed to the Planning Commission's approval of the TOP2050 General Plan.
2. On behalf of the residents and citizens of the Ontario community, I request that you take action to deny the approval of the TOP2050 General Plan. The General Plan proposes the rezoning of Agricultural land to Housing, Industrial and Commercial projects based on the findings of the Draft Supplemental Environmental Impact Report (SEIR). R6-1
3. These findings from the Draft SEIR examine the potential environmental impacts as a result of this project which include the following: **Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities.**
4. This project will have significant and unavoidable impacts pertaining to violations of laws on the Federal, State and local levels which includes: R6-2

5.1-1 TOP2050 would not alter scenic vistas - which is not true as many of our homes are now being blocked by large warehouse walls we can not see over or past any distance.

5.2-2 Would not conflict with existing zoning for agricultural use, or Williamson Act contract. This is also not true as All agricultural land was rezoned to industrial or housing in Violation of the Williamson Act, Prop 70 and in violation of 65302(h)(1)(A) Access to food; creating a food desert. R6-3

5.3-1 additional population growth & associated emissions would exceed South Coast AQMD's AQMP. R6-4

5.3-3 would generate long-term emissions in excess of South Coast AQMD's threshold criteria & cumulatively contribute to the South Coast Air Basin's nonattainment designations. R6-5

5.3-4 Operation of industrial and warehousing land uses would expose sensitive receptors to substantial toxic air contaminant concentrations. R6-6

5. In order to be able to make sensible decisions that include the participation of Ontario community organizations, residents, and citizens, we call on you to support the delay of the approval of the TOP2050 General Plan. This is the most critical issue that the voters will address in the Ontario City Council Elections in November 2022. Your decision to delay the approval of the TOP2050 General Plan will be the first step towards protecting Ontario Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities, as well as, the health and quality of life of Ontario residents. R6-7

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2. Response to Comments

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R6. Response to Comments from Vanessa Yambot, dated June 14, 2022.

R6-1 Responses to Vanessa Yambot's comments are addressed in response to Comments R6-2 through R6-6 below.

R6-2 See Section 2.2, *Summary of General Responses*, and Section 2.2.1, *Scenic Vistas*. Development within the low-lying areas of Ontario would not have the potential to alter scenic views provided by the backdrop of the San Gabriel Mountains as the peaks rise to 7,000 feet above mean sea level. Additionally, future development under the Proposed Project would still be required to adhere to the City's Development Code. Finally, the Commenter's concerns regarding existing conditions do not constitute substantial evidence of a potential environmental impact of TOP 2050.

R6-3 See Section 2.2, *Summary of General Responses*, Section 2.2.2, *Nonrenewal of Williamson Act Contracts*, and Section 2.2.3, *Environmental Justice Policies*. Buildout of the Proposed Project, like the Approved Project, would most likely require the cancellation or nonrenewal of current Williamson Act contracts. However, because buildout of the Approved Project would have resulted in the cancellation or nonrenewal of Williamson Act contracts, the Proposed Project would not result in further impacts to Williamson Act lands. Further, the comment does not concern TOP 2050, but rather TOP 2010, which is not under consideration here. TOP 2010 was reviewed in the prior EIR and is properly treated as part of the environmental baseline in the SEIR (*Sierra Club v. City of Orange* (2008) 163 Cal.App.4th 523, 542). It should also be noted that environmental justice is not a CEQA topic, as social/economic issues are not environmental impacts under CEQA.

R6-4 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R6-5 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R6-6 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Cumulative health risk associated with buildout of TOP 2050 was identified as a significant unavoidable impact of the Proposed Project.

R6-7 Responses to Vanessa Yambot's comments are addressed in response to Comments R6-2 through R6-6 above. The Commenter's opposition to TOP 2050 has been forwarded to the decision-makers for their review and consideration.

2. Response to Comments

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LETTER R7 – Ilianna Romero (3 pages)

Claudia Y. Isbell

From: SeamlessDocs <noreply@seamlessdocs.com>
Sent: Tuesday, June 14, 2022 8:50 PM
To: Public Comments
Subject: Public Comment from Ilianna Romero

New Submission

A new submission was received for the form below. Log into your Submission Manager to review and process it.

Form name Public Speaker Form

Submission Details:

Agenda Item Number or "Public Comment"
Public Comment

Speaker Full Name
Ilianna Romero

Address (optional)
Street Address
[redacted]

City
Alta Loma

State

1

2. Response to Comments

CA

Zip
91737

Subject on which the person wishes to speak?
Against

Briefly describe what you would like to say
On behalf of the residents and citizens of the Ontario community, I request that you take action to deny the approval of the TOP2050 General Plan. The General Plan proposes the rezoning of Agricultural land to Housing, Industrial and Commercial projects based on the findings of the Draft Supplemental Environmental Impact Report (SEIR). These findings from the Draft SEIR examine the potential environmental impacts as a result of this project which include the following: Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities.This project will have significant and unavoidable impacts pertaining to violations of laws on the Federal, State and local levels which includes: 5.1-1 TOP2050 would not alter scenic vistas - which is not true as many of our homes are now being blocked by large warehouse walls we can not see over or past any distance. 5.2-2 Would not conflict with existing zoning for agricultural use, or Williamson Act contract. This is also not true as All agricultural land was rezoned to industrial or housing in Violation of the Williamson Act, Prop 70 and in violation of 65302(h)(1)(A) Access to food; creating a food desert. 5.3-1 additional population growth & associated emissions would exceed South Coast AQMD's AQMP. 5.3-3 would generate long-term emissions in excess of South Coast AQMD's threshold criteria & cumulatively contribute to the South Coast Air Basin's nonattainment designations. 5.3-4 Operation of industrial and warehousing land uses would expose sensitive receptors to substantial toxic air contaminant concentrations. In order to be able to make sensible decisions that include the participation of Ontario community organizations, residents, and citizens, we call on you to support the delay of the approval of the TOP2050 General

R7-1
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Plan. This is the most critical issue that the voters will address in the Ontario City Council Elections in November 2022. Your decision to delay the approval of the TOP2050 General Plan will be the first step towards protecting Ontario Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities, as well as, the health and quality of life of Ontario residents.

R7-7 cont.

Email to receive a copy of your submission

[redacted]

View the submission and any attachments by following the link below and using this unique access code: [redacted]

View Submission [mail.seamlessdocs.com]

City of Ontario - City Clerks | 303 East B Street Ontario, CA 91764

3

2. Response to Comments

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R7. Response to Comments from Ilianna Romero, dated June 14, 2022.

R7-1 Responses to Ilianna Romero's comments are addressed in response to Comments R7-2 through R7-6 below.

R7-2 See Section 2.2, *Summary of General Responses*, and Section 2.2.1, *Scenic Vistas*. Development within the low-lying areas of Ontario would not have the potential to alter scenic views provided by the backdrop of the San Gabriel Mountains as the peaks rise to 7,000 feet above mean sea level. Additionally, future development under the Proposed Project would still be required to adhere to the City's Development Code. Finally, the Commenter's concerns regarding existing conditions do not constitute substantial evidence of a potential environmental impact of TOP 2050.

R7-3 See Section 2.2, *Summary of General Responses*, Section 2.2.2, *Nonrenewal of Williamson Act Contracts*, and Section 2.2.3, *Environmental Justice Policies*. Buildout of the Proposed Project, like the Approved Project, would most likely require the cancellation or nonrenewal of current Williamson Act contracts. However, because buildout of the Approved Project would have resulted in the cancellation or nonrenewal of Williamson Act contracts, the Proposed Project would not result in further impacts to Williamson Act lands. Further, the comment does not concern TOP 2050, but rather TOP 2010, which is not under consideration here. TOP 2010 was reviewed in the prior EIR and is properly treated as part of the environmental baseline in the SEIR (*Sierra Club v. City of Orange* (2008) 163 Cal.App.4th 523, 542). It should also be noted that environmental justice is not a CEQA topic, as social/economic issues are not environmental impacts under CEQA.

R7-4 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R7-5 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R7-6 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Cumulative health risk associated with buildout of TOP 2050 was identified as a significant unavoidable impact of the Proposed Project.

R7-7 Responses to Ilianna Romero's comments are addressed in response to Comments R7-2 through R7-6 above. The Commenter's opposition to TOP 2050 has been forwarded to the decision-makers for their review and consideration.

2. Response to Comments

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LETTER R8 – Verlynn Gojit (1 page)

Claudia Y. Isbell

From: Verlynn Gojit [redacted]
Sent: Tuesday, June 14, 2022 9:19 PM
To: Public Comments
Subject: Save Amy's Farm!

1. My name is Verlynn Gojit. This is a notification that I, along with a number of individuals, community leaders, community organizations, and environmental groups are opposed to the Planning Commission's approval of the TOP2050 General Plan.
2. On behalf of the residents and citizens of the Ontario community, I request that you take action to deny the approval of the TOP2050 General Plan. The General Plan proposes the rezoning of Agricultural land to Housing, Industrial and Commercial projects based on the findings of the Draft Supplemental Environmental Impact Report (SEIR). R8-1
3. These findings from the Draft SEIR examine the potential environmental impacts as a result of this project which include the following: **Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities.**
4. This project will have significant and unavoidable impacts pertaining to violations of laws on the Federal, State and local levels which includes: R8-2

5.1-1 TOP2050 would not alter scenic vistas - which is not true as many of our homes are now being blocked by large warehouse walls we can not see over or past any distance.

5.2-2 Would not conflict with existing zoning for agricultural use, or Williamson Act contract. This is also not true as All agricultural land was rezoned to industrial or housing in Violation of the Williamson Act, Prop 70 and in violation of 65302(h)(1)(A) Access to food; creating a food desert. R8-3

5.3-1 additional population growth & associated emissions would exceed South Coast AQMD's AQMP. R8-4

5.3-3 would generate long-term emissions in excess of South Coast AQMD's threshold criteria & cumulatively contribute to the South Coast Air Basin's nonattainment designations. R8-5

5.3-4 Operation of industrial and warehousing land uses would expose sensitive receptors to substantial toxic air contaminant concentrations. R8-6

5. In order to be able to make sensible decisions that include the participation of Ontario community organizations, residents, and citizens, we call on you to support the delay of the approval of the TOP2050 General Plan. This is the most critical issue that the voters will address in the Ontario City Council Elections in November 2022. Your decision to delay the approval of the TOP2050 General Plan will be the first step towards protecting Ontario Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities, as well as, the health and quality of life of Ontario residents. R8-7

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[redacted]

1

2. Response to Comments

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R8. Response to Comments from Verlynn Gojit, dated June 14, 2022.

R8-1 Responses to Verlynn Gojit's comments are addressed in response to Comments R8-2 through R8-6 below.

R8-2 See Section 2.2, *Summary of General Responses*, and Section 2.2.1, *Scenic Vistas*. Development within the low-lying areas of Ontario would not have the potential to alter scenic views provided by the backdrop of the San Gabriel Mountains as the peaks rise to 7,000 feet above mean sea level. Additionally, future development under the Proposed Project would still be required to adhere to the City's Development Code. Finally, the Commenter's concerns regarding existing conditions do not constitute substantial evidence of a potential environmental impact of TOP 2050.

R8-3 See Section 2.2, *Summary of General Responses*, Section 2.2.2, *Nonrenewal of Williamson Act Contracts*, and Section 2.2.3, *Environmental Justice Policies*. Buildout of the Proposed Project, like the Approved Project, would most likely require the cancellation or nonrenewal of current Williamson Act contracts. However, because buildout of the Approved Project would have resulted in the cancellation or nonrenewal of Williamson Act contracts, the Proposed Project would not result in further impacts to Williamson Act lands. Further, the comment does not concern TOP 2050, but rather TOP 2010, which is not under consideration here. TOP 2010 was reviewed in the prior EIR and is properly treated as part of the environmental baseline in the SEIR (*Sierra Club v. City of Orange* (2008) 163 Cal.App.4th 523, 542). It should also be noted that environmental justice is not a CEQA topic, as social/economic issues are not environmental impacts under CEQA.

R8-4 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R8-5 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R8-6 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Cumulative health risk associated with buildout of TOP 2050 was identified as a significant unavoidable impact of the Proposed Project.

R8-7 Responses to Verlynn Gojit's comments are addressed in response to Comments R8-2 through R8-6 above. The Commenter's opposition to TOP 2050 has been forwarded to the decision-makers for their review and consideration.

2. Response to Comments

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LETTER R9 – Inmi Chao (3 pages)

Claudia Y. Isbell

From: SeamlessDocs <noreply@seamlessdocs.com>
Sent: Tuesday, June 14, 2022 10:16 PM
To: Public Comments
Subject: Public Comment from Inmi Chao

New Submission

A new submission was received for the form below. Log into your Submission Manager to review and process it.

Form name Public Speaker Form

Submission Details:

Agenda Item Number or "Public Comment"
TOP2050 General Plan

Speaker Full Name
Inmi Chao

Address (optional)
State
CA

Subject on which the person wishes to speak?
Against

Briefly describe what you would like to say

1

2. Response to Comments

My name is Inmi Chao. This is a notification that I, along with a number of individuals, community leaders, community organizations, and environmental groups are opposed to the Planning Commission's approval of the TOP2050 General Plan. On behalf of the residents and citizens of the Ontario community, I request that you take action to deny the approval of the TOP2050 General Plan. The General Plan proposes the rezoning of Agricultural land to Housing, Industrial and Commercial projects based on the findings of the Draft Supplemental Environmental Impact Report (SEIR). These findings from the Draft SEIR examine the potential environmental impacts as a result of this project which include the following: Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities. This project will have significant and unavoidable impacts pertaining to violations of laws on the Federal, State and local levels which includes: 5.1-1 TOP2050 would not alter scenic vistas - which is not true as many of our homes are now being blocked by large warehouse walls we can not see over or past any distance. 5.2-2 Would not conflict with existing zoning for agricultural use, or Williamson Act contract. This is also not true as All agricultural land was rezoned to industrial or housing in Violation of the Williamson Act, Prop 70 and in violation of 65302(h)(1)(A) Access to food; creating a food desert. 5.3-1 additional population growth & associated emissions would exceed South Coast AQMD's AQMP. 5.3-3 would generate long-term emissions in excess of South Coast AQMD's threshold criteria & cumulatively contribute to the South Coast Air Basin's nonattainment designations. 5.3-4 Operation of industrial and warehousing land uses would expose sensitive receptors to substantial toxic air contaminant concentrations. 5. In order to be able to make sensible decisions that include the participation of Ontario community organizations, residents, and citizens, we call on you to support the delay of the approval of the TOP2050 General Plan. This is the most critical issue that the voters will address in the Ontario City Council Elections in November 2022. Your decision to delay the approval of the TOP2050 General Plan will be the first step towards protecting Ontario Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural

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Resources and utilities, as well as, the health and quality of life of Ontario residents. R9-7 cont.

Email to receive a copy of your submission

[redacted]

View the submission and any attachments by following the link below and using this unique access code: [redacted]

View Submission [mail.seamlessdocs.com]

City of Ontario - City Clerks | 303 East B Street Ontario, CA 91764

3

2. Response to Comments

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R9. Response to Comments from Inmi Chao, dated June 14, 2022.

R9-1 Responses to Inmi Chao's comments are addressed in response to Comments R9-2 through R9-6 below.

R9-2 See Section 2.2, *Summary of General Responses*, and Section 2.2.1, *Scenic Vistas*. Development within the low-lying areas of Ontario would not have the potential to alter scenic views provided by the backdrop of the San Gabriel Mountains as the peaks rise to 7,000 feet above mean sea level. Additionally, future development under the Proposed Project would still be required to adhere to the City's Development Code. Finally, the Commenter's concerns regarding existing conditions do not constitute substantial evidence of a potential environmental impact of TOP 2050.

R9-3 See Section 2.2, *Summary of General Responses*, Section 2.2.2, *Nonrenewal of Williamson Act Contracts*, and Section 2.2.3, *Environmental Justice Policies*. Buildout of the Proposed Project, like the Approved Project, would most likely require the cancellation or nonrenewal of current Williamson Act contracts. However, because buildout of the Approved Project would have resulted in the cancellation or nonrenewal of Williamson Act contracts, the Proposed Project would not result in further impacts to Williamson Act lands. Further, the comment does not concern TOP 2050, but rather TOP 2010, which is not under consideration here. TOP 2010 was reviewed in the prior EIR and is properly treated as part of the environmental baseline in the SEIR (*Sierra Club v. City of Orange* (2008) 163 Cal.App.4th 523, 542). It should also be noted that environmental justice is not a CEQA topic, as social/economic issues are not environmental impacts under CEQA.

R9-4 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R9-5 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R9-6 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Cumulative health risk associated with buildout of TOP 2050 was identified as a significant unavoidable impact of the Proposed Project.

R9-7 Responses to Inmi Chao's comments are addressed in response to Comments R9-2 through R9-6 above. The Commenter's opposition to TOP 2050 has been forwarded to the decision-makers for their review and consideration.

2. Response to Comments

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LETTER R10 – Katie Crofford (3 pages)

Claudia Y. Isbell

From: SeamlessDocs <noreply@seamlessdocs.com>
Sent: Thursday, June 16, 2022 10:29 AM
To: Public Comments
Subject: Public Comment from Katie Crofford

New Submission

A new submission was received for the form below. Log into your Submission Manager to review and process it.

Form name Public Speaker Form

Submission Details:

Agenda Item Number or "Public Comment"
Public Comment

Speaker Full Name
Katie Crofford

Phone Number (optional)
[redacted]

Subject on which the person wishes to speak?
Against

Briefly describe what you would like to say
My name is Katie Crofford. This is a notification that I, along with a | R10-1

1

2. Response to Comments

number of individuals, community leaders, community organizations, and environmental groups are opposed to the Planning Commission's approval of the TOP2050 General Plan. On behalf of the residents and citizens of the Ontario community, I request that you take action to deny the approval of the TOP2050 General Plan. The General Plan proposes the rezoning of Agricultural land to Housing, Industrial and Commercial projects based on the findings of the Draft Supplemental Environmental Impact Report (SEIR). These findings from the Draft SEIR examine the potential environmental impacts as a result of this project which include the following: Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities. This project will have significant and unavoidable impacts pertaining to violations of laws on the Federal, State and local levels which includes: TOP2050 would not alter scenic vistas - which is not true as many of our homes are now being blocked by large warehouse walls we can not see over or past any distance. Would not conflict with existing zoning for agricultural use, or Williamson Act contract. This is also not true as All agricultural land was rezoned to industrial or housing in Violation of the Williamson Act, Prop 70 and in violation of 65302(h)(1)(A) Access to food; creating a food desert. Additional population growth & associated emissions would exceed South Coast AQMD's AQMP. Would generate long-term emissions in excess of South Coast AQMD's threshold criteria & cumulatively contribute to the South Coast Air Basin's nonattainment designations Operation of industrial and warehousing land uses would expose sensitive receptors to substantial toxic air contaminant concentrations. In order to be able to make sensible decisions that include the participation of Ontario community organizations, residents, and citizens, we call on you to support the delay of the approval of the TOP2050 General Plan. This is the most critical issue that the voters will address in the Ontario City Council Elections in November 2022. Your decision to delay the approval of the TOP2050 General Plan will be the first step towards protecting Ontario Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities, as well as, the health and quality of life of Ontario residents.

R10-1 cont.

R10-2

R10-3

R10-4

R10-5

R10-6

R10-7

2

Email to receive a copy of your submission
[redacted]

View the submission and any attachments by following the link below and using this unique access code: [redacted]

View Submission [mail.seamlessdocs.com]

City of Ontario - City Clerks | 303 East B Street Ontario, CA 91764

3

2. Response to Comments

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R10. Response to Comments from Katie Crofford, dated June 16, 2022.

R10-1 Responses to Katie Crofford's comments are addressed in response to Comments R10-2 through R10-6 below.

R10-2 See Section 2.2, *Summary of General Responses*, and Section 2.2.1, *Scenic Vistas*. Development within the low-lying areas of Ontario would not have the potential to alter scenic views provided by the backdrop of the San Gabriel Mountains as the peaks rise to 7,000 feet above mean sea level. Additionally, future development under the Proposed Project would still be required to adhere to the City's Development Code. Finally, the Commenter's concerns regarding existing conditions do not constitute substantial evidence of a potential environmental impact of TOP 2050.

R10-3 See Section 2.2, *Summary of General Responses*, Section 2.2.2, *Nonrenewal of Williamson Act Contracts*, and Section 2.2.3, *Environmental Justice Policies*. Buildout of the Proposed Project, like the Approved Project, would most likely require the cancellation or nonrenewal of current Williamson Act contracts. However, because buildout of the Approved Project would have resulted in the cancellation or nonrenewal of Williamson Act contracts, the Proposed Project would not result in further impacts to Williamson Act lands. Further, the comment does not concern TOP 2050, but rather TOP 2010, which is not under consideration here. TOP 2010 was reviewed in the prior EIR and is properly treated as part of the environmental baseline in the SEIR (*Sierra Club v. City of Orange* (2008) 163 Cal.App.4th 523, 542). It should also be noted that environmental justice is not a CEQA topic, as social/economic issues are not environmental impacts under CEQA.

R10-4 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R10-5 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R10-6 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Cumulative health risk associated with buildout of TOP 2050 was identified as a significant unavoidable impact of the Proposed Project.

R10-7 Responses to Katie Crofford's comments are addressed in response to Comments R10-2 through R10-6 above. The Commenter's opposition to TOP 2050 has been forwarded to the decision-makers for their review and consideration.

2. Response to Comments

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LETTER R11 – Elvia Velazco (3 pages)

Claudia Y. Isbell

From: SeamlessDocs <noreply@seamlessdocs.com>
Sent: Thursday, June 16, 2022 10:39 AM
To: Public Comments
Subject: Public Comment from Elvira Rios

New Submission

A new submission was received for the form below. Log into your Submission Manager to review and process it.

Form name Public Speaker Form

Submission Details:

Agenda Item Number or "Public Comment"
My name is Elvira Velazco, educator at YouthBuild Charter School of CA and an 8 year resident of the City of Ontario. This is a notification that I, along with a number of individuals, community leaders, community organizations, and environmental groups are opposed to the Planning Commission's approval of the TOP2050 General Plan.

Speaker Full Name
Elvira Rios

Address (optional)
Street Address
[redacted]

1

2. Response to Comments

City
Ontario

State
CA

Zip
91761-6751

Phone Number (optional)
[redacted]

Subject on which the person wishes to speak?
Against

Briefly describe what you would like to say
My name is Elvira Velazco, educator at YouthBuild Charter School of CA and an 8 year resident of the City of Ontario. This is a notification that I, along with a number of individuals, community leaders, community organizations, and environmental groups are opposed to the Planning Commission's approval of the TOP2050 General Plan. On behalf of the residents and citizens of the Ontario community, I request that you take action to deny the approval of the TOP2050 General Plan. The General Plan proposes the rezoning of Agricultural land to Housing, Industrial and Commercial projects based on the findings of the Draft Supplemental Environmental Impact Report (SEIR). These findings from the Draft SEIR examine the potential environmental impacts as a result of this project which include the following: Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities. This project will have significant and unavoidable impacts pertaining to violations of laws on the Federal, State and local levels which includes: 5.1-1 TOP2050 would not alter scenic vistas - which is not true as many of our homes are now being blocked by large warehouse walls we can not see over or past any distance. 5.2-2 Would not conflict with existing zoning for agricultural use, or Williamson Act contract. This is also not true as All

R11-1

R11-2

R11-3

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agricultural land was rezoned to industrial or housing in Violation of the Williamson Act, Prop 70 and in violation of 65302(h)(1)(A) Access to food; creating a food desert. 5.3-1 additional population growth & associated emissions would exceed South Coast AQMD's AQMP. 5.3-3 would generate long-term emissions in excess of South Coast AQMD's threshold criteria & cumulatively contribute to the South Coast Air Basin's nonattainment designations. 5.3-4 Operation of industrial and warehousing land uses would expose sensitive receptors to substantial toxic air contaminant concentrations. 5. In order to be able to make sensible decisions that include the participation of Ontario community organizations, residents, and citizens, we call on you to support the delay of the approval of the TOP2050 General Plan. This is the most critical issue that the voters will address in the Ontario City Council Elections in November 2022. Your decision to delay the approval of the TOP2050 General Plan will be the first step towards protecting Ontario Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities, as well as, the health and quality of life of Ontario residents.

R11-3 cont.

R11-4

R11-5

R11-6

R11-7

Email to receive a copy of your submission

[redacted]

View the submission and any attachments by following the link below and using this unique access code: [redacted]

View Submission [mail.seamlessdocs.com]

City of Ontario - City Clerks | 303 East B Street Ontario, CA 91764

3

2. Response to Comments

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R11. Response to Comments from Elvia Velazco, dated June 16, 2022.

R11-1 Responses to Elvia Velazco's comments are addressed in response to Comments R11-2 through R11-6 below.

R11-2 See Section 2.2, *Summary of General Responses*, and Section 2.2.1, *Scenic Vistas*. Development within the low-lying areas of Ontario would not have the potential to alter scenic views provided by the backdrop of the San Gabriel Mountains as the peaks rise to 7,000 feet above mean sea level. Additionally, future development under the Proposed Project would still be required to adhere to the City's Development Code. Finally, the Commenter's concerns regarding existing conditions do not constitute substantial evidence of a potential environmental impact of TOP 2050.

R11-3 See Section 2.2, *Summary of General Responses*, Section 2.2.2, *Nonrenewal of Williamson Act Contracts*, and Section 2.2.3, *Environmental Justice Policies*. Buildout of the Proposed Project, like the Approved Project, would most likely require the cancellation or nonrenewal of current Williamson Act contracts. However, because buildout of the Approved Project would have resulted in the cancellation or nonrenewal of Williamson Act contracts, the Proposed Project would not result in further impacts to Williamson Act lands. Further, the comment does not concern TOP 2050, but rather TOP 2010, which is not under consideration here. TOP 2010 was reviewed in the prior EIR and is properly treated as part of the environmental baseline in the SEIR (*Sierra Club v. City of Orange* (2008) 163 Cal.App.4th 523, 542). It should also be noted that environmental justice is not a CEQA topic, as social/economic issues are not environmental impacts under CEQA.

R11-4 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R11-5 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R11-6 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Cumulative health risk associated with buildout of TOP 2050 was identified as a significant unavoidable impact of the Proposed Project.

R11-7 Responses to Elvia Velazco's comments are addressed in response to Comments R11-2 through R11-6 above. The Commenter's opposition to TOP 2050 has been forwarded to the decision-makers for their review and consideration.

2. Response to Comments

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LETTER R12 –Aldo Velazco (3 pages)

Claudia Y. Isbell

From: SeamlessDocs <noreply@seamlessdocs.com>
Sent: Thursday, June 16, 2022 10:41 AM
To: Public Comments
Subject: Public Comment from Aldo Velazco

New Submission

A new submission was received for the form below. Log into your Submission Manager to review and process it.

Form name Public Speaker Form

Submission Details:

Agenda Item Number or "Public Comment"
My name is Aldo Velazco, and I am an 8 year resident of the City of Ontario. This is a notification that I, along with a number of individuals, community leaders, community organizations, and environmental groups are opposed to the Planning Commission's approval of the TOP2050 General Plan.

Speaker Full Name
Aldo Velazco

Address (optional)
Street Address
[redacted]

1

2. Response to Comments

City
Ontario

State
CA

Zip
91761-6751

Phone Number (optional)
[redacted]

Subject on which the person wishes to speak?
Against

Briefly describe what you would like to say
My name is Aldo Velazco, and I am an 8 year resident of the City of Ontario. This is a notification that I, along with a number of individuals, community leaders, community organizations, and environmental groups are opposed to the Planning Commission's approval of the TOP2050 General Plan. On behalf of the residents and citizens of the Ontario community, I request that you take action to deny the approval of the TOP2050 General Plan. The General Plan proposes the rezoning of Agricultural land to Housing, Industrial and Commercial projects based on the findings of the Draft Supplemental Environmental Impact Report (SEIR). These findings from the Draft SEIR examine the potential environmental impacts as a result of this project which include the following: Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities. This project will have significant and unavoidable impacts pertaining to violations of laws on the Federal, State and local levels which includes: 5.1-1 TOP2050 would not alter scenic vistas - which is not true as many of our homes are now being blocked by large warehouse walls we can not see over or past any distance. 5.2-2 Would not conflict with existing zoning for agricultural use, or Williamson Act contract. This is also not true as All agricultural land was rezoned to

R12-1

R12-2

R12-3

2

industrial or housing in Violation of the Williamson Act, Prop 70 and in violation of 65302(h)(1)(A) Access to food; creating a food desert. 5.3-1 additional population growth & associated emissions would exceed South Coast AQMD's AQMP. 5.3-3 would generate long-term emissions in excess of South Coast AQMD's threshold criteria & cumulatively contribute to the South Coast Air Basin's nonattainment designations. 5.3-4 Operation of industrial and warehousing land uses would expose sensitive receptors to substantial toxic air contaminant concentrations. 5. In order to be able to make sensible decisions that include the participation of Ontario community organizations, residents, and citizens, we call on you to support the delay of the approval of the TOP2050 General Plan. This is the most critical issue that the voters will address in the Ontario City Council Elections in November 2022. Your decision to delay the approval of the TOP2050 General Plan will be the first step towards protecting Ontario Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities, as well as, the health and quality of life of Ontario residents.

R12-3 cont.
R12-4
R12-5
R12-6
R12-7

Email to receive a copy of your submission

[redacted]

View the submission and any attachments by following the link below and using this unique access code: [redacted]

View Submission [mail.seamlessdocs.com]

City of Ontario - City Clerks | 303 East B Street Ontario, CA 91764

3

2. Response to Comments

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R12. Response to Comments from Aldo Velazco, dated June 16, 2022.

R12-1 Responses to Aldo Velazco's comments are addressed in response to Comments R12-2 through R12-6 below.

R12-2 See Section 2.2, *Summary of General Responses*, and Section 2.2.1, *Scenic Vistas*. Development within the low-lying areas of Ontario would not have the potential to alter scenic views provided by the backdrop of the San Gabriel Mountains as the peaks rise to 7,000 feet above mean sea level. Additionally, future development under the Proposed Project would still be required to adhere to the City's Development Code. Finally, the Commenter's concerns regarding existing conditions do not constitute substantial evidence of a potential environmental impact of TOP 2050.

R12-3 See Section 2.2, *Summary of General Responses*, Section 2.2.2, *Nonrenewal of Williamson Act Contracts*, and Section 2.2.3, *Environmental Justice Policies*. Buildout of the Proposed Project, like the Approved Project, would most likely require the cancellation or nonrenewal of current Williamson Act contracts. However, because buildout of the Approved Project would have resulted in the cancellation or nonrenewal of Williamson Act contracts, the Proposed Project would not result in further impacts to Williamson Act lands. Further, the comment does not concern TOP 2050, but rather TOP 2010, which is not under consideration here. TOP 2010 was reviewed in the prior EIR and is properly treated as part of the environmental baseline in the SEIR (*Sierra Club v. City of Orange* (2008) 163 Cal.App.4th 523, 542). It should also be noted that environmental justice is not a CEQA topic, as social/economic issues are not environmental impacts under CEQA.

R12-4 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R12-5 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R12-6 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Cumulative health risk associated with buildout of TOP 2050 was identified as a significant unavoidable impact of the Proposed Project.

R12-7 Responses to Aldo Velazco's comments are addressed in response to Comments R12-2 through R12-6 above. The Commenter's opposition to TOP 2050 has been forwarded to the decision-makers for their review and consideration.

2. Response to Comments

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LETTER R13 – Inez Cardenas (1 page)

Claudia Y. Isbell

From: i.cardenas8309 · [redacted]
Sent: Thursday, June 16, 2022 10:43 AM
To: Public Comments
Cc: info@amysfarm.com
Subject: Public Comment to Save Farmland

My name is Inez Cardenas, a 20+ resident of the City of Ontario. This is a notification that I, along with a number of individuals, community leaders, community organizations, and environmental groups are opposed to the Planning Commission's approval of the TOP2050 General Plan.

On behalf of the residents and citizens of the Ontario community, I request that you take action to deny the approval of the TOP2050 General Plan. The General Plan proposes the rezoning of Agricultural land to Housing, Industrial and Commercial projects based on the findings of the Draft Supplemental Environmental Impact Report (SEIR). R13-1

These findings from the Draft SEIR examine the potential environmental impacts as a result of this project which include the following: Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities.

This project will have significant and unavoidable impacts pertaining to violations of laws on the Federal, State and local levels which includes: R13-2

5.1-1 TOP2050 would not alter scenic vistas - which is not true as many of our homes are now being blocked by large warehouse walls we can not see over or past any distance.

5.2-2 Would not conflict with existing zoning for agricultural use, or Williamson Act contract. This is also not true as All agricultural land was rezoned to industrial or housing in Violation of the Williamson Act, Prop 70 and in violation of 65302(h)(1)(A) Access to food; creating a food desert. R13-3

5.3-1 additional population growth & associated emissions would exceed South Coast AQMD's AQMP. R13-4

5.3-3 would generate long-term emissions in excess of South Coast AQMD's threshold criteria & cumulatively contribute to the South Coast Air Basin's nonattainment designations. R13-5

5.3-4 Operation of industrial and warehousing land uses would expose sensitive receptors to substantial toxic air contaminant concentrations. R13-6

5. In order to be able to make sensible decisions that include the participation of Ontario community organizations, residents, and citizens, we call on you to support the delay of the approval of the TOP2050 General Plan. This is the most critical issue that the voters will address in the Ontario City Council Elections in November 2022. Your decision to delay the approval of the TOP2050 General Plan will be the first step towards protecting Ontario Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities, as well as, the health and quality of life of Ontario residents. R13-7

1

2. Response to Comments

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R13. Response to Comments from Inez Cardenas, dated June 16, 2022.

R13-1 Responses to Inez Cardenas' comments are addressed in response to Comments R13-2 through R13-6 below.

R13-2 See Section 2.2, *Summary of General Responses*, and Section 2.2.1, *Scenic Vistas*. Development within the low-lying areas of Ontario would not have the potential to alter scenic views provided by the backdrop of the San Gabriel Mountains as the peaks rise to 7,000 feet above mean sea level. Additionally, future development under the Proposed Project would still be required to adhere to the City's Development Code. Finally, the Commenter's concerns regarding existing conditions do not constitute substantial evidence of a potential environmental impact of TOP 2050.

R13-3 See Section 2.2, *Summary of General Responses*, Section 2.2.2, *Nonrenewal of Williamson Act Contracts*, and Section 2.2.3, *Environmental Justice Policies*. Buildout of the Proposed Project, like the Approved Project, would most likely require the cancellation or nonrenewal of current Williamson Act contracts. However, because buildout of the Approved Project would have resulted in the cancellation or nonrenewal of Williamson Act contracts, the Proposed Project would not result in further impacts to Williamson Act lands. Further, the comment does not concern TOP 2050, but rather TOP 2010, which is not under consideration here. TOP 2010 was reviewed in the prior EIR and is properly treated as part of the environmental baseline in the SEIR (*Sierra Club v. City of Orange* (2008) 163 Cal.App.4th 523, 542). It should also be noted that environmental justice is not a CEQA topic, as social/economic issues are not environmental impacts under CEQA.

R13-4 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R13-5 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R13-6 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Cumulative health risk associated with buildout of TOP 2050 was identified as a significant unavoidable impact of the Proposed Project.

R13-7 Responses to Inez Cardenas' comments are addressed in response to Comments R13-2 through R13-6 above. The Commenter's opposition to TOP 2050 has been forwarded to the decision-makers for their review and consideration.

2. Response to Comments

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LETTER R14 – Caroline Lanspa (1 page)

Claudia Y. Isbell

From: Caroline Lanspa [redacted]
Sent: Thursday, June 16, 2022 10:52 AM
To: Public Comments
Subject: Opposing approval of the TOP2050 General Plan

Dear City of Ontario,

My name is Caroline Lanspa. This is a notification that I, along with a number of individuals, community leaders, community organizations, and environmental groups are opposed to the Planning Commission's approval of the TOP2050 General Plan.

On behalf of the residents and citizens of the surrounding community, I request that you take action to deny the approval of the TOP2050 General Plan. The General Plan proposes the rezoning of Agricultural land to Housing, Industrial and Commercial projects based on the findings of the Draft Supplemental Environmental Impact Report (SEIR). R14-1

These findings from the Draft SEIR examine the potential environmental impacts as a result of this project which include the following: **Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities.**

This project will have significant and unavoidable impacts pertaining to violations of laws on the Federal, State and local levels which include: R14-2

5. 1-1 TOP2050 would not alter scenic vistas - which is not true as many homes are now being blocked by large warehouse walls which prevent residents from seeing over or past any distance.

5.2-2 Would not conflict with existing zoning for agricultural use, or Williamson Act contract. This is also not true as All agricultural land was rezoned to industrial or housing in Violation of the Williamson Act, Prop 70 and in violation of 65302(h)(1)(A) Access to food; creating a food desert. R14-3

5.3-1 additional population growth & associated emissions would exceed South Coast AQMD's AQMP. R14-4

5.3-3 would generate long-term emissions in excess of South Coast AQMD's threshold criteria & cumulatively contribute to the South Coast Air Basin's nonattainment designations. R14-5

5.3-4 Operation of industrial and warehousing land uses would expose sensitive receptors to substantial toxic air contaminant concentrations. R14-6

In order to be able to make sensible decisions that include the participation of Ontario community and surrounding community organizations, residents, and citizens, we call on you to support the delay of the approval of the TOP2050 General Plan. This is the most critical issue that the voters will address in the Ontario City Council Elections in November 2022. Your decision to delay the approval of the TOP2050 General Plan will be the first step towards protecting Ontario Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities, as well as, the health and quality of life of Ontario residents. R14-7

I appreciate the opportunity to voice my concern.
Best,
Caroline

Sent from Outlook [aka.ms]

1

2. Response to Comments

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R14. Response to Comments from Caroline Lanspa, dated June 16, 2022.

R14-1 Responses to Caroline Lanspa's comments are addressed in response to Comments R14-2 through R14-6 below.

R14-2 See Section 2.2, *Summary of General Responses*, and Section 2.2.1, *Scenic Vistas*. Development within the low-lying areas of Ontario would not have the potential to alter scenic views provided by the backdrop of the San Gabriel Mountains as the peaks rise to 7,000 feet above mean sea level. Additionally, future development under the Proposed Project would still be required to adhere to the City's Development Code. Finally, the Commenter's concerns regarding existing conditions do not constitute substantial evidence of a potential environmental impact of TOP 2050.

R14-3 See Section 2.2, *Summary of General Responses*, Section 2.2.2, *Nonrenewal of Williamson Act Contracts*, and Section 2.2.3, *Environmental Justice Policies*. Buildout of the Proposed Project, like the Approved Project, would most likely require the cancellation or nonrenewal of current Williamson Act contracts. However, because buildout of the Approved Project would have resulted in the cancellation or nonrenewal of Williamson Act contracts, the Proposed Project would not result in further impacts to Williamson Act lands. Further, the comment does not concern TOP 2050, but rather TOP 2010, which is not under consideration here. TOP 2010 was reviewed in the prior EIR and is properly treated as part of the environmental baseline in the SEIR (*Sierra Club v. City of Orange* (2008) 163 Cal.App.4th 523, 542). It should also be noted that environmental justice is not a CEQA topic, as social/economic issues are not environmental impacts under CEQA.

R14-4 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R14-5 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R14-6 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Cumulative health risk associated with buildout of TOP 2050 was identified as a significant unavoidable impact of the Proposed Project.

R14-7 Responses to Caroline Lanspa's comments are addressed in response to Comments R14-2 through R14-6 above. The Commenter's opposition to TOP 2050 has been forwarded to the decision-makers for their review and consideration.

2. Response to Comments

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LETTER R15 – Daniel Lo (3 pages)

Claudia Y. Isbell

From: SeamlessDocs <noreply@seamlessdocs.com>
Sent: Thursday, June 16, 2022 5:19 PM
To: Public Comments
Subject: Public Comment from Daniel Lo

New Submission

A new submission was received for the form below. Log into your Submission Manager to review and process it.

Form name Public Speaker Form

Submission Details:

Agenda Item Number or "Public Comment"
Public Comment

Speaker Full Name
Daniel Lo

Subject on which the person wishes to speak?
Against

Briefly describe what you would like to say
My name is Daniel Lo and 12 year resident of the City of Ontario. This is a notification that I, along with a number of individuals, community leaders, community organizations, and environmental groups are opposed to the Planning Commission's approval of the TOP2050

R15-1

1

2. Response to Comments

General Plan. On behalf of the residents and citizens of the Ontario community, I request that you take action to deny the approval of the TOP2050 General Plan. The General Plan proposes the rezoning of Agricultural land to Housing, Industrial and Commercial projects based on the findings of the Draft Supplemental Environmental Impact Report (SEIR). These findings from the Draft SEIR examine the potential environmental impacts as a result of this project which include the following: Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities. This project will have significant and unavoidable impacts pertaining to violations of laws on the Federal, State and local levels which includes: 5.1-1 TOP2050 would not alter scenic vistas - which is not true as many of our homes are now being blocked by large warehouse walls we can not see over or past any distance. 5.2-2 Would not conflict with existing zoning for agricultural use, or Williamson Act contract. This is also not true as All agricultural land was rezoned to industrial or housing in Violation of the Williamson Act, Prop 70 and in violation of 65302(h)(1)(A) Access to food; creating a food desert. 5.3-1 additional population growth & associated emissions would exceed South Coast AQMD's AQMP. 5.3-3 would generate long-term emissions in excess of South Coast AQMD's threshold criteria & cumulatively contribute to the South Coast Air Basin's nonattainment designations. 5.3-4 Operation of industrial and warehousing land uses would expose sensitive receptors to substantial toxic air contaminant concentrations. In order to be able to make sensible decisions that include the participation of Ontario community organizations, residents, and citizens, we call on you to support the delay of the approval of the TOP2050 General Plan. This is the most critical issue that the voters will address in the Ontario City Council Elections in November 2022. Your decision to delay the approval of the TOP2050 General Plan will be the first step towards protecting Ontario Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities, as well as, the health and quality of life of Ontario residents.

R15-1 cont.

R15-2

R15-3

R15-4

R15-5

R15-6

R15-7

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Email to receive a copy of your submission

[redacted]

View the submission and any attachments by following the link below and using this unique access code: [redacted]

View Submission [mail.seamlessdocs.com]

City of Ontario - City Clerks | 303 East B Street Ontario, CA 91764

3

2. Response to Comments

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R15. Response to Comments from Daniel Lo, dated June 16, 2022.

R15-1 Responses to Daniel Lo's comments are addressed in response to Comments R15-2 through R15-6 below.

R15-2 See Section 2.2, *Summary of General Responses*, and Section 2.2.1, *Scenic Vistas*. Development within the low-lying areas of Ontario would not have the potential to alter scenic views provided by the backdrop of the San Gabriel Mountains as the peaks rise to 7,000 feet above mean sea level. Additionally, future development under the Proposed Project would still be required to adhere to the City's Development Code. Finally, the Commenter's concerns regarding existing conditions do not constitute substantial evidence of a potential environmental impact of TOP 2050.

R15-3 See Section 2.2, *Summary of General Responses*, Section 2.2.2, *Nonrenewal of Williamson Act Contracts*, and Section 2.2.3, *Environmental Justice Policies*. Buildout of the Proposed Project, like the Approved Project, would most likely require the cancellation or nonrenewal of current Williamson Act contracts. However, because buildout of the Approved Project would have resulted in the cancellation or nonrenewal of Williamson Act contracts, the Proposed Project would not result in further impacts to Williamson Act lands. Further, the comment does not concern TOP 2050, but rather TOP 2010, which is not under consideration here. TOP 2010 was reviewed in the prior EIR and is properly treated as part of the environmental baseline in the SEIR (*Sierra Club v. City of Orange* (2008) 163 Cal.App.4th 523, 542). It should also be noted that environmental justice is not a CEQA topic, as social/economic issues are not environmental impacts under CEQA.

R15-4 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R15-5 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R15-6 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Cumulative health risk associated with buildout of TOP 2050 was identified as a significant unavoidable impact of the Proposed Project.

R15-7 Responses to Daniel Lo's comments are addressed in response to Comments R15-2 through R15-6 above. The Commenter's opposition to TOP 2050 has been forwarded to the decision-makers for their review and consideration.

2. Response to Comments

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LETTER R16 – Eva Ramirez (1 page)

From: Eva Ramirez <[redacted]
Sent: Thursday, June 16, 2022 9:15:30 PM
To: Kimberly Ruddins <Kruddins@ontarioca.gov>
Subject: Public Comment on The Ontario Plan 2050

My name is Eva Ramirez, I am a long-time resident of the City of Ontario. My parents moved to the City in the 70s and raised their kids here, two of us, along with our families, still live in the City. I am writing on behalf of myself and my family members to respectfully request that you **not approve the TOP2050 General Plan**.

The residents of Ontario are already experiencing water shortages as well as power outages. Furthermore, classrooms, medical facilities, and services are maxed out. For example, to get an appointment at the doctor currently, or be seen for urgent care or the emergency room, takes hours and hours, this has already been going on for several years, pre-pandemic. There are insufficient services currently and would only get further stretched with this additional growth. Furthermore, our roads are overly crowded and our air is overly polluted, especially with the recent boom in warehouse and industrial development that has brought so many large trucks to our roads. We respectfully request that any growth, especially of this magnitude, be given further consideration and include well-thought-out, detailed mitigation plans to protect the health and quality of life of residents. R16-1

There are various other cities in the region that have already, or are in the process of, implementing warehouse moratoriums to further study the impacts on health of having warehouses in the community. Some cities have adopted ordinances tightening regulations for warehouse/industrial development. We ask that the City of Ontario consider a moratorium on warehouses as well, and take time to consider major tightening of regulations in order to provide greater protection for the residents.

The TOP2050 proposes the rezoning of Agricultural land to Housing, Industrial and Commercial projects. However, the findings of the Draft Supplemental Environmental Impact Report (SEIR) show that this project will have significant and unavoidable impacts and will violate laws on the Federal, State and local levels, which include:

4.1.7. - The Project would convert Prime Farmland to urban development, and it would conflict with existing Williamson Act contract lands. This unavoidable significant impact is consistent with findings of the City's TOP EIR, which implemented the interim Agricultural Overlay District in anticipation of future development for the site. Even with implementation of regulatory requirements, standard conditions of approval, and consideration of mitigation, the Project would result in significant and unavoidable impacts. R16-2

Please do not approve TOP2050 General Plan, thereby limiting Greenhouse gas emissions, noise, and traffic in our beloved City, while protecting Ontario air quality, biological resources, agricultural resources, cultural resources, Tribal Cultural Resources and utilities, and the health and quality of life for Ontario residents.

I would appreciate a response confirming your receipt of my email. Thank you so much for your time and attention. R16-3

Best,

Eva Ramirez

2. Response to Comments

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R16. Response to Comments from Eva Ramirez, dated June 16, 2022.

R16-1 Responses to Eva Ramirez's comments are addressed in response to Comments R16-2 below.

R16-2 See Section 2.2, *Summary of General Responses*, and Section 2.2.2, *Nonrenewal of Williamson Act Contracts*. Buildout of the Proposed Project, like the Approved Project, would most likely require the cancellation or nonrenewal of current Williamson Act contracts. However, because buildout of the Approved Project would have resulted in the cancellation or nonrenewal of Williamson Act contracts, the Proposed Project would not result in further impacts to Williamson Act lands. Further, the comment does not concern TOP 2050, but rather TOP 2010, which is not under consideration here. TOP 2010 was reviewed in the prior EIR and is properly treated as part of the environmental baseline in the SEIR (*Sierra Club v. City of Orange* (2008) 163 Cal.App.4th 523, 542).

R16-3 Responses to Eva Ramirez's comments are addressed in response to Comment R16-2 above. The Commenter's opposition to TOP 2050 has been forwarded to the decision-makers for their review and consideration.

2. Response to Comments

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LETTER R17 – Cara Butler (1 page)

-----Original Message-----
From: "CZ" [redacted]
Sent: Friday, June 17, 2022 9:01am
To: info@amysfarm.com
Subject: comment to City of Ontario

1. My name is Cara Butler
. This is a notification that I, along with a number of individuals, community leaders, community organizations, and environmental groups are opposed to the Planning Commission's approval of the TOP2050 General Plan.

2. On behalf of the residents and citizens of the Ontario community, I request that you take action to deny the approval of the TOP2050 General Plan. The General Plan proposes the rezoning of Agricultural land to Housing, Industrial and Commercial projects based on the findings of the Draft Supplemental Environmental Impact Report (SEIR). R17-1

3. These findings from the Draft SEIR examine the potential environmental impacts as a result of this project which include the following: **Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities.**

4. This project will have significant and unavoidable impacts pertaining to violations of laws on the Federal, State and local levels which includes: R17-2

5.1-1 TOP2050 would not alter scenic vistas - which is not true as many of our homes are now being blocked by large warehouse walls we can not see over or past any distance.

5.2-2 Would not conflict with existing zoning for agricultural use, or Williamson Act contract. This is also not true as All agricultural land was rezoned to industrial or housing in Violation of the Williamson Act, Prop 70 and in violation of 65302(h)(1)(A) Access to food; creating a food desert. R17-3

5.3-1 additional population growth & associated emissions would exceed South Coast AQMD's AQMP. R17-4

Thank you,

Cara Butler

2. Response to Comments

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R17. Response to Comments from Cara Butler, dated June 17, 2022.

R17-1 Responses to Cara Butler's comments are addressed in response to Comments R17-2 through R17-4 below.

R17-2 See Section 2.2, *Summary of General Responses*, and Section 2.2.1, *Scenic Vistas*. Development within the low-lying areas of Ontario would not have the potential to alter scenic views provided by the backdrop of the San Gabriel Mountains as the peaks rise to 7,000 feet above mean sea level. Additionally, future development under the Proposed Project would still be required to adhere to the City's Development Code. Finally, the Commenter's concerns regarding existing conditions do not constitute substantial evidence of a potential environmental impact of TOP 2050.

R17-3 See Section 2.2, *Summary of General Responses*, Section 2.2.2, *Nonrenewal of Williamson Act Contracts*, and Section 2.2.3, *Environmental Justice Policies*. Buildout of the Proposed Project, like the Approved Project, would most likely require the cancellation or nonrenewal of current Williamson Act contracts. However, because buildout of the Approved Project would have resulted in the cancellation or nonrenewal of Williamson Act contracts, the Proposed Project would not result in further impacts to Williamson Act lands. Further, the comment does not concern TOP 2050, but rather TOP 2010, which is not under consideration here. TOP 2010 was reviewed in the prior EIR and is properly treated as part of the environmental baseline in the SEIR (*Sierra Club v. City of Orange* (2008) 163 Cal.App.4th 523, 542). It should also be noted that environmental justice is not a CEQA topic, as social/economic issues are not environmental impacts under CEQA.

R17-4 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

2. Response to Comments

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LETTER R18 – Antoinette Anderson (3 pages)

Claudia Y. Isbell

From: SeamlessDocs <noreply@seamlessdocs.com>
Sent: Friday, June 17, 2022 12:24 PM
To: Public Comments
Subject: Public Comment from Antoinette Anderson

New Submission

A new submission was received for the form below. Log into your Submission Manager to review and process it.

Form name Public Speaker Form

Submission Details:

Agenda Item Number or "Public Comment"
"Public Comment"

Speaker Full Name
Antoinette Anderson

Subject on which the person wishes to speak?
Against

Briefly describe what you would like to say
1. My name is Antoinette Anderson. This is a notification that I, along with a number of individuals, community leaders, community organizations, and environmental groups are opposed to the Planning Commission's approval of the TOP2050 General Plan. 2. On behalf of

R18-1

1

2. Response to Comments

the residents and citizens of the Ontario community, I request that you take action to deny the approval of the TOP2050 General Plan. The General Plan proposes the rezoning of Agricultural land to Housing, Industrial and Commercial projects based on the findings of the Draft Supplemental Environmental Impact Report (SEIR). 3. These findings from the Draft SEIR examine the potential environmental impacts as a result of this project which include the following: Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities. 4. This project will have significant and unavoidable impacts pertaining to violations of laws on the Federal, State and local levels which includes: 5.1-1 TOP2050 would not alter scenic vistas - which is not true as many of our homes are now being blocked by large warehouse walls we can not see over or past any distance. 5.2-2 Would not conflict with existing zoning for agricultural use, or Williamson Act contract. This is also not true as All agricultural land was rezoned to industrial or housing in Violation of the Williamson Act, Prop 70 and in violation of 65302(h)(1)(A) Access to food; creating a food desert. 5.3-1 additional population growth & associated emissions would exceed South Coast AQMD's AQMP. 5.3-3 would generate long-term emissions in excess of South Coast AQMD's threshold criteria & cumulatively contribute to the South Coast Air Basin's nonattainment designations. 5.3-4 Operation of industrial and warehousing land uses would expose sensitive receptors to substantial toxic air contaminant concentrations. 5. In order to be able to make sensible decisions that include the participation of Ontario community organizations, residents, and citizens, we call on you to support the delay of the approval of the TOP2050 General Plan. This is the most critical issue that the voters will address in the Ontario City Council Elections in November 2022. Your decision to delay the approval of the TOP2050 General Plan will be the first step towards protecting Ontario Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities, as well as, the health and quality of life of Ontario residents.

R18-1 cont.

R18-2

R18-3

R18-4

R18-5

R18-6

R18-7

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Email to receive a copy of your submission
[redacted]

View the submission and any attachments by following the link below and using this unique access code: [redacted]

View Submission [mail.seamlessdocs.com]

City of Ontario - City Clerks | 303 East B Street Ontario, CA 91764

3

2. Response to Comments

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R18. Response to Comments from Antoinette Anderson, dated June 17, 2022.

R18-1 Responses to Antoinette Anderson's comments are addressed in response to Comments R18-2 through R18-6 below.

R18-2 See Section 2.2, *Summary of General Responses*, and Section 2.2.1, *Scenic Vistas*. Development within the low-lying areas of Ontario would not have the potential to alter scenic views provided by the backdrop of the San Gabriel Mountains as the peaks rise to 7,000 feet above mean sea level. Additionally, future development under the Proposed Project would still be required to adhere to the City's Development Code. Finally, the Commenter's concerns regarding existing conditions do not constitute substantial evidence of a potential environmental impact of TOP 2050.

R18-3 See Section 2.2, *Summary of General Responses*, Section 2.2.2, *Nonrenewal of Williamson Act Contracts*, and Section 2.2.3, *Environmental Justice Policies*. Buildout of the Proposed Project, like the Approved Project, would most likely require the cancellation or nonrenewal of current Williamson Act contracts. However, because buildout of the Approved Project would have resulted in the cancellation or nonrenewal of Williamson Act contracts, the Proposed Project would not result in further impacts to Williamson Act lands. Further, the comment does not concern TOP 2050, but rather TOP 2010, which is not under consideration here. TOP 2010 was reviewed in the prior EIR and is properly treated as part of the environmental baseline in the SEIR (*Sierra Club v. City of Orange* (2008) 163 Cal.App.4th 523, 542). It should also be noted that environmental justice is not a CEQA topic, as social/economic issues are not environmental impacts under CEQA.

R18-4 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R18-5 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R18-6 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Cumulative health risk associated with buildout of TOP 2050 was identified as a significant unavoidable impact of the Proposed Project.

R18-7 Responses to Antoinette Anderson's comments are addressed in response to Comments R18-2 through R18-6 above. The Commenter's opposition to TOP 2050 has been forwarded to the decision-makers for their review and consideration.

2. Response to Comments

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LETTER R19 – Jackie Deans (1 page)

From: Jackie Deans [redacted]
Sent: Friday, June 17, 2022 12:34:50 AM
To: Kimberly Ruddins <Kruddins@ontarioca.gov>
Subject: Ontario plan 2050

I am writing on behalf of myself and my family members to respectfully request that you **not approve the TOP2050 General Plan**.

The residents of Ontario are already experiencing water shortages as well as power outages. Furthermore, classrooms, medical facilities, and services are maxed out. For example, to get an appointment at the doctor currently, or be seen for urgent care or the emergency room, takes hours and hours, this has already been going on for several years, pre-pandemic. There are insufficient services currently and would only get further stretched with this additional growth. Furthermore, our roads are overly crowded and our air is overly polluted, especially with the recent boom in warehouse and industrial development that has brought so many large trucks to our roads. We respectfully request that any growth, especially of this magnitude, be given further consideration and include well-thought-out, detailed mitigation plans to protect the health and quality of life of residents. R19-1

There are various other cities in the region that have already, or are in the process of, implementing warehouse moratoriums to further study the impacts on health of having warehouses in the community. Some cities have adopted ordinances tightening regulations for warehouse/industrial development. We ask that the City of Ontario consider a moratorium on warehouses as well, and take time to consider major tightening of regulations in order to provide greater protection for the residents.

The TOP2050 proposes the rezoning of Agricultural land to Housing, Industrial and Commercial projects. However, the findings of the Draft Supplemental Environmental Impact Report (SEIR) show that this project will have significant and unavoidable impacts and will violate laws on the Federal, State and local levels, which include:

4.1.7. - The Project would convert Prime Farmland to urban development, and it would conflict with existing Williamson Act contract lands. This unavoidable significant impact is consistent with findings of the City's TOP EIR, which implemented the interim Agricultural Overlay District in anticipation of future development for the site. Even with implementation of regulatory requirements, standard conditions of approval, and consideration of mitigation, the Project would result in significant and unavoidable impacts. R19-2

Please do not approve TOP2050 General Plan, thereby limiting Greenhouse gas emissions, noise, and traffic in our beloved City, while protecting Ontario air quality, biological resources, agricultural resources, cultural resources, Tribal Cultural Resources and utilities, and the health and quality of life for Ontario residents. R19-3

Respectfully,
Jackie

Sent from Yahoo Mail for iPhone [overview.mail.yahoo.com]

2. Response to Comments

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R19. Response to Comments from Jackie Deans, dated June 17, 2022.

R19-1 Responses to Jackie Dean's comments are addressed in response to Comments R19-2 below.

R19-2 See Section 2.2, *Summary of General Responses*, and Section 2.2.2, *Nonrenewal of Williamson Act Contracts*. Buildout of the Proposed Project, like the Approved Project, would most likely require the cancellation or nonrenewal of current Williamson Act contracts. However, because buildout of the Approved Project would have resulted in the cancellation or nonrenewal of Williamson Act contracts, the Proposed Project would not result in further impacts to Williamson Act lands. Further, the comment does not concern TOP 2050, but rather TOP 2010, which is not under consideration here. TOP 2010 was reviewed in the prior EIR and is properly treated as part of the environmental baseline in the SEIR (*Sierra Club v. City of Orange* (2008) 163 Cal.App.4th 523, 542).

R19-3 Responses to Jackie Dean's comments are addressed in response to Comment R19-2 above. The Commenter's opposition to TOP 2050 has been forwarded to the decision-makers for their review and consideration.

2. Response to Comments

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LETTER R20 – Danielle Martinez (3 pages)

Claudia Y. Isbell

From: SeamlessDocs <noreply@seamlessdocs.com>
Sent: Thursday, June 16, 2022 5:19 PM
To: Public Comments
Subject: Public Comment from Daniel Lo

New Submission

A new submission was received for the form below. Log into your Submission Manager to review and process it.

Form name Public Speaker Form

Submission Details:

Agenda Item Number or "Public Comment"
Public Comment

Speaker Full Name
Daniel Lo

Subject on which the person wishes to speak?
Against

Briefly describe what you would like to say
My name is Daniel Lo and 12 year resident of the City of Ontario. This is a notification that I, along with a number of individuals, community leaders, community organizations, and environmental groups are opposed to the Planning Commission's approval of the TOP2050

R15-1

1

2. Response to Comments

CA

Zip
92399

Phone Number (optional)
[redacted]

Name of Organization
SBCSS

Subject on which the person wishes to speak?
Against

Briefly describe what you would like to say
My name is Danielle Martinez, Member of San Bernardino County Superintendent of Schools. This is a notification that I, along with a number of individuals, community leaders, community organizations, and environmental groups are opposed to the Planning Commission's approval of the TOP2050 General Plan. On behalf of the residents and citizens of the Ontario community, I request that you take action to deny the approval of the TOP2050 General Plan. The General Plan proposes the rezoning of Agricultural land to Housing, Industrial and Commercial projects based on the findings of the Draft Supplemental Environmental Impact Report (SEIR). These findings from the Draft SEIR examine the potential environmental impacts as a result of this project which include the following: Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities. This project will have significant and unavoidable impacts pertaining to violations of laws on the Federal, State and local levels which includes: 5.1-1 TOP2050 would not alter scenic vistas - which is not true as many of our homes are now being blocked by large warehouse walls we can not see over or past any distance. 5.2-2 Would not conflict with existing zoning for agricultural use, or Williamson Act contract. This is also not true as All agricultural land was rezoned to industrial or housing in Violation of the Williamson Act, Prop 70 and in

R20-1

R20-2

R20-3

2

violation of 65302(h)(1)(A) Access to food; creating a food desert. 5.3-1 additional population growth & associated emissions would exceed South Coast AQMD's AQMP. 5.3-3 would generate long-term emissions in excess of South Coast AQMD's threshold criteria & cumulatively contribute to the South Coast Air Basin's nonattainment designations. 5.3-4 Operation of industrial and warehousing land uses would expose sensitive receptors to substantial toxic air contaminant concentrations. 5. In order to be able to make sensible decisions that include the participation of Ontario community organizations, residents, and citizens, we call on you to support the delay of the approval of the TOP2050 General Plan. This is the most critical issue that the voters will address in the Ontario City Council Elections in November 2022. Your decision to delay the approval of the TOP2050 General Plan will be the first step towards protecting Ontario Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities, as well as, the health and quality of life of Ontario residents.

R20-3 cont.
R20-4
R20-5
R20-6
R20-7

Email to receive a copy of your submission
[redacted]

View the submission and any attachments by following the link below and using this unique access code: [redacted]

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City of Ontario - City Clerks | 303 East B Street Ontario, CA 91764

3

2. Response to Comments

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R20. Response to Comments from Danielle Martinez, dated June 17, 2022.

R20-1 Responses to Danielle Martinez's comments are addressed in response to Comments R20-2 through R20-6 below.

R20-2 See Section 2.2, *Summary of General Responses*, and Section 2.2.1, *Scenic Vistas*. Development within the low-lying areas of Ontario would not have the potential to alter scenic views provided by the backdrop of the San Gabriel Mountains as the peaks rise to 7,000 feet above mean sea level. Additionally, future development under the Proposed Project would still be required to adhere to the City's Development Code. Finally, the Commenter's concerns regarding existing conditions do not constitute substantial evidence of a potential environmental impact of TOP 2050.

R20-3 See Section 2.2, *Summary of General Responses*, Section 2.2.2, *Nonrenewal of Williamson Act Contracts*, and Section 2.2.3, *Environmental Justice Policies*. Buildout of the Proposed Project, like the Approved Project, would most likely require the cancellation or nonrenewal of current Williamson Act contracts. However, because buildout of the Approved Project would have resulted in the cancellation or nonrenewal of Williamson Act contracts, the Proposed Project would not result in further impacts to Williamson Act lands. Further, the comment does not concern TOP 2050, but rather TOP 2010, which is not under consideration here. TOP 2010 was reviewed in the prior EIR and is properly treated as part of the environmental baseline in the SEIR (*Sierra Club v. City of Orange* (2008) 163 Cal.App.4th 523, 542). It should also be noted that environmental justice is not a CEQA topic, as social/economic issues are not environmental impacts under CEQA.

R20-4 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R20-5 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R20-6 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Cumulative health risk associated with buildout of TOP 2050 was identified as a significant unavoidable impact of the Proposed Project.

R20-7 Responses to Danielle Martinez's comments are addressed in response to Comments R20-2 through R20-6 above. The Commenter's opposition to TOP 2050 has been forwarded to the decision-makers for their review and consideration.

2. Response to Comments

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LETTER R21 – Cynthia Serrano (3 pages)

Claudia Y. Isbell

From: SeamlessDocs <noreply@seamlessdocs.com>
Sent: Sunday, June 19, 2022 1:11 PM
To: Public Comments
Subject: Public Comment from Cynthia Serrano

New Submission

A new submission was received for the form below. Log into your Submission Manager to review and process it.

Form name Public Speaker Form

Submission Details:

Agenda Item Number or "Public Comment"
Public Comment

Speaker Full Name
Cynthia Serrano

Address (optional)
Street Address
[redacted]

City
Ontario

State

1

2. Response to Comments

CA

Zip
91762

Subject on which the person wishes to speak?
Against

Briefly describe what you would like to say

My name is Cynthia Serrano and I am a 2 year resident of the City of Ontario. This is a notification that I, along with a number of individuals, community leaders, community organizations, and environmental groups are opposed to the Planning Commission's approval of the TOP2050 General Plan. On behalf of the residents and citizens of the Ontario community, I request that you take action to deny the approval of the TOP2050 General Plan. The General Plan proposes the rezoning of Agricultural land to Housing, Industrial and Commercial projects based on the findings of the Draft Supplemental Environmental Impact Report (SEIR). These findings from the Draft SEIR examine the potential environmental impacts as a result of this project which include the following: Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities. This project will have significant and unavoidable impacts pertaining to violations of laws on the Federal, State and local levels which includes: 5.1-1 TOP2050 would not alter scenic vistas - which is not true as many of our homes are now being blocked by large warehouse walls we can not see over or past any distance. 5.2-2 Would not conflict with existing zoning for agricultural use, or Williamson Act contract. This is also not true as All agricultural land was rezoned to industrial or housing in Violation of the Williamson Act, Prop 70 and in violation of 65302(h)(1)(A) Access to food; creating a food desert. 5.3-1 additional population growth & associated emissions would exceed South Coast AQMD's AQMP. 5.3-3 would generate long-term emissions in excess of South Coast AQMD's threshold criteria & cumulatively contribute to the South Coast Air Basin's nonattainment designations. 5.3-4 Operation of industrial and warehousing land uses

R21-1
R21-2
R21-3
R21-4
R21-5
R21-6

2

would expose sensitive receptors to substantial toxic air contaminant concentrations. 5. In order to be able to make sensible decisions that include the participation of Ontario community organizations, residents, and citizens, we call on you to support the delay of the approval of the TOP2050 General Plan. This is the most critical issue that the voters will address in the Ontario City Council Elections in November 2022. Your decision to delay the approval of the TOP2050 General Plan will be the first step towards protecting Ontario Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities, as well as, the health and quality of life of Ontario residents.

R21-6 cont.

R21-7

Email to receive a copy of your submission
[redacted]

View the submission and any attachments by following the link below and using this unique access code: [redacted]

View Submission [mail.seamlessdocs.com]

City of Ontario - City Clerks | 303 East B Street Ontario, CA 91764

3

2. Response to Comments

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R21. Response to Comments from Cynthia Serrano, dated June 19, 2022.

R21-1 Responses to Cynthia Serrano's comments are addressed in response to Comments R21-2 through R21-6 below.

R21-2 See Section 2.2, *Summary of General Responses*, and Section 2.2.1, *Scenic Vistas*. Development within the low-lying areas of Ontario would not have the potential to alter scenic views provided by the backdrop of the San Gabriel Mountains as the peaks rise to 7,000 feet above mean sea level. Additionally, future development under the Proposed Project would still be required to adhere to the City's Development Code. Finally, the Commenter's concerns regarding existing conditions do not constitute substantial evidence of a potential environmental impact of TOP 2050.

R21-3 See Section 2.2, *Summary of General Responses*, Section 2.2.2, *Nonrenewal of Williamson Act Contracts*, and Section 2.2.3, *Environmental Justice Policies*. Buildout of the Proposed Project, like the Approved Project, would most likely require the cancellation or nonrenewal of current Williamson Act contracts. However, because buildout of the Approved Project would have resulted in the cancellation or nonrenewal of Williamson Act contracts, the Proposed Project would not result in further impacts to Williamson Act lands. Further, the comment does not concern TOP 2050, but rather TOP 2010, which is not under consideration here. TOP 2010 was reviewed in the prior EIR and is properly treated as part of the environmental baseline in the SEIR (*Sierra Club v. City of Orange* (2008) 163 Cal.App.4th 523, 542). It should also be noted that environmental justice is not a CEQA topic, as social/economic issues are not environmental impacts under CEQA.

R21-4 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R21-5 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R21-6 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Cumulative health risk associated with buildout of TOP 2050 was identified as a significant unavoidable impact of the Proposed Project.

R21-7 Responses to Cynthia Serrano's comments are addressed in response to Comments R21-2 through R21-6 above. The Commenter's opposition to TOP 2050 has been forwarded to the decision-makers for their review and consideration.

2. Response to Comments

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LETTER R22 – Tina Silva (3 pages)

Claudia Y. Isbell

From: SeamlessDocs <noreply@seamlessdocs.com>
Sent: Sunday, June 19, 2022 3:03 PM
To: Public Comments
Subject: Public Comment from TINA SILVA

New Submission

A new submission was received for the form below. Log into your Submission Manager to review and process it.

Form name Public Speaker Form

Submission Details:

Agenda Item Number or "Public Comment"
PUBLIC COMMENT

Speaker Full Name
TINA SILVA

Address (optional)
Street Address
[redacted]

City
ONTARIO

State

1

2. Response to Comments

CA

Zip
91762

Subject on which the person wishes to speak?
Against

Briefly describe what you would like to say
My name is Tina Silva and I have been a resident of Ontario for 12 years. This is a notification that I, along with a number of individuals, community leaders, community organizations, and environmental groups are opposed to the Planning Commission's approval of the TOP2050 General Plan. On behalf of the residents and citizens of the Ontario community, I request that you take action to deny the approval of the TOP2050 General Plan. The General Plan proposes the rezoning of Agricultural land to Housing, Industrial and Commercial projects based on the findings of the Draft Supplemental Environmental Impact Report (SEIR). These findings from the Draft SEIR examine the potential environmental impacts as a result of this project which include the following: Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities. This project will have significant and unavoidable impacts pertaining to violations of laws on the Federal, State and local levels which includes: 5.1-1 TOP2050 would not alter scenic vistas - which is not true as many of our homes are now being blocked by large warehouse walls we can not see over or past any distance. 5.2-2 Would not conflict with existing zoning for agricultural use, or Williamson Act contract. This is also not true as All agricultural land was rezoned to industrial or housing in Violation of the Williamson Act, Prop 70 and in violation of 65302(h)(1)(A) Access to food; creating a food desert. 5.3-1 additional population growth & associated emissions would exceed South Coast AQMD's AQMP. 5.3-3 would generate long-term emissions in excess of South Coast AQMD's threshold criteria & cumulatively contribute to the South Coast Air Basin's nonattainment designations. 5.3-4 Operation of industrial and warehousing land uses

R22-1
R22-2
R22-3
R22-4
R22-5
R22-6

2

would expose sensitive receptors to substantial toxic air contaminant concentrations. 5. In order to be able to make sensible decisions that include the participation of Ontario community organizations, residents, and citizens, we call on you to support the delay of the approval of the TOP2050 General Plan. This is the most critical issue that the voters will address in the Ontario City Council Elections in November 2022. Your decision to delay the approval of the TOP2050 General Plan will be the first step towards protecting Ontario Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities, as well as, the health and quality of life of Ontario residents.

R22-6 cont.

R22-7

Email to receive a copy of your submission

[redacted]

View the submission and any attachments by following the link below and using this unique access code: [redacted]

View Submission [mail.seamlessdocs.com]

City of Ontario - City Clerks | 303 East B Street Ontario, CA 91764

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2. Response to Comments

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R22. Response to Comments from Tina Silva, dated June 19, 2022.

R22-1 Responses to Tina Silva's comments are addressed in response to Comments R22-2 through R22-6 below.

R22-2 See Section 2.2, *Summary of General Responses*, and Section 2.2.1, *Scenic Vistas*. Development within the low-lying areas of Ontario would not have the potential to alter scenic views provided by the backdrop of the San Gabriel Mountains as the peaks rise to 7,000 feet above mean sea level. Additionally, future development under the Proposed Project would still be required to adhere to the City's Development Code. Finally, the Commenter's concerns regarding existing conditions do not constitute substantial evidence of a potential environmental impact of TOP 2050.

R22-3 See Section 2.2, *Summary of General Responses*, Section 2.2.2, *Nonrenewal of Williamson Act Contracts*, and Section 2.2.3, *Environmental Justice Policies*. Buildout of the Proposed Project, like the Approved Project, would most likely require the cancellation or nonrenewal of current Williamson Act contracts. However, because buildout of the Approved Project would have resulted in the cancellation or nonrenewal of Williamson Act contracts, the Proposed Project would not result in further impacts to Williamson Act lands. Further, the comment does not concern TOP 2050, but rather TOP 2010, which is not under consideration here. TOP 2010 was reviewed in the prior EIR and is properly treated as part of the environmental baseline in the SEIR (*Sierra Club v. City of Orange* (2008) 163 Cal.App.4th 523, 542). It should also be noted that environmental justice is not a CEQA topic, as social/economic issues are not environmental impacts under CEQA.

R22-4 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R22-5 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R22-6 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Cumulative health risk associated with buildout of TOP 2050 was identified as a significant unavoidable impact of the Proposed Project.

R22-7 Responses to Tina Silva's comments are addressed in response to Comments R22-2 through R22-6 above. The Commenter's opposition to TOP 2050 has been forwarded to the decision-makers for their review and consideration.

2. Response to Comments

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LETTER R23 – Jamie Ortega (1 page)

From: Jamie G <[redacted]
Sent: Tuesday, June 21, 2022 4:42 AM
To: Kimberly Ruddins <Kruddins@ontarioca.gov>
Subject: Delay the approval of the TOP2050

1. My name is ___Jamie Ortega _____, Member of _LULAC #3286_____ and 10 year resident of the City of Ontario. This is notification that I, along with a number of individuals, community leaders, community organizations, and environmental groups are opposed to the Planning Commission's approval of the TOP2050 General Plan.
2. On behalf of the residents and citizens of the Ontario community, I request that you take action to deny the approval of the TOP2050 General Plan. The General Plan proposes the rezoning of Agricultural land to Housing, Industrial and Commercial projects based on the findings of the Draft Supplemental Environmental Impact Report (SEIR). R23-1
3. These findings from the Draft SEIR examines the potential environmental impacts as a result of this project which includes the following: **Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities.**
4. This project will have significant and unavoidable impacts pertaining to violations of laws on the Federal, State and local levels which includes:

5.1-1 TOP2050 would not alter scenic vistas - which is not true as many of our homes are now being blocked by large warehouse walls we can not see over or past any distance. R23-2

5.2-2 Would not conflict with existing zoning for agricultural use, or Williamson Act contract. This is also not true as All agricultural land was rezoned to industrial or housing in Violation of the Williamson Act, Prop 70 and in violation of 65302(h)(1)(A) Access to food; creating a food desert. R23-3

5.3-1 additional population growth & associated emissions would exceed South Coast AQMD's AQMP. R23-4

5.3-3 would generate long term emissions in excess of South Coast AQMD's threshold criteria & cumulatively contribute to the South Coast Air Basin's nonattainment designations. R23-5

5.3-4 Operation of industrial and warehousing land uses would expose sensitive receptors to substantial toxic air contaminant concentrations. R23-6

5. In order to be able to make sensible decisions which include participation of Ontario community organizations,residents,and citizens, we call on you to support the delay of the approval of the TOP2050 General Plan. This is the most critical issue that the voters will address in the Ontario City Council Elections in November 2022. Your decision to delay the approval of the TOP2050 General Plan will be the first step towards protecting Ontario Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities, as well as, the health and quality of life of Ontario residents. R23-7

Best,

Jamie Ortega

2. Response to Comments

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R23. Response to Comments from Jamie Ortega, dated June 21, 2022.

R23-1 Responses to Jamie Ortega s comments are addressed in response to Comments R23-2 through R23-6 below.

R23-2 See Section 2.2, *Summary of General Responses*, and Section 2.2.1, *Scenic Vistas*. Development within the low-lying areas of Ontario would not have the potential to alter scenic views provided by the backdrop of the San Gabriel Mountains as the peaks rise to 7,000 feet above mean sea level. Additionally, future development under the Proposed Project would still be required to adhere to the City's Development Code. Finally, the Commenter's concerns regarding existing conditions do not constitute substantial evidence of a potential environmental impact of TOP 2050.

R23-3 See Section 2.2, *Summary of General Responses*, Section 2.2.2, *Nonrenewal of Williamson Act Contracts*, and Section 2.2.3, *Environmental Justice Policies*. Buildout of the Proposed Project, like the Approved Project, would most likely require the cancellation or nonrenewal of current Williamson Act contracts. However, because buildout of the Approved Project would have resulted in the cancellation or nonrenewal of Williamson Act contracts, the Proposed Project would not result in further impacts to Williamson Act lands. Further, the comment does not concern TOP 2050, but rather TOP 2010, which is not under consideration here. TOP 2010 was reviewed in the prior EIR and is properly treated as part of the environmental baseline in the SEIR (*Sierra Club v. City of Orange* (2008) 163 Cal.App.4th 523, 542). It should also be noted that environmental justice is not a CEQA topic, as social/economic issues are not environmental impacts under CEQA.

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R23-5 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R23-6 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Cumulative health risk associated with buildout of TOP 2050 was identified as a significant unavoidable impact of the Proposed Project.

R23-7 Responses to Jamie Ortega's comments are addressed in response to Comments R23-2 through R23-6 above. The Commenter's opposition to TOP 2050 has been forwarded to the decision-makers for their review and consideration.

2. Response to Comments

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LETTER R24 – Dessa D'Aquila Bentson (1 page)

-----Original Message-----
From: [redacted]
Sent: Tuesday, June 21, 2022 6:09am
To: info@amysfarm.com
Subject: Re: Public Comment Template to save farmland

1. My name is Dessa D'Aquila Bentson. This is a notification that I, along with a number of individuals, community leaders, community organizations, and environmental groups are opposed to the Planning Commission's approval of the TOP2050 General Plan.

2. On behalf of the residents and citizens of the Ontario community, I request that you take action to deny the approval of the TOP2050 General Plan. The General Plan proposes the rezoning of Agricultural land to Housing, Industrial and Commercial projects based on the findings of the Draft Supplemental Environmental Impact Report (SEIR). R24-1

3. These findings from the Draft SEIR examine the potential environmental impacts as a result of this project which include the following: **Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities.**

4. This project will have significant and unavoidable impacts pertaining to violations of laws on the Federal, State and local levels which includes:

5.1-1 TOP2050 would not alter scenic vistas - which is not true as many of our homes are now being blocked by large warehouse walls we can not see over or past any distance. R24-2

5.2-2 Would not conflict with existing zoning for agricultural use, or Williamson Act contract. This is also not true as All agricultural land was rezoned to industrial or housing in Violation of the Williamson Act, Prop 70 and in violation of 65302(h)(1)(A) Access to food; creating a food desert. R24-3

5.3-1 additional population growth & associated emissions would exceed South Coast AQMD's AQMP. R24-4

5.3-3 would generate long-term emissions in excess of South Coast AQMD's threshold criteria & cumulatively contribute to the South Coast Air Basin's nonattainment designations. R24-5

5.3-4 Operation of industrial and warehousing land uses would expose sensitive receptors to substantial toxic air contaminant concentrations. R24-6

5. In order to be able to make sensible decisions that include the participation of Ontario communi organizations, residents, and citizens, we call on you to support the delay of the approval of the TOP2050 General Plan. This is the most critical issue that the voters will address in the Ontario City Council Elections in November 2022. Your decision to delay the approval of the TOP2050 General Plan will be the first step towards protecting Ontario Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities, as well as, the health and quality of life of Ontario residents. R24-7

Sent from my iPhone

2. Response to Comments

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R24. Response to Comments from Dessa D'Aquila Bentson, dated June 21, 2022.

R24-1 Responses to Dessa D'Aquila Bentson's comments are addressed in response to Comments R24-2 through R24-6 below.

R24-2 See Section 2.2, *Summary of General Responses*, and Section 2.2.1, *Scenic Vistas*. Development within the low-lying areas of Ontario would not have the potential to alter scenic views provided by the backdrop of the San Gabriel Mountains as the peaks rise to 7,000 feet above mean sea level. Additionally, future development under the Proposed Project would still be required to adhere to the City's Development Code. Finally, the Commenter's concerns regarding existing conditions do not constitute substantial evidence of a potential environmental impact of TOP 2050.

R24-3 See Section 2.2, *Summary of General Responses*, Section 2.2.2, *Nonrenewal of Williamson Act Contracts*, and Section 2.2.3, *Environmental Justice Policies*. Buildout of the Proposed Project, like the Approved Project, would most likely require the cancellation or nonrenewal of current Williamson Act contracts. However, because buildout of the Approved Project would have resulted in the cancellation or nonrenewal of Williamson Act contracts, the Proposed Project would not result in further impacts to Williamson Act lands. Further, the comment does not concern TOP 2050, but rather TOP 2010, which is not under consideration here. TOP 2010 was reviewed in the prior EIR and is properly treated as part of the environmental baseline in the SEIR (*Sierra Club v. City of Orange* (2008) 163 Cal.App.4th 523, 542). It should also be noted that environmental justice is not a CEQA topic, as social/economic issues are not environmental impacts under CEQA.

R24-4 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R24-5 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R24-6 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Cumulative health risk associated with buildout of TOP 2050 was identified as a significant unavoidable impact of the Proposed Project.

R24-7 Responses to Dessa D'Aquila Bentson's comments are addressed in response to Comments R24-2 through R24-6 above. The Commenter's opposition to TOP 2050 has been forwarded to the decision-makers for their review and consideration.

2. Response to Comments

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LETTER R25 – Malina Shaw (3 pages)

Claudia Y. Isbell

From: SeamlessDocs <noreply@seamlessdocs.com>
Sent: Tuesday, June 21, 2022 10:00 AM
To: Public Comments
Subject: Public Comment from Malina Shaw

New Submission

A new submission was received for the form below. Log into your Submission Manager to review and process it.

Form name Public Speaker Form

Submission Details:

Agenda Item Number or "Public Comment"
STOP TOP2050

Speaker Full Name
Malina Shaw

Address (optional)
Street Address
[redacted]

City
Ontario

State

1

2. Response to Comments

CA

Zip
91762

Phone Number (optional)
[redacted]

Subject on which the person wishes to speak?
Against

Briefly describe what you would like to say

My name is Malina Shaw, 8 year resident of the City of Ontario. This is a notification that I, along with a number of individuals, community leaders, community organizations, and environmental groups are opposed to the Planning Commission's approval of the TOP2050 General Plan. On behalf of the residents and citizens of the Ontario community, I request that you take action to deny the approval of the TOP2050 General Plan. The General Plan proposes the rezoning of Agricultural land to Housing, Industrial and Commercial projects based on the findings of the Draft Supplemental Environmental Impact Report (SEIR). These findings from the Draft SEIR examine the potential environmental impacts as a result of this project which include the following: Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities. This project will have significant and unavoidable impacts pertaining to violations of laws on the Federal, State and local levels which includes: 5.1-1 TOP2050 would not alter scenic vistas - which is not true as many of our homes are now being blocked by large warehouse walls we can not see over or past any distance. 5.2-2 Would not conflict with existing zoning for agricultural use, or Williamson Act contract. This is also not true as All agricultural land was rezoned to industrial or housing in Violation of the Williamson Act, Prop 70 and in violation of 65302(h)(1)(A) Access to food; creating a food desert. 5.3-1 additional population growth & associated emissions would exceed South Coast AQMD's AQMP. 5.3-3 would generate long-term emissions in excess

R25-1

R25-2

R25-3

R25-4

R25-5

2

of South Coast AQMD's threshold criteria & cumulatively contribute to the South Coast Air Basin's nonattainment designations. 5.3-4 Operation of industrial and warehousing land uses would expose sensitive receptors to substantial toxic air contaminant concentrations. R25-5 cont. R25-6

Email to receive a copy of your submission
[redacted]

View the submission and any attachments by following the link below and using this unique access code: [redacted]

View Submission [mail.seamlessdocs.com]

City of Ontario - City Clerks | 303 East B Street Ontario, CA 91764

3

2. Response to Comments

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R25. Response to Comments from Malina Shaw, dated June 21, 2022.

R25-1 Responses to Malina Shaw's comments are addressed in response to Comments R25-2 through R25-6 below.

R25-2 See Section 2.2, *Summary of General Responses*, and Section 2.2.1, *Scenic Vistas*. Development within the low-lying areas of Ontario would not have the potential to alter scenic views provided by the backdrop of the San Gabriel Mountains as the peaks rise to 7,000 feet above mean sea level. Additionally, future development under the Proposed Project would still be required to adhere to the City's Development Code. Finally, the Commenter's concerns regarding existing conditions do not constitute substantial evidence of a potential environmental impact of TOP 2050.

R25-3 See Section 2.2, *Summary of General Responses*, Section 2.2.2, *Nonrenewal of Williamson Act Contracts*, and Section 2.2.3, *Environmental Justice Policies*. Buildout of the Proposed Project, like the Approved Project, would most likely require the cancellation or nonrenewal of current Williamson Act contracts. However, because buildout of the Approved Project would have resulted in the cancellation or nonrenewal of Williamson Act contracts, the Proposed Project would not result in further impacts to Williamson Act lands. Further, the comment does not concern TOP 2050, but rather TOP 2010, which is not under consideration here. TOP 2010 was reviewed in the prior EIR and is properly treated as part of the environmental baseline in the SEIR (*Sierra Club v. City of Orange* (2008) 163 Cal.App.4th 523, 542). It should also be noted that environmental justice is not a CEQA topic, as social/economic issues are not environmental impacts under CEQA.

R25-4 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R25-5 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R25-6 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Cumulative health risk associated with buildout of TOP 2050 was identified as a significant unavoidable impact of the Proposed Project.

R25-7 Responses to Malina Shaw's comments are addressed in response to Comments R25-2 through R25-6 above. The Commenter's opposition to TOP 2050 has been forwarded to the decision-makers for their review and consideration.

2. Response to Comments

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LETTER R26 – Lisa Collinsworth (1 page)

1. My name is _Lisa Collinsworth_____, and __51 year__ resident of the City of Ontario. This is a notification that I, along with a number of individuals, community leaders, community organizations, and environmental groups are opposed to the Planning Commission's approval of the TOP2050 General Plan.
2. On behalf of the residents and citizens of the Ontario community, I request that you take action to deny the approval of the TOP2050 General Plan. The General Plan proposes the rezoning of Agricultural land to Housing, Industrial and Commercial projects based on the findings of the Draft Supplemental Environmental Impact Report (SEIR). R26-1
3. These findings from the Draft SEIR examine the potential environmental impacts as a result of this project which include the following: **Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities.**
4. This project will have significant and unavoidable impacts pertaining to violations of laws on the Federal, State and local levels which includes: R26-2

5.1-1 TOP2050 would not alter scenic vistas - which is not true as many of our homes are now being blocked by large warehouse walls we can not see over or past any distance.

5.2-2 Would not conflict with existing zoning for agricultural use, or Williamson Act contract. This is also not true as All agricultural land was rezoned to industrial or housing in Violation of the Williamson Act, Prop 70 and in violation of 65302(h)(1)(A) Access to food; creating a food desert. R26-3

5.3-1 additional population growth & associated emissions would exceed South Coast AQMD's AQMP. R26-4

5.3-3 would generate long-term emissions in excess of South Coast AQMD's threshold criteria & cumulatively contribute to the South Coast Air Basin's nonattainment designations. R26-5

5.3-4 Operation of industrial and warehousing land uses would expose sensitive receptors to substantial toxic air contaminant concentrations. R26-6

5. In order to be able to make sensible decisions that include the participation of Ontario community organizations, residents, and citizens, we call on you to support the delay of the approval of the TOP2050 General Plan. This is the most critical issue that the voters will address in the Ontario City Council Elections in November 2022. Your decision to delay the approval of the TOP2050 General Plan will be the first step towards protecting Ontario Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities, as well as, the health and quality of life of Ontario residents. R26-7

2. Response to Comments

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R26. Response to Comments from Lisa Collinsworth, dated June 21, 2022.

R26-1 Responses to Lisa Collinsworth's comments are addressed in response to Comments R26-2 through R26-6 below.

R26-2 See Section 2.2, *Summary of General Responses*, and Section 2.2.1, *Scenic Vistas*. Development within the low-lying areas of Ontario would not have the potential to alter scenic views provided by the backdrop of the San Gabriel Mountains as the peaks rise to 7,000 feet above mean sea level. Additionally, future development under the Proposed Project would still be required to adhere to the City's Development Code. Finally, the Commenter's concerns regarding existing conditions do not constitute substantial evidence of a potential environmental impact of TOP 2050.

R26-3 See Section 2.2, *Summary of General Responses*, Section 2.2.2, *Nonrenewal of Williamson Act Contracts*, and Section 2.2.3, *Environmental Justice Policies*. Buildout of the Proposed Project, like the Approved Project, would most likely require the cancellation or nonrenewal of current Williamson Act contracts. However, because buildout of the Approved Project would have resulted in the cancellation or nonrenewal of Williamson Act contracts, the Proposed Project would not result in further impacts to Williamson Act lands. Further, the comment does not concern TOP 2050, but rather TOP 2010, which is not under consideration here. TOP 2010 was reviewed in the prior EIR and is properly treated as part of the environmental baseline in the SEIR (*Sierra Club v. City of Orange* (2008) 163 Cal.App.4th 523, 542). It should also be noted that environmental justice is not a CEQA topic, as social/economic issues are not environmental impacts under CEQA.

R26-4 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R26-5 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R26-6 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Cumulative health risk associated with buildout of TOP 2050 was identified as a significant unavoidable impact of the Proposed Project.

R26-7 Responses to Lisa Collinsworth's comments are addressed in response to Comments R26-2 through R26-6 above. The Commenter's opposition to TOP 2050 has been forwarded to the decision-makers for their review and consideration.

2. Response to Comments

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LETTER R27 – Jarius Martinez (1 page)

-----Original Message-----
From: "Jairus Martinez" [redacted]
Sent: Tuesday, June 21, 2022 12:58pm
To: info@amysfarm.com
Subject: Public Comment

1. My name is Jairus Martinez and I am a lifelong resident of the Inland Empire and went to school in Ontario. This is a notification that I, along with a number of individuals, community leaders, community organizations, and environmental groups are opposed to the Planning Commission's approval of the TOP2050 General Plan.
2. On behalf of the residents and citizens of the Ontario community, I request that you take action to deny the approval of the TOP2050 General Plan. The General Plan proposes the rezoning of Agricultural land to Housing, Industrial and Commercial projects based on the findings of the Draft Supplemental Environmental Impact Report (SEIR). R27-1
3. These findings from the Draft SEIR examine the potential environmental impacts as a result of this project which include the following: **Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities.**

4. This project will have significant and unavoidable impacts pertaining to violations of laws on the Federal, State and local levels which includes: R27-2

5.1-1 TOP2050 would not alter scenic vistas - which is not true as many of our homes are now being blocked by large warehouse walls we can not see over or past any distance.

5.2-2 Would not conflict with existing zoning for agricultural use, or Williamson Act contract. This is also not true as All agricultural land was rezoned to industrial or housing in Violation of the Williamson Act, Prop 70 and in violation of 65302(h)(1)(A) Access to food; creating a food desert. R27-3

5.3-1 additional population growth & associated emissions would exceed South Coast AQMD's AQMP. R27-4

5.3-3 would generate long-term emissions in excess of South Coast AQMD's threshold criteria & cumulatively contribute to the South Coast Air Basin's nonattainment designations. R27-5

5.3-4 Operation of industrial and warehousing land uses would expose sensitive receptors to substantial toxic air contaminant concentrations. R27-6

5. In order to be able to make sensible decisions that include the participation of Ontar community organizations, residents, and citizens, we call on you to support the delay of the approval of the TOP2050 General Plan. This is the most critical issue that the voters will address in the Ontario City Council Elections in November 2022. Your decision to delay the approval of the TOP2050 General Plan will be the first step towards protecting Ontario Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities, as well as, the health and quality of life of Ontario residents. R27-7

2. Response to Comments

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R27. Response to Comments from Jarius Martinez, dated June 21, 2022.

R27-1 Responses to Jarius Martinez's comments are addressed in response to Comments R27-2 through R27-6 below.

R27-2 See Section 2.2, *Summary of General Responses*, and Section 2.2.1, *Scenic Vistas*. Development within the low-lying areas of Ontario would not have the potential to alter scenic views provided by the backdrop of the San Gabriel Mountains as the peaks rise to 7,000 feet above mean sea level. Additionally, future development under the Proposed Project would still be required to adhere to the City's Development Code. Finally, the Commenter's concerns regarding existing conditions do not constitute substantial evidence of a potential environmental impact of TOP 2050.

R27-3 See Section 2.2, *Summary of General Responses*, Section 2.2.2, *Nonrenewal of Williamson Act Contracts*, and Section 2.2.3, *Environmental Justice Policies*. Buildout of the Proposed Project, like the Approved Project, would most likely require the cancellation or nonrenewal of current Williamson Act contracts. However, because buildout of the Approved Project would have resulted in the cancellation or nonrenewal of Williamson Act contracts, the Proposed Project would not result in further impacts to Williamson Act lands. Further, the comment does not concern TOP 2050, but rather TOP 2010, which is not under consideration here. TOP 2010 was reviewed in the prior EIR and is properly treated as part of the environmental baseline in the SEIR (*Sierra Club v. City of Orange* (2008) 163 Cal.App.4th 523, 542). It should also be noted that environmental justice is not a CEQA topic, as social/economic issues are not environmental impacts under CEQA.

R27-4 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R27-5 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R27-6 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Cumulative health risk associated with buildout of TOP 2050 was identified as a significant unavoidable impact of the Proposed Project.

R27-7 Responses to Jarius Martinez's comments are addressed in response to Comments R27-2 through R27-6 above. The Commenter's opposition to TOP 2050 has been forwarded to the decision-makers for their review and consideration.

2. Response to Comments

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LETTER R28 – Raquel Alba (1 page)

-----Original Message-----
From: "Raquel Garcia" [redacted]
Sent: Tuesday, June 21, 2022 2:39pm
To: info@amysfarm.com
Subject: Public comments

Hi, my name is Raquel Alba. This is a notification that I, along with a number of individuals, community leaders, community organizations, and environmental groups are opposed to the Planning Commission's approval of the TOP2050 General Plan.

On behalf of the residents and citizens of the Ontario community, I request that you take action to deny the approval of the TOP2050 General Plan. The General Plan proposes the rezoning of Agricultural land to Housing, Industrial and Commercial projects based on the findings of the Draft Supplemental Environmental Impact Report (SEIR). R28-1

These findings from the Draft SEIR examine the potential environmental impacts as a result of this project which include the following: Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities.

This project will have significant and unavoidable impacts pertaining to violations of laws on the Federal, State and local levels which includes: R28-2

5.1-1 TOP2050 would not alter scenic vistas - which is not true as many of our homes are now being blocked by large warehouse walls we can not see over or past any distance.

5.2-2 Would not conflict with existing zoning for agricultural use, or Williamson Act contract. This is also not true as All agricultural land was rezoned to industrial or housing in Violation of the Williamson Act, Prop 70 and in violation of 65302(h)(1)(A) Access to food; creating a food desert. R28-3

5.3-1 additional population growth & associated emissions would exceed South Coast AQMD's AQMP. R28-4

5.3-3 would generate long-term emissions in excess of South Coast AQMD's threshold criteria & cumulatively contribute to the South Coast Air Basin's nonattainment designations. R28-5

5.3-4 Operation of industrial and warehousing land uses would expose sensitive receptors to substantial toxic air contaminant concentrations. R28-6

5. In order to be able to make sensible decisions that include the participation of Ontario communi organizations, residents, and citizens, we call on you to support the delay of the approval of the TOP2050 General Plan. This is the most critical issue that the voters will address in the Ontario City Council Elections in November 2022. Your decision to delay the approval of the TOP2050 General Plan will be the first step towards protecting Ontario Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities, as well as, the health and quality of life of Ontario residents. R28-7

Please take these considerations to heart.

Sincerely,

Raquel Alba

2. Response to Comments

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R28. Response to Comments from Raquel Alba, dated June 21, 2022.

R28-1 Responses to Raquel Alba's comments are addressed in response to Comments R28-2 through R28-6 below.

R28-2 See Section 2.2, *Summary of General Responses*, and Section 2.2.1, *Scenic Vistas*. Development within the low-lying areas of Ontario would not have the potential to alter scenic views provided by the backdrop of the San Gabriel Mountains as the peaks rise to 7,000 feet above mean sea level. Additionally, future development under the Proposed Project would still be required to adhere to the City's Development Code. Finally, the Commenter's concerns regarding existing conditions do not constitute substantial evidence of a potential environmental impact of TOP 2050.

R28-3 See Section 2.2, *Summary of General Responses*, Section 2.2.2, *Nonrenewal of Williamson Act Contracts*, and Section 2.2.3, *Environmental Justice Policies*. Buildout of the Proposed Project, like the Approved Project, would most likely require the cancellation or nonrenewal of current Williamson Act contracts. However, because buildout of the Approved Project would have resulted in the cancellation or nonrenewal of Williamson Act contracts, the Proposed Project would not result in further impacts to Williamson Act lands. Further, the comment does not concern TOP 2050, but rather TOP 2010, which is not under consideration here. TOP 2010 was reviewed in the prior EIR and is properly treated as part of the environmental baseline in the SEIR (*Sierra Club v. City of Orange* (2008) 163 Cal.App.4th 523, 542). It should also be noted that environmental justice is not a CEQA topic, as social/economic issues are not environmental impacts under CEQA.

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R28-5 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R28-6 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Cumulative health risk associated with buildout of TOP 2050 was identified as a significant unavoidable impact of the Proposed Project.

R28-7 Responses to Raquel Alba's comments are addressed in response to Comments R28-2 through R28-6 above. The Commenter's opposition to TOP 2050 has been forwarded to the decision-makers for their review and consideration.

2. Response to Comments

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LETTER R29 – Jocelyn Dimacali (2 pages)

From: Jo Dmac [redacted]
Sent: Wednesday, June 22, 2022 3:44 PM
To: Thomas Grahn <TGrahn@ontarioca.gov>
Subject: STOP Ontario General Plan 2050

Hi, my name is Jocelyn Dimacali. I have been a resident of Ontario for four years. This is a notification that I, along with a number of individuals, community leaders, community organizations, and environmental groups are opposed to the Planning Commission's approval of the TOP2050 General Plan.

On behalf of the residents and citizens of the Ontario community, I request that you take action to deny the approval of the TOP2050 General Plan. The General Plan proposes the rezoning of Agricultural land to Housing, Industrial and Commercial projects based on the findings of the Draft Supplemental Environmental Impact Report (SEIR). R29-1

These findings from the Draft SEIR examine the potential environmental impacts as a result of this project which include the following: Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities.

This project will have significant and unavoidable impacts pertaining to violations of laws on the Federal, State and local levels which includes: R29-2

5.1-1 TOP2050 would not alter scenic vistas - which is not true as many of our homes are now being blocked by large warehouse walls we can not see over or past any distance.

5.2-2 Would not conflict with existing zoning for agricultural use, or Williamson Act contract. This is also not true as All agricultural land was rezoned to industrial or housing in Violation of the Williamson Act, Prop 70 and in violation of 65302(h)(1)(A) Access to food; creating a food desert. R29-3

5.3-1 additional population growth & associated emissions would exceed South Coast AQMD's AQMP. R29-4

5.3-3 would generate long-term emissions in excess of South Coast AQMD's threshold criteria & cumulatively contribute to the South Coast Air Basin's nonattainment designations. R29-5

5.3-4 Operation of industrial and warehousing land uses would expose sensitive receptors to substantial toxic air contaminant concentrations. R29-6

5. In order to be able to make sensible decisions that include the participation of Ontario communi organizations, residents, and citizens, we call on you to support the delay of the approval of the TOP2050 General Plan. This is the most critical issue that the voters will address in the Ontario City Council Elections in November 2022. Your decision to delay the approval of the TOP2050 General Plan will be the first step towards protecting Ontario Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities, as well as, the health and quality of life of Ontario residents. R29-7

2. Response to Comments

Please take these considerations seriously.

R29-7
cont.

Sincerely,

Jocelyn Dimacali

R29. Response to Comments from Jocelyn Dimacali, dated June 22, 2022.

R29-1 Responses to Jocelyn Dimacali's comments are addressed in response to Comments R29-2 through R29-6 below.

R29-2 See Section 2.2, *Summary of General Responses*, and Section 2.2.1, *Scenic Vistas*. Development within the low-lying areas of Ontario would not have the potential to alter scenic views provided by the backdrop of the San Gabriel Mountains as the peaks rise to 7,000 feet above mean sea level. Additionally, future development under the Proposed Project would still be required to adhere to the City's Development Code. Finally, the Commenter's concerns regarding existing conditions do not constitute substantial evidence of a potential environmental impact of TOP 2050.

R29-3 See Section 2.2, *Summary of General Responses*, Section 2.2.2, *Nonrenewal of Williamson Act Contracts*, and Section 2.2.3, *Environmental Justice Policies*. Buildout of the Proposed Project, like the Approved Project, would most likely require the cancellation or nonrenewal of current Williamson Act contracts. However, because buildout of the Approved Project would have resulted in the cancellation or nonrenewal of Williamson Act contracts, the Proposed Project would not result in further impacts to Williamson Act lands. Further, the comment does not concern TOP 2050, but rather TOP 2010, which is not under consideration here. TOP 2010 was reviewed in the prior EIR and is properly treated as part of the environmental baseline in the SEIR (*Sierra Club v. City of Orange* (2008) 163 Cal.App.4th 523, 542). It should also be noted that environmental justice is not a CEQA topic, as social/economic issues are not environmental impacts under CEQA.

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R29-5 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R29-6 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Cumulative health risk associated with buildout of TOP 2050 was identified as a significant unavoidable impact of the Proposed Project.

R29-7 Responses to Jocelyn Dimacali's comments are addressed in response to Comments R29-2 through R29-6 above. The Commenter's opposition to TOP 2050 has been forwarded to the decision-makers for their review and consideration.

2. Response to Comments

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LETTER R30 – Amber Bound (1 page)

From: Bound, Amber-[redacted]
Sent: Wednesday, June 22, 2022 3:50 PM
To: Thomas Grahn <TGrahn@ontarioca.gov>
Subject: Ontario General Plan 2050

Hi, my name is Amber Bound. I have been a resident of Ontario for 20 years. This is a notification that I, along with several individuals, community leaders, community organizations, and environmental groups are opposed to the Planning Commission's approval of the TOP2050 General Plan.

On behalf of the residents and citizens of the Ontario community, I request that you take action to deny the approval of the TOP2050 General Plan. The General Plan proposes the rezoning of Agricultural land to Housing, Industrial and Commercial projects based on the findings of the Draft Supplemental Environmental Impact Report (SEIR). R30-1

These findings from the Draft SEIR examine the potential environmental impacts because of this project which include the following: Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities.

This project will have significant and unavoidable impacts pertaining to violations of laws on the Federal, State, and local levels which includes: R30-2

5.1-1 TOP2050 would not alter scenic vistas - which is not true as many of our homes are now being blocked by large warehouse walls we cannot see over or past any distance.

5.2-2 Would not conflict with existing zoning for agricultural use, or Williamson Act contract. This is also not true as All agricultural land was rezoned to industrial or housing in Violation of the Williamson Act, Prop 70 and in violation of 65302(h)(1)(A) Access to food, creating a food desert. R30-3

5.3-1 additional population growth & associated emissions would exceed South Coast AQMD's AQMP. R30-4

5.3-3 would generate long-term emissions more than South Coast AQMD's threshold criteria & cumulatively contribute to the South Coast Air Basin's nonattainment designations. R30-5

5.3-4 Operation of industrial and warehousing land uses would expose sensitive receptors to substantial toxic air contaminant concentrations. R30-6

5. To be able to make sensible decisions that include the participation of Ontar community organizations, residents, and citizens, we call on you to support the delay of the approval of the TOP2050 General Plan. This is the most critical issue that the voters will address in the Ontario City Council Elections in November 2022. Your decision to delay the approval of the TOP2050 General Plan will be the first step towards protecting Ontario Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources, and utilities, as well as the health and quality of life of Ontario residents. R30-7

Please take these considerations seriously.

Sincerely,

Amber Bound – she/her
Lead Library Tech
abound@mtsac.edu
Mt San Antonio College Library

2. Response to Comments

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R30. Response to Comments from Amber Bound, dated June 22, 2022.

R30-1 Responses to Amber Bound's comments are addressed in response to Comments R30-2 through R30-6 below.

R30-2 See Section 2.2, *Summary of General Responses*, and Section 2.2.1, *Scenic Vistas*. Development within the low-lying areas of Ontario would not have the potential to alter scenic views provided by the backdrop of the San Gabriel Mountains as the peaks rise to 7,000 feet above mean sea level. Additionally, future development under the Proposed Project would still be required to adhere to the City's Development Code. Finally, the Commenter's concerns regarding existing conditions do not constitute substantial evidence of a potential environmental impact of TOP 2050.

R30-3 See Section 2.2, *Summary of General Responses*, Section 2.2.2, *Nonrenewal of Williamson Act Contracts*, and Section 2.2.3, *Environmental Justice Policies*. Buildout of the Proposed Project, like the Approved Project, would most likely require the cancellation or nonrenewal of current Williamson Act contracts. However, because buildout of the Approved Project would have resulted in the cancellation or nonrenewal of Williamson Act contracts, the Proposed Project would not result in further impacts to Williamson Act lands. Further, the comment does not concern TOP 2050, but rather TOP 2010, which is not under consideration here. TOP 2010 was reviewed in the prior EIR and is properly treated as part of the environmental baseline in the SEIR (*Sierra Club v. City of Orange* (2008) 163 Cal.App.4th 523, 542). It should also be noted that environmental justice is not a CEQA topic, as social/economic issues are not environmental impacts under CEQA.

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R30-5 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R30-6 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Cumulative health risk associated with buildout of TOP 2050 was identified as a significant unavoidable impact of the Proposed Project.

R30-7 Responses to Amber Bound's comments are addressed in response to Comments R30-2 through R30-6 above. The Commenter's opposition to TOP 2050 has been forwarded to the decision-makers for their review and consideration.

2. Response to Comments

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LETTER R31 – Andrea Alvarado (1 page)

-----Original Message-----
From: Drea Alvarado [redacted]
Sent: Wednesday, June 22, 2022 4:45 PM
To: Thomas Grahn <TGrahn@ontarioca.gov>
Subject: Ontario Plan 2050

Hi, my name is Andrea Alvarado . I have been a resident of Ontario for over 22 years. This is a notification that I, along with a number of individuals, community leaders, community organizations, and environmental groups are opposed to the Planning Commission's approval of the TOP2050 General Plan.

On behalf of the residents and citizens of the Ontario community, I request that you take action to deny the approval of the TOP2050 General Plan. The General Plan proposes the rezoning of Agricultural land to Housing, Industrial and Commercial projects based on the findings of the Draft Supplemental Environmental Impact Report (SEIR). R31-1

These findings from the Draft SEIR examine the potential environmental impacts as a result of this project which include the following: Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities.

This project will have significant and unavoidable impacts pertaining to violations of laws on the Federal, State and local levels which includes: R31-2

5.1-1 TOP2050 would not alter scenic vistas - which is not true as many of our homes are now being blocked by large warehouse walls we can not see over or past any distance.

5.2-2 Would not conflict with existing zoning for agricultural use, or Williamson Act contract. This is also not true as All agricultural land was rezoned to industrial or housing in Violation of the Williamson Act, Prop 70 and in violation of 65302(h)(1)(A) Access to food; creating a food desert. R31-3

5.3-1 additional population growth & associated emissions would exceed South Coast AQMD's AQMP. R31-4

5.3-3 would generate long-term emissions in excess of South Coast AQMD's threshold criteria & cumulatively contribute to the South Coast Air Basin's nonattainment designations. R31-5

5.3-4 Operation of industrial and warehousing land uses would expose sensitive receptors to substantial toxic air contaminant concentrations. R31-6

5. In order to be able to make sensible decisions that include the participation of Ontario community organization residents, and citizens, we call on you to support the delay of the approval of the TOP2050 General Plan. This is the most critical issue that the voters will address in the Ontario City Council Elections in November 2022. Your decision to delay the approval of the TOP2050 General Plan will be the first step towards protecting Ontario Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities, as well as, the health and quality of life of Ontario residents. R31-7

Please take these considerations seriously.

Sincerely,

Andrea Alvarado

2. Response to Comments

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R31. Response to Comments from Andrea Alvarado, dated June 22, 2022.

R31-1 Responses to Andrea Alvarado's comments are addressed in response to Comments R31-2 through R31-6 below.

R31-2 See Section 2.2, *Summary of General Responses*, and Section 2.2.1, *Scenic Vistas*. Development within the low-lying areas of Ontario would not have the potential to alter scenic views provided by the backdrop of the San Gabriel Mountains as the peaks rise to 7,000 feet above mean sea level. Additionally, future development under the Proposed Project would still be required to adhere to the City's Development Code. Finally, the Commenter's concerns regarding existing conditions do not constitute substantial evidence of a potential environmental impact of TOP 2050.

R31-3 See Section 2.2, *Summary of General Responses*, Section 2.2.2, *Nonrenewal of Williamson Act Contracts*, and Section 2.2.3, *Environmental Justice Policies*. Buildout of the Proposed Project, like the Approved Project, would most likely require the cancellation or nonrenewal of current Williamson Act contracts. However, because buildout of the Approved Project would have resulted in the cancellation or nonrenewal of Williamson Act contracts, the Proposed Project would not result in further impacts to Williamson Act lands. Further, the comment does not concern TOP 2050, but rather TOP 2010, which is not under consideration here. TOP 2010 was reviewed in the prior EIR and is properly treated as part of the environmental baseline in the SEIR (*Sierra Club v. City of Orange* (2008) 163 Cal.App.4th 523, 542). It should also be noted that environmental justice is not a CEQA topic, as social/economic issues are not environmental impacts under CEQA.

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R31-5 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R31-6 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Cumulative health risk associated with buildout of TOP 2050 was identified as a significant unavoidable impact of the Proposed Project.

R31-7 Responses to Andrea Alvarado's comments are addressed in response to Comments R31-2 through R31-6 above. The Commenter's opposition to TOP 2050 has been forwarded to the decision-makers for their review and consideration.

2. Response to Comments

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LETTER R32 – Deborah Rodriguez (1 page)

From: Debbie Rodriguez
To: tgrahn@ontario.gov
Subject: Ontario general plan 2050
Date: Wednesday, June 22, 2022 5:36:37 PM

Thomas Grahn

Public comments give organizations legal standing to sue to stop the process of approving the general plan and in return receive community benefit agreements that are developed with the health of our community members in mind.

Hi, my name is Deborah Rodriguez. I have been a resident of Ontario for 73 years. This is a notification that I, along with a number of individuals, community leaders, community organizations, and environmental groups are opposed to the Planning Commission's approval of the TOP2050 General Plan.

R32-1

On behalf of the residents and citizens of the Ontario community, I request that you take action to deny the approval of the TOP2050 General Plan. The General Plan proposes the rezoning of Agricultural land to Housing, Industrial and Commercial projects based on the findings of the Draft Supplemental Environmental Impact Report (SEIR).

These findings from the Draft SEIR examine the potential environmental impacts as a result of this project which include the following: Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities.

This project will have significant and unavoidable impacts pertaining to violations of laws on the Federal, State and local levels which includes:

R32-2

5.1-1 TOP2050 would not alter scenic vistas - which is not true as many of our homes are now being blocked by large warehouse walls we can not see over or past any distance.

5.2-2 Would not conflict with existing zoning for agricultural use, or Williamson Act contract. This is also not true as All agricultural land was rezoned to industrial or housing in Violation of the Williamson Act, Prop 70 and in violation of 65302(h)(1)(A) Access to food; creating a food desert.

R32-3

5.3-1 additional population growth & associated emissions would exceed South Coast AQMD's AQMP.

R32-4

5.3-3 would generate long-term emissions in excess of South Coast AQMD's threshold criteria & cumulatively contribute to the South Coast Air Basin's nonattainment designations.

R32-5

5.3-4 Operation of industrial and warehousing land uses would expose sensitive receptors to substantial toxic air contaminant concentrations.

R32-6

5. In order to be able to make sensible decisions that include the participation of Ontario community organizations, residents, and citizens, we call on you to support the delay of the approval of the TOP2050 General Plan. This is the most critical issue that the voters will address in the Ontario City Council Elections in November 2022. Your decision to delay the approval of the TOP2050 General Plan will be the first step towards protecting Ontario Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities, as well as, the health and quality of life of Ontario residents..

R32-7

Please take these considerations seriously.

Sincerely,

Deborah J Rodriguez

2. Response to Comments

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R32. Response to Comments from Deborah Rodriguez, dated June 22, 2022.

R32-1 Responses to Deborah Rodriguez's comments are addressed in response to Comments R32-2 through R32-6 below.

R32-2 See Section 2.2, *Summary of General Responses*, and Section 2.2.1, *Scenic Vistas*. Development within the low-lying areas of Ontario would not have the potential to alter scenic views provided by the backdrop of the San Gabriel Mountains as the peaks rise to 7,000 feet above mean sea level. Additionally, future development under the Proposed Project would still be required to adhere to the City's Development Code. Finally, the Commenter's concerns regarding existing conditions do not constitute substantial evidence of a potential environmental impact of TOP 2050.

R32-3 See Section 2.2, *Summary of General Responses*, Section 2.2.2, *Nonrenewal of Williamson Act Contracts*, and Section 2.2.3, *Environmental Justice Policies*. Buildout of the Proposed Project, like the Approved Project, would most likely require the cancellation or nonrenewal of current Williamson Act contracts. However, because buildout of the Approved Project would have resulted in the cancellation or nonrenewal of Williamson Act contracts, the Proposed Project would not result in further impacts to Williamson Act lands. Further, the comment does not concern TOP 2050, but rather TOP 2010, which is not under consideration here. TOP 2010 was reviewed in the prior EIR and is properly treated as part of the environmental baseline in the SEIR (*Sierra Club v. City of Orange* (2008) 163 Cal.App.4th 523, 542). It should also be noted that environmental justice is not a CEQA topic, as social/economic issues are not environmental impacts under CEQA.

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R32-5 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R32-6 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Cumulative health risk associated with buildout of TOP 2050 was identified as a significant unavoidable impact of the Proposed Project.

R32-7 Responses to Deborah Rodriguez's comments are addressed in response to Comments R32-2 through R32-6 above. The Commenter's opposition to TOP 2050 has been forwarded to the decision-makers for their review and consideration.

2. Response to Comments

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LETTER R33 – Amanda Wheeler (2 pages)

From: Amanda Wheeler [redacted]
Sent: Wednesday, June 22, 2022 5:39 PM
To: Thomas Grahn <TGrahn@ontarioca.gov>
Subject:

Hi, my name is Amanda Wheeler. I have been a resident of Ontario for 6 years. This is a notification that I, along with a number of individuals, community leaders, community organizations, and environmental groups are opposed to the Planning Commission's approval of the TOP2050 General Plan.

On behalf of the residents and citizens of the Ontario community, I request that you take action to deny the approval of the TOP2050 General Plan. The General Plan proposes the rezoning of Agricultural land to Housing, Industrial and Commercial projects based on the findings of the Draft Supplemental Environmental Impact Report (SEIR). R33-1

These findings from the Draft SEIR examine the potential environmental impacts as a result of this project which include the following: Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities.

This project will have significant and unavoidable impacts pertaining to violations of laws on the Federal, State and local levels which includes: R33-2

5.1-1 TOP2050 would not alter scenic vistas - which is not true as many of our homes are now being blocked by large warehouse walls we can not see over or past any distance.

5.2-2 Would not conflict with existing zoning for agricultural use, or Williamson Act contract. This is also not true as All agricultural land was rezoned to industrial or housing in Violation of the Williamson Act, Prop 70 and in violation of 65302(h)(1)(A) Access to food; creating a food desert. R33-3

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5.3-3 would generate long-term emissions in excess of South Coast AQMD's threshold criteria & cumulatively contribute to the South Coast Air Basin's nonattainment designations. R33-5

5.3-4 Operation of industrial and warehousing land uses would expose sensitive receptors to substantial toxic air contaminant concentrations. R33-6

5. In order to be able to make sensible decisions that include the participation of Ontario communi organizations, residents, and citizens, we call on you to support the delay of the approval of the TOP2050 General Plan. This is the most critical issue that the voters will address in the Ontario City Council Elections in November 2022. Your decision to delay the approval of the TOP2050 General Plan will be the first step towards protecting Ontario Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities, as well as, the health and quality of life of Ontario residents. R33-7

2. Response to Comments

Please take these considerations seriously.

R33-7 cont.

Sincerely,
Amanda Wheeler

R33. Response to Comments from Amanda Wheeler, dated June 22, 2022.

R33-1 Responses to Amanda Wheeler's comments are addressed in response to Comments R33-2 through R33-6 below.

R33-2 See Section 2.2, *Summary of General Responses*, and Section 2.2.1, *Scenic Vistas*. Development within the low-lying areas of Ontario would not have the potential to alter scenic views provided by the backdrop of the San Gabriel Mountains as the peaks rise to 7,000 feet above mean sea level. Additionally, future development under the Proposed Project would still be required to adhere to the City's Development Code. Finally, the Commenter's concerns regarding existing conditions do not constitute substantial evidence of a potential environmental impact of TOP 2050.

R33-3 See Section 2.2, *Summary of General Responses*, Section 2.2.2, *Nonrenewal of Williamson Act Contracts*, and Section 2.2.3, *Environmental Justice Policies*. Buildout of the Proposed Project, like the Approved Project, would most likely require the cancellation or nonrenewal of current Williamson Act contracts. However, because buildout of the Approved Project would have resulted in the cancellation or nonrenewal of Williamson Act contracts, the Proposed Project would not result in further impacts to Williamson Act lands. Further, the comment does not concern TOP 2050, but rather TOP 2010, which is not under consideration here. TOP 2010 was reviewed in the prior EIR and is properly treated as part of the environmental baseline in the SEIR (*Sierra Club v. City of Orange* (2008) 163 Cal.App.4th 523, 542). It should also be noted that environmental justice is not a CEQA topic, as social/economic issues are not environmental impacts under CEQA.

R33-4 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R33-5 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R33-6 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Cumulative health risk associated with buildout of TOP 2050 was identified as a significant unavoidable impact of the Proposed Project.

R33-7 Responses to Amanda Wheeler's comments are addressed in response to Comments R33-2 through R33-6 above. The Commenter's opposition to TOP 2050 has been forwarded to the decision-makers for their review and consideration.

2. Response to Comments

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LETTER R34 – Dena Apodaca (2 pages)

From: Dena Apodaca [redacted]
Sent: Wednesday, June 22, 2022 9:00 PM
To: Thomas Grahn <TGrahn@ontarioca.gov>
Subject: TOP2050 General Plan

Hello my name is Dena Apodaca. I have been a resident of Ontario for over 40 years. This is a notification that I, along with a number of individuals, community leaders, community organizations, and environmental groups are opposed to the Planning Commission's approval of the TOP2050 General Plan.

On behalf of the residents and citizens of the Ontario community, I request that you take action to deny the approval of the TOP2050 General Plan. The General Plan proposes the rezoning of Agricultural land to Housing, Industrial and Commercial projects based on the findings of the Draft Supplemental Environmental Impact Report (SEIR). R34-1

These findings from the Draft SEIR examine the potential environmental impacts as a result of this project which include the following: Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities.

This project will have significant and unavoidable impacts pertaining to violations of laws on the Federal, State and local levels which includes:

5.1-1 TOP2050 would not alter scenic vistas - which is not true as many of our homes are now being blocked by large warehouse walls we can not see over or past any distance. R34-2

5.2-2 Would not conflict with existing zoning for agricultural use, or Williamson Act contract. This is also not true as All agricultural land was rezoned to industrial or housing in Violation of the Williamson Act, Prop 70 and in violation of 65302(h)(1)(A) Access to food; creating a food desert. R34-3

5.3-1 additional population growth & associated emissions would exceed South Coast AQMD's AQMP. R34-4

5.3-3 would generate long-term emissions in excess of South Coast AQMD's threshold criteria & cumulatively contribute to the South Coast Air Basin's nonattainment designations. R34-5

5.3-4 Operation of industrial and warehousing land uses would expose sensitive receptors to substantial toxic air contaminant concentrations. R34-6

2. Response to Comments

5. In order to be able to make sensible decisions that include the participation of Ontario community organizations, residents, and citizens, we call on you to support the delay of the approval of the TOP2050 General Plan. This is the most critical issue that the voters will address in the Ontario City Council Elections in November 2022. Your decision to delay the approval of the TOP2050 General Plan will be the first step towards protecting Ontario Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities, as well as, the health and quality of life of Ontario residents.

R34-7

Please take these considerations seriously.

Sincerely,

Dena Apodaca

R34. Response to Comments from Dena Apodaca, dated June 22, 2022.

R34-1 Responses to Dena Apodaca's comments are addressed in response to Comments R34-2 through R34-6 below.

R34-2 See Section 2.2, *Summary of General Responses*, and Section 2.2.1, *Scenic Vistas*. Development within the low-lying areas of Ontario would not have the potential to alter scenic views provided by the backdrop of the San Gabriel Mountains as the peaks rise to 7,000 feet above mean sea level. Additionally, future development under the Proposed Project would still be required to adhere to the City's Development Code. Finally, the Commenter's concerns regarding existing conditions do not constitute substantial evidence of a potential environmental impact of TOP 2050.

R34-3 See Section 2.2, *Summary of General Responses*, Section 2.2.2, *Nonrenewal of Williamson Act Contracts*, and Section 2.2.3, *Environmental Justice Policies*. Buildout of the Proposed Project, like the Approved Project, would most likely require the cancellation or nonrenewal of current Williamson Act contracts. However, because buildout of the Approved Project would have resulted in the cancellation or nonrenewal of Williamson Act contracts, the Proposed Project would not result in further impacts to Williamson Act lands. Further, the comment does not concern TOP 2050, but rather TOP 2010, which is not under consideration here. TOP 2010 was reviewed in the prior EIR and is properly treated as part of the environmental baseline in the SEIR (*Sierra Club v. City of Orange* (2008) 163 Cal.App.4th 523, 542). It should also be noted that environmental justice is not a CEQA topic, as social/economic issues are not environmental impacts under CEQA.

R34-4 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R34-5 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R34-6 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Cumulative health risk associated with buildout of TOP 2050 was identified as a significant unavoidable impact of the Proposed Project.

R34-7 Responses to Dena Apodaca's comments are addressed in response to Comments R34-2 through R34-6 above. The Commenter's opposition to TOP 2050 has been forwarded to the decision-makers for their review and consideration.

2. Response to Comments

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LETTER R35 – Andrei Pitsko (2 pages)

From: [redacted]
Sent: Wednesday, June 22, 2022 9:57 PM
To: Thomas Grahn <TGrahn@ontarioca.gov>
Subject: Public comment about General Plan 2050

Hi, my name is Andrei Pitsko. I have been a resident of Ontario for 2 years
This notification that I, along with a number of individuals are opposed to the Planning Commission's approval of TOP2050 General Plan

I request that you take action to deny the approval of the TOP2050 General Plan

On behalf of the residents and citizens of the Ontario community, I request that you take action to deny the approval of the TOP2050 General Plan. The General Plan proposes the rezoning of Agricultural land for Housing, Industrial and Commercial projects based on the findings of the Draft Supplemental Environmental Impact Report (SEIR). R35-1

These findings from the Draft SEIR examine the potential environmental impacts as a result of this project which include the following: Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities.

This project will have significant and unavoidable impacts pertaining to violations of laws on the Federal, State and local levels which includes: R35-2

5.1-1 TOP2050 would not alter scenic vistas - which is not true as many of our homes are now being blocked by large warehouse walls we can not see over or past any distance.

5.2-2 Would not conflict with existing zoning for agricultural use, or Williamson Act contract. This is also not true as All agricultural land was rezoned to industrial or housing in Violation of the Williamson Act, Prop 70 and in violation of 65302(h)(1)(A) Access to food; creating a food desert. R35-3

5.3-1 additional population growth & associated emissions would exceed South Coast AQMD's AQMP. R35-4

5.3-3 would generate long-term emissions in excess of South Coast AQMD's threshold criteria & cumulatively contribute to the South Coast Air Basin's nonattainment designations. R35-5

2. Response to Comments

5.3-4 Operation of industrial and warehousing land uses would expose sensitive receptors to substantial toxic air contaminant concentrations. R35-6

5. In order to be able to make sensible decisions that include the participation of Ontario community organizations, residents, and citizens, we call on you to support the delay of the approval of the TOP2050 General Plan. This is the most critical issue that the voters will address in the Ontario City Council Elections in November 2022. Your decision to delay the approval of the TOP2050 General Plan will be the first step towards protecting Ontario Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities, as well as, the health and quality of life of Ontario residents. R35-7

Please take these considerations seriously.

R35. Response to Comments from Andrei Pitsko, dated June 22, 2022.

R35-1 Responses to Andrei Pitsko's comments are addressed in response to Comments R35-2 through R35-6 below.

R35-2 See Section 2.2, *Summary of General Responses*, and Section 2.2.1, *Scenic Vistas*. Development within the low-lying areas of Ontario would not have the potential to alter scenic views provided by the backdrop of the San Gabriel Mountains as the peaks rise to 7,000 feet above mean sea level. Additionally, future development under the Proposed Project would still be required to adhere to the City's Development Code. Finally, the Commenter's concerns regarding existing conditions do not constitute substantial evidence of a potential environmental impact of TOP 2050.

R35-3 See Section 2.2, *Summary of General Responses*, Section 2.2.2, *Nonrenewal of Williamson Act Contracts*, and Section 2.2.3, *Environmental Justice Policies*. Buildout of the Proposed Project, like the Approved Project, would most likely require the cancellation or nonrenewal of current Williamson Act contracts. However, because buildout of the Approved Project would have resulted in the cancellation or nonrenewal of Williamson Act contracts, the Proposed Project would not result in further impacts to Williamson Act lands. Further, the comment does not concern TOP 2050, but rather TOP 2010, which is not under consideration here. TOP 2010 was reviewed in the prior EIR and is properly treated as part of the environmental baseline in the SEIR (*Sierra Club v. City of Orange* (2008) 163 Cal.App.4th 523, 542). It should also be noted that environmental justice is not a CEQA topic, as social/economic issues are not environmental impacts under CEQA.

R35-4 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R35-5 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R35-6 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Cumulative health risk associated with buildout of TOP 2050 was identified as a significant unavoidable impact of the Proposed Project.

R35-7 Responses to Andrei Pitsko's comments are addressed in response to Comments R35-2 through R35-6 above. The Commenter's opposition to TOP 2050 has been forwarded to the decision-makers for their review and consideration.

2. Response to Comments

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LETTER R36 – Randy Bekendam (2 pages)

Dear Mayor and City Council members:

We would like to provide public comment on the City of Ontario's Preferred Land Use Plan dated 9-22-2021.

Over the past few years, conditions of Covid have limited public engagement and participation in the political process as well as limited movement through and use of the community during this same time period. Also, in this same time period, we have seen the city accelerate certain aspects of municipal development (such as the development of warehouses) and development of long term municipal plans. The disruptions of Covid continue into the present and we would like to elevate our concern for stewarding good public process despite a period of significant disruption and stress for most citizens. We do not want to take steps that a truly knowledgeable and consenting public would not take under ordinary circumstances. We believe more efforts are needed to get true public input about the loss of agricultural land, environmental impacts, community benefits, and the proposed developments put forth in the Preferred Land Use Plan.

We would like to provide the reminder that it is much easier to alter the plan, than to alter harms that are caused as a result of building according to a plan that overlooked community and environmental harm. We believe that this is more of a "measure twice, cut once" type of scenario and would like the city to publish and present its complete findings on community and environmental benefits and harms of the current plan compared to alternatives presented by the community before moving forward with this plan. We are requesting that no implementation of the current plan take place for at least 1 years time so that the public has an opportunity to appropriately engage and the city has sufficient time to incorporate public input and address the public's concerns. R36-1

Our community has great vision for community and environmental health, self determination, compassion, sustainability, beauty, harmony, cooperation. Our community also has basic needs for food, housing, and community. Our plans must ensure that these goals and needs can be satisfied for the residents of our city. If instead the plans favor loss of our most basic collective resources and the exporting of our shared wealth to a powerful and well-resourced minority, we must slow down and be discerning! We must slow down and get more creative!

Currently, much of the Ontario Ranch remains undeveloped as is envisioned by the Preferred Land Use Plan, including the development of a conceptual Great Park. We support the development of the Great Park and encourage expanding on this vision with concrete plans for community and environmental stewardship. The Southern California Agricultural Land Foundation proposes the addition of another concept: a permanent Agricultural Heritage and Innovation (AHI) zone adjacent to the southern border of the Great Park. The suggested boundaries of this AHI zone would be Sultana Ave. to the west , the Great Park to the north, Cucamonga Creek Wash to the east and Eucalyptus Ave to the South. We recommend an AHI zone of a minimum 300 acres that is intended to be placed--**and is actually placed**--under a conservation easement once ownership is secured. The Southern California Agricultural Land Foundation is available to administer the easement. R36-2

2. Response to Comments

Elements and benefits of the AHI zone include

- A much needed buffer between the warehouses south of Eucalyptus Ave and the Great Park
- Conversion of the 300+ acres to regenerative agricultural practices to draw down legacy carbon and provide nutrient dense fruits and vegetables to alleviate food insecurity in Ontario
- Incorporation of agrivoltaics to move ontario towards carbon neutrality
- Incorporation of approximately 120 much needed affordable housing units (A2 zoning)
- Creation of habitat for endangered species
- Preservation of a dairy as a living history museum and educational facility, open to the public
- Preservation of Amy's Farm

R36-3

We would like to see our comments addressed in a meaningful way. Please provide the documentation we have requested regarding community and environmental impacts of the proposed plan and alternative plans you have received. Please publish and present these findings in partnership with concerned citizen groups. We would like to meet with you to discuss further development and review of any preferred land use plans, timelines and community engagement efforts, and would be happy to connect you to other locally based community groups which share our concerns for the welfare of our community and the local environment.

R36-4

Randy Bekendam

Randy Bekendam
On behalf of the Southern California Agricultural Land Foundation

R36. Response to Comments from Randy Bekendam, dated June 22, 2022.

R36-1 Responses to Randy Bekendam's comments are addressed in response to Comments R36-2 through R36-4 below.

The City of Ontario complied with requirements in place for noticing in accordance with Governor Newsom's Executive Orders N-54-20 (April 22, 2020) and N-80-20 (September 23, 2020) in response to the threat of COVID-19, which expired on September 30, 2021. TOP 2050 complied with the requirements of Senate Bill 1000. As part of TOP 2050 disadvantaged communities were identified using CES 4.0. See Section 2.2, *Summary of General Responses*, and Section 2.2.3, *Environmental Justice Policies*.

The public review period of 45 days, beginning on May 9, 2022, and ending on June 23, 2022, met CEQA's requirement of 45 days, pursuant to CEQA Guidelines Section 15105(a) for Draft EIRs submitted to the State Clearinghouse for public review by State agencies.

An evaluation of the environment impacts of TOP 2050 compared to the current TOP is included in Section 5.2, *Agriculture and Forestry Resources*. The Commenter's concerns about the loss of agricultural land are noted and the request for additional time will be forwarded to the decision-makers for their review and consideration.

R36-2 The SEIR is a programmatic, plan-level analysis of impacts of the City's general plan, TOP 2050. The SEIR evaluates impacts of TOP 2050 compared to the impacts associated with the current TOP in accordance with evaluates the physical environmental impacts associated with Section 15163 of the CEQA Guidelines. In accordance with CEQA Guidelines Section 15163, the CEQA baseline for this SEIR is the Approved Project. The Draft SEIR evaluates the potential impacts from the change in land use designations and policies of the current TOP compared to TOP 2050. While there is currently agricultural use in the Ontario Ranch, the planning framework to convert the land to nonagricultural land already occurred as a result of adoption of the current TOP in 2010, and prior to that as a result of annexation of the New Model Colony in 1999 from the County of San Bernardino. The Proposed Project would not result in any additional land use changes to agricultural land in Ontario.

This comment identifies a request to create an agricultural preserve in the Ontario Ranch and does not raise any issues related to the Proposed Project or the Proposed Project's impact on the physical environment under CEQA. The request for creation of the Southern California Agricultural Land Foundation Agricultural Heritage and Innovation (AHI) zone within and/or adjacent to the Great Park will be forwarded to the decision-makers for their review and consideration. The 340-acre Great Park allows for continues agricultural use and existing agricultural use is allowed to continue under the City's Right-to-Farm Ordinance. Additionally, the Great Park envisions creation of a Farm Hub as well as potential agricultural uses.

R36-3 See response to Comment R36-2 regarding creation of an AHI Zone.

TOP 2050 includes Land Use Element Policy LU2-1, Land Use Decisions, which requires new development to minimize impacts on adjacent properties, which could include green buffers as well as other site design measures such as placement of docking bays, sound walls, landscaping, and other setback requirements. Future industrial land uses would be required to adhere to Policy ER-4.9, which requires new developments that generate 100 trucks per day or more or 40 trucks with transport refrigeration units (TRUs) within 1,000 feet of a sensitive use to conduct a health risk assessment to mitigate cancer and acute health risks as well as additional public outreach to residents within 500 feet of the project site. The request to provide a buffer between warehouses and the Great Park will be forwarded to decision-makers for their review and consideration.

The GHG analysis in the Draft SEIR and the CCAP do not treat agricultural land uses as a sink for GHG emissions. While crops do sequester carbon due to the growth in biomass, the Intergovernmental Panel on Climate Change's guidance[12] on the topic notes that for annual crops, the increase in biomass is equal to the loss in biomass from harvest and crop mortality, and thus there is no net accumulation of carbon in agricultural biomass. As more than 90 percent of the crop activity in Ontario is estimated to be annual crops, there is no substantive increase in agricultural biomass in Ontario. Additionally, agriculture does generate GHG emissions from nitrogen used for fertilizer, enteric fermentation and manure management associated with livestock, fuel use from agricultural equipment, and other activities. The GHG analysis does consider that an amount of carbon is sequestered in the soil of agricultural lands, but as this does not change annually, this source only shows as an increase or decrease in GHG emissions if the agricultural land is expanded or developed. Loss of this sequestration from the development of agricultural lands is accounted for in the "Land Use Change" emissions shown in Table 14 of the CCAP. TOP 2050 includes policies that address impacts to disadvantaged communities and access to healthy foods (see Policy SR-1.2) (see Section 2.2, *Summary of General Responses*, and Section 2.2.3, *Environmental Justice Policies*.

Regarding agrivoltaics, the Community Climate Action Plan (CCAP) supports the installation of solar panels and solar panels are permitted within the City, including Ontario Ranch.

Section 5.4, *Biological Resources*, evaluates potential impacts of TOP 2050 compared to the current TOP. As identified in Section 5.4, the Ontario Ranch supports little native vegetation as a result of long-standing agricultural use (see page 5.4-6). However, sensitive species are known to occur within Ontario; and therefore, to mitigate impacts to biological resources in the City, the City of Ontario has established a Biological Resources Habitat

[12] Intergovernmental Panel on Climate Change. 2019 Refinement to the 2006 IPCC Guidelines for National Greenhouse Gas Inventories, Volume 4: Agriculture, Forestry, and Other Land Use; Section 5.2.1.1 https://www.ipcc-nggip.iges.or.jp/public/2019rf/vol4.html

Mitigation Fee for projects in the Ontario Ranch. The request to create habitat for endangered species will be forwarded to the decision-makers for their review and consideration.

The request to create a living history museum and educational facility for dairy in Ontario Ranch will be forwarded to the decision-makers for their review and consideration. As noted in response to Comment R36-2, the Great Park includes a Farm Hub.

The request to preserve Amy's Farm has been forwarded to decision-makers for their review and consideration.

R36-4 Responses to Randy Bekendam's comments are addressed in response to Comments R36-2 through R36-3 above. The environmental impacts of the Proposed Project are addressed in the Draft SEIR, which is available for review on the City's website. The request to meet will be forwarded to decision-makers for their review and consideration.

2. Response to Comments

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LETTER R37 – Elizabeth Rocco (1 page)

-----Original Message-----
From: Liz's [redacted]
Sent: Thursday, June 23, 2022 8:01 AM
To: Thomas Grahn <TGrahn@ontarioca.gov>
Subject: Ontario general plan

Hi, my name is
Elizabeth Rocco. I have been a resident of Ontario for 24 years. This is a notification that I, along with a number of individuals, community leaders, community organizations, and environmental groups are opposed to the Planning Commission's approval of the TOP2050 General Plan.

On behalf of the residents and citizens of the Ontario community, I request that you take action to deny the approval of the TOP2050 General Plan. The General Plan proposes the rezoning of Agricultural land to Housing, Industrial and Commercial projects based on the findings of the Draft Supplemental Environmental Impact Report (SEIR). R37-1

These findings from the Draft SEIR examine the potential environmental impacts as a result of this project which include the following: Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities.

This project will have significant and unavoidable impacts pertaining to violations of laws on the Federal, State and local levels which includes: R37-2

5.1-1 TOP2050 would not alter scenic vistas - which is not true as many of our homes are now being blocked by large warehouse walls we can not see over or past any distance.

5.2-2 Would not conflict with existing zoning for agricultural use, or Williamson Act contract. This is also not true as All agricultural land was rezoned to industrial or housing in Violation of the Williamson Act, Prop 70 and in violation of 65302(h)(1)(A) Access to food; creating a food desert. R37-3

5.3-1 additional population growth & associated emissions would exceed South Coast AQMD's AQMP. R37-4

5.3-3 would generate long-term emissions in excess of South Coast AQMD's threshold criteria & cumulatively contribute to the South Coast Air Basin's nonattainment designations. R37-5

5.3-4 Operation of industrial and warehousing land uses would expose sensitive receptors to substantial toxic air contaminant concentrations. R37-6

5. In order to be able to make sensible decisions that include the participation of Ontario community organization residents, and citizens, we call on you to support the delay of the approval of the TOP2050 General Plan. This is the most critical issue that the voters will address in the Ontario City Council Elections in November 2022. Your decision to delay the approval of the TOP2050 General Plan will be the first step towards protecting Ontario Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities, as well as, the health and quality of life of Ontario residents.

Please take these considerations seriously. R37-7

Sincerely,

Elizabeth(Liz) Rocco

2. Response to Comments

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R37. Response to Comments from Elizabeth Rocco, dated June 23, 2022.

R37-1 Responses to Elizabeth Rocco's comments are addressed in response to Comments R37-2 through R37-6 below.

R37-2 See Section 2.2, *Summary of General Responses*, and Section 2.2.1, *Scenic Vistas*. Development within the low-lying areas of Ontario would not have the potential to alter scenic views provided by the backdrop of the San Gabriel Mountains as the peaks rise to 7,000 feet above mean sea level. Additionally, future development under the Proposed Project would still be required to adhere to the City's Development Code. Finally, the Commenter's concerns regarding existing conditions do not constitute substantial evidence of a potential environmental impact of TOP 2050.

R37-3 See Section 2.2, *Summary of General Responses*, Section 2.2.2, *Nonrenewal of Williamson Act Contracts*, and Section 2.2.3, *Environmental Justice Policies*. Buildout of the Proposed Project, like the Approved Project, would most likely require the cancellation or nonrenewal of current Williamson Act contracts. However, because buildout of the Approved Project would have resulted in the cancellation or nonrenewal of Williamson Act contracts, the Proposed Project would not result in further impacts to Williamson Act lands. Further, the comment does not concern TOP 2050, but rather TOP 2010, which is not under consideration here. TOP 2010 was reviewed in the prior EIR and is properly treated as part of the environmental baseline in the SEIR (*Sierra Club v. City of Orange* (2008) 163 Cal.App.4th 523, 542). It should also be noted that environmental justice is not a CEQA topic, as social/economic issues are not environmental impacts under CEQA.

R37-4 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R37-5 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R37-6 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Cumulative health risk associated with buildout of TOP 2050 was identified as a significant unavoidable impact of the Proposed Project.

R37-7 Responses to Elizabeth Rocco's comments are addressed in response to Comments R37-2 through R37-6 above. The Commenter's opposition to TOP 2050 has been forwarded to the decision-makers for their review and consideration.

2. Response to Comments

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LETTER R38 – Martha Lopez (2 pages)

From: Jose Lopez [redacted]
Sent: Thursday, June 23, 2022 9:13 AM
To: Thomas Grahn <TGrahn@ontarioca.gov>
Subject: Ontario Plan 2050

Hi, my name is Martha Lopez.

I have been a resident of Ontario for 28 years. This is a notification that I, along with a number of individuals, community leaders, community organizations, and environmental groups are opposed to the Planning Commission's approval of the TOP2050 General Plan.

On behalf of the residents and citizens of the Ontario community, I request that you take action to deny the approval of the TOP2050 General Plan. The General Plan proposes the rezoning of Agricultural land to Housing, Industrial and Commercial projects based on the findings of the Draft Supplemental Environmental Impact Report (SEIR). R38-1

These findings from the Draft SEIR examine the potential environmental impacts as a result of this project which include the following: Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities.

This project will have significant and unavoidable impacts pertaining to violations of laws on the Federal, State and local levels which includes: R38-2

5.1-1 TOP2050 would not alter scenic vistas - which is not true as many of our homes are now being blocked by large warehouse walls we can not see over or past any distance.

5.2-2 Would not conflict with existing zoning for agricultural use, or Williamson Act contract. This is also not true as All agricultural land was rezoned to industrial or housing in Violation of the Williamson Act, Prop 70 and in violation of 65302(h)(1)(A) Access to food; creating a food desert. R38-3

5.3-1 additional population growth & associated emissions would exceed South Coast AQMD's AQMP. R38-4

2. Response to Comments

5.3-3 would generate long-term emissions in excess of South Coast AQMD's threshold criteria & cumulatively contribute to the South Coast Air Basin's nonattainment designations. R38-5

5.3-4 Operation of industrial and warehousing land uses would expose sensitive receptors to substantial toxic air contaminant concentrations. R38-6

5. In order to be able to make sensible decisions that include the participation of Ontario community organizations, residents, and citizens, we call on you to support the delay of the approval of the TOP2050 General Plan. This is the most critical issue that the voters will address in the Ontario City Council Elections in November 2022. Your decision to delay the approval of the TOP2050 General Plan will be the first step towards protecting Ontario Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities, as well as, the health and quality of life of Ontario residents.

Please take these considerations seriously. R38-7

Sincerely,

Martha Lopez

[redacted]

R38. Response to Comments from Martha Lopez, dated June 23, 2022.

R38-1 Responses to Martha Lopez's comments are addressed in response to Comments R38-2 through R38-6 below.

R38-2 See Section 2.2, *Summary of General Responses*, and Section 2.2.1, *Scenic Vistas*. Development within the low-lying areas of Ontario would not have the potential to alter scenic views provided by the backdrop of the San Gabriel Mountains as the peaks rise to 7,000 feet above mean sea level. Additionally, future development under the Proposed Project would still be required to adhere to the City's Development Code. Finally, the Commenter's concerns regarding existing conditions do not constitute substantial evidence of a potential environmental impact of TOP 2050.

R38-3 See Section 2.2, *Summary of General Responses*, Section 2.2.2, *Nonrenewal of Williamson Act Contracts*, and Section 2.2.3, *Environmental Justice Policies*. Buildout of the Proposed Project, like the Approved Project, would most likely require the cancellation or nonrenewal of current Williamson Act contracts. However, because buildout of the Approved Project would have resulted in the cancellation or nonrenewal of Williamson Act contracts, the Proposed Project would not result in further impacts to Williamson Act lands. Further, the comment does not concern TOP 2050, but rather TOP 2010, which is not under consideration here. TOP 2010 was reviewed in the prior EIR and is properly treated as part of the environmental baseline in the SEIR (*Sierra Club v. City of Orange* (2008) 163 Cal.App.4th 523, 542). It should also be noted that environmental justice is not a CEQA topic, as social/economic issues are not environmental impacts under CEQA.

R38-4 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R38-5 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R38-6 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Cumulative health risk associated with buildout of TOP 2050 was identified as a significant unavoidable impact of the Proposed Project.

R38-7 Responses to Martha Lopez's comments are addressed in response to Comments R38-2 through R38-6 above. The Commenter's opposition to TOP 2050 has been forwarded to the decision-makers for their review and consideration.

2. Response to Comments

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LETTER R39 – Karen and Guy Caparelli (2 pages)

From: Karen Caparelli [redacted]
Sent: Thursday, June 23, 2022 4:57 PM
To: Thomas Grahn <TGrahn@ontarioca.gov>
Subject: TOP2050 General Plan

Hi, my name is Karen Caparelli. I have been a resident of Ontario for 38 years. This is a notification that I, along with a number of individuals, community leaders, community organizations, and environmental groups are opposed to the Planning Commission's approval of the TOP2050 General Plan.

On behalf of the residents and citizens of the Ontario community, I request that you take action to deny the approval of the TOP2050 General Plan. The General Plan proposes the rezoning of Agricultural land to Housing, Industrial and Commercial projects based on the findings of the Draft Supplemental Environmental Impact Report (SEIR). R39-1

These findings from the Draft SEIR examine the potential environmental impacts as a result of this project which include the following: Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities.

This project will have significant and unavoidable impacts pertaining to violations of laws on the Federal, State and local levels which includes:

5.1-1 TOP2050 would not alter scenic vistas - which is not true as many of our homes are now being blocked by large warehouse walls we can not see over or past any distance. R39-2

5.2-2 Would not conflict with existing zoning for agricultural use, or Williamson Act contract. This is also not true as All agricultural land was rezoned to industrial or housing in Violation of the Williamson Act, Prop 70 and in violation of 65302(h)(1)(A) Access to food; creating a food desert. R39-3

5.3-1 additional population growth & associated emissions would exceed South Coast AQMD's AQMP. R39-4

5.3-3 would generate long-term emissions in excess of South Coast AQMD's threshold criteria & cumulatively contribute to the South Coast Air Basin's nonattainment designations. R39-5

5.3-4 Operation of industrial and warehousing land uses would expose sensitive receptors to substantial toxic air contaminant concentrations. R39-6

5. In order to be able to make sensible decisions that include the participation of Ontario communi organizations, residents, and citizens, we call on you to support the delay of the approval of the TOP2050 General Plan. This is the most critical issue that the voters will address in the Ontario City Council Elections in November 2022. Your decision to delay the approval of the TOP2050 General Plan will be the first step towards protecting Ontario Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities, as well as, the health and quality of life of Ontario residents. R39-7

2. Response to Comments

Please take these considerations seriously.

Sincerely,

Karen and Guy Caparelli

R39-7
cont.

R39. Response to Comments from Karen and Guy Caparelli, dated June 23, 2022.

R39-1 Responses to Karen and Guy Caparelli's comments are addressed in response to Comments R39-2 through R39-6 below.

R39-2 See Section 2.2, *Summary of General Responses*, and Section 2.2.1, *Scenic Vistas*. Development within the low-lying areas of Ontario would not have the potential to alter scenic views provided by the backdrop of the San Gabriel Mountains as the peaks rise to 7,000 feet above mean sea level. Additionally, future development under the Proposed Project would still be required to adhere to the City's Development Code. Finally, the Commenter's concerns regarding existing conditions do not constitute substantial evidence of a potential environmental impact of TOP 2050.

R39-3 See Section 2.2, *Summary of General Responses*, Section 2.2.2, *Nonrenewal of Williamson Act Contracts*, and Section 2.2.3, *Environmental Justice Policies*. Buildout of the Proposed Project, like the Approved Project, would most likely require the cancellation or nonrenewal of current Williamson Act contracts. However, because buildout of the Approved Project would have resulted in the cancellation or nonrenewal of Williamson Act contracts, the Proposed Project would not result in further impacts to Williamson Act lands. Further, the comment does not concern TOP 2050, but rather TOP 2010, which is not under consideration here. TOP 2010 was reviewed in the prior EIR and is properly treated as part of the environmental baseline in the SEIR (*Sierra Club v. City of Orange* (2008) 163 Cal.App.4th 523, 542). It should also be noted that environmental justice is not a CEQA topic, as social/economic issues are not environmental impacts under CEQA.

R39-4 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R39-5 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R39-6 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Cumulative health risk associated with buildout of TOP 2050 was identified as a significant unavoidable impact of the Proposed Project.

R39-7 Responses to Karen and Guy Caparelli's comments are addressed in response to Comments R39-2 through R39-6 above. The Commenter's opposition to TOP 2050 has been forwarded to the decision-makers for their review and consideration.

2. Response to Comments

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LETTER R40 – Elias Luviano (2 pages)

From: Rosemary Ramos [redacted]
Sent: Thursday, June 23, 2022 5:06 PM
To: Thomas Grahn <TGrahn@ontarioca.gov>
Subject: Ontario 2050 plan

"Hi, my name is Elias Luviano. I have been a resident of Ontario for 57 years. This is a notification that I, along with a number of individuals, community leaders, community organizations, and environmental groups are opposed to the Planning Commission's approval of the TOP2050 General Plan.

On behalf of the residents and citizens of the Ontario community, I request that you take action to deny the approval of the TOP2050 General Plan. The General Plan proposes the rezoning of Agricultural land to Housing, Industrial and Commercial projects based on the findings of the Draft Supplemental Environmental Impact Report (SEIR). R40-1

These findings from the Draft SEIR examine the potential environmental impacts as a result of this project which include the following: Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities.

This project will have significant and unavoidable impacts pertaining to violations of laws on the Federal, State and local levels which includes: R40-2

5.1-1 TOP2050 would not alter scenic vistas - which is not true as many of our homes are now being blocked by large warehouse walls we can not see over or past any distance.

5.2-2 Would not conflict with existing zoning for agricultural use, or Williamson Act contract. This is also not true as All agricultural land was rezoned to industrial or housing in Violation of the Williamson Act, Prop 70 and in violation of 65302(h)(1)(A) Access to food; creating a food desert. R40-3

5.3-1 additional population growth & associated emissions would exceed South Coast AQMD's AQMP. R40-4

5.3-3 would generate long-term emissions in excess of South Coast AQMD's threshold criteria & cumulatively contribute to the South Coast Air Basin's nonattainment designations. R40-5

5.3-4 Operation of industrial and warehousing land uses would expose sensitive receptors to substantial toxic air contaminant concentrations. R40-6

5. In order to be able to make sensible decisions that include the participation of Ontario communi organizations, residents, and citizens, we call on you to support the delay of the approval of the TOP2050 General Plan. This is the most critical issue that the voters will address in the Ontario City Council Elections in November 2022. Your decision to delay the approval of the TOP2050 General Plan will be the first step towards protecting Ontario Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities, as well as, the health and quality of life of Ontario residents. R40-7

2. Response to Comments

Please take these considerations Sincerely
Elias Luviano

R40-7
cont.

R40. Response to Comments from Elias Luviano, dated June 23, 2022.

R40-1 Responses to Elias Luviano's comments are addressed in response to Comments R40-2 through R40-6 below.

R40-2 See Section 2.2, *Summary of General Responses*, and Section 2.2.1, *Scenic Vistas*. Development within the low-lying areas of Ontario would not have the potential to alter scenic views provided by the backdrop of the San Gabriel Mountains as the peaks rise to 7,000 feet above mean sea level. Additionally, future development under the Proposed Project would still be required to adhere to the City's Development Code. Finally, the Commenter's concerns regarding existing conditions do not constitute substantial evidence of a potential environmental impact of TOP 2050.

R40-3 See Section 2.2, *Summary of General Responses*, Section 2.2.2, *Nonrenewal of Williamson Act Contracts*, and Section 2.2.3, *Environmental Justice Policies*. Buildout of the Proposed Project, like the Approved Project, would most likely require the cancellation or nonrenewal of current Williamson Act contracts. However, because buildout of the Approved Project would have resulted in the cancellation or nonrenewal of Williamson Act contracts, the Proposed Project would not result in further impacts to Williamson Act lands. Further, the comment does not concern TOP 2050, but rather TOP 2010, which is not under consideration here. TOP 2010 was reviewed in the prior EIR and is properly treated as part of the environmental baseline in the SEIR (*Sierra Club v. City of Orange* (2008) 163 Cal.App.4th 523, 542). It should also be noted that environmental justice is not a CEQA topic, as social/economic issues are not environmental impacts under CEQA.

R40-4 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R40-5 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R40-6 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Cumulative health risk associated with buildout of TOP 2050 was identified as a significant unavoidable impact of the Proposed Project.

R40-7 Responses to Elias Luviano's comments are addressed in response to Comments R40-2 through R40-6 above. The Commenter's opposition to TOP 2050 has been forwarded to the decision-makers for their review and consideration.

2. Response to Comments

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LETTER R41 – Nazareth Bracamontes (1 page)

-----Original Message-----
From: nazareth bracamontes [redacted]
Sent: Thursday, June 23, 2022 5:17 PM
To: Thomas Grahn <TGrahn@ontarioca.gov>
Subject:

Hi, my name is Nazareth Bracamontes. I have been a resident of Ontario for 12 years. This is a notification that I, along with a number of individuals, community leaders, community organizations, and environmental groups are opposed to the Planning Commission's approval of the TOP2050 General Plan.

On behalf of the residents and citizens of the Ontario community, I request that you take action to deny the approval of the TOP2050 General Plan. The General Plan proposes the rezoning of Agricultural land to Housing, Industrial and Commercial projects based on the findings of the Draft Supplemental Environmental Impact Report (SEIR). R41-1

These findings from the Draft SEIR examine the potential environmental impacts as a result of this project which include the following: Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities.

This project will have significant and unavoidable impacts pertaining to violations of laws on the Federal, State and local levels which includes: R41-2

5.1-1 TOP2050 would not alter scenic vistas - which is not true as many of our homes are now being blocked by large warehouse walls we can not see over or past any distance.

5.2-2 Would not conflict with existing zoning for agricultural use, or Williamson Act contract. This is also not true as All agricultural land was rezoned to industrial or housing in Violation of the Williamson Act, Prop 70 and in violation of 65302(h)(1)(A) Access to food; creating a food desert. R41-3

5.3-1 additional population growth & associated emissions would exceed South Coast AQMD's AQMP. R41-4

5.3-3 would generate long-term emissions in excess of South Coast AQMD's threshold criteria & cumulatively contribute to the South Coast Air Basin's nonattainment designations. R41-5

5.3-4 Operation of industrial and warehousing land uses would expose sensitive receptors to substantial toxic air contaminant concentrations. R41-6

5. In order to be able to make sensible decisions that include the participation of Ontario community organization residents, and citizens, we call on you to support the delay of the approval of the TOP2050 General Plan. This is the most critical issue that the voters will address in the Ontario City Council Elections in November 2022. Your decision to delay the approval of the TOP2050 General Plan will be the first step towards protecting Ontario Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities, as well as, the health and quality of life of Ontario residents. R41-7

Please take these considerations seriously.

Sincerely,

Nazareth Bracamontes

2. Response to Comments

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R41. Response to Comments from Nazareth Bracamontes, dated June 23, 2022.

R41-1 Responses to Nazareth Bracamontes' comments are addressed in response to Comments R41-2 through R41-6 below.

R41-2 See Section 2.2, *Summary of General Responses*, and Section 2.2.1, *Scenic Vistas*. Development within the low-lying areas of Ontario would not have the potential to alter scenic views provided by the backdrop of the San Gabriel Mountains as the peaks rise to 7,000 feet above mean sea level. Additionally, future development under the Proposed Project would still be required to adhere to the City's Development Code. Finally, the Commenter's concerns regarding existing conditions do not constitute substantial evidence of a potential environmental impact of TOP 2050.

R41-3 See Section 2.2, *Summary of General Responses*, Section 2.2.2, *Nonrenewal of Williamson Act Contracts*, and Section 2.2.3, *Environmental Justice Policies*. Buildout of the Proposed Project, like the Approved Project, would most likely require the cancellation or nonrenewal of current Williamson Act contracts. However, because buildout of the Approved Project would have resulted in the cancellation or nonrenewal of Williamson Act contracts, the Proposed Project would not result in further impacts to Williamson Act lands. Further, the comment does not concern TOP 2050, but rather TOP 2010, which is not under consideration here. TOP 2010 was reviewed in the prior EIR and is properly treated as part of the environmental baseline in the SEIR (*Sierra Club v. City of Orange* (2008) 163 Cal.App.4th 523, 542). It should also be noted that environmental justice is not a CEQA topic, as social/economic issues are not environmental impacts under CEQA.

R41-4 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R41-5 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R41-6 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Cumulative health risk associated with buildout of TOP 2050 was identified as a significant unavoidable impact of the Proposed Project.

R41-7 Responses to Nazareth Bracamontes' comments are addressed in response to Comments R41-2 through R41-6 above. The Commenter's opposition to TOP 2050 has been forwarded to the decision-makers for their review and consideration.

2. Response to Comments

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LETTER R42 – Estela Ballon (2 pages)

From: Estela Ballon [redacted]
Date: June 23, 2022 at 9:36:24 PM PDT
To: Thomas Grahn <TGrahn@ontarioca.gov>
Subject: opposition to the Planning Commission's approval of the TOP2050 General Plan

Hi, my name is Estela Ballon. I have been a resident of Ontario for almost 20 years. This is a notification that I, along with a number of individuals, community leaders, community organizations, and environmental groups are opposed to the Planning Commission's approval of the TOP2050 General Plan.

On behalf of the residents and citizens of the Ontario community, I request that you take action to deny the approval of the TOP2050 General Plan. The General Plan proposes the rezoning of Agricultural land to Housing, Industrial and Commercial projects based on the findings of the Draft Supplemental Environmental Impact Report (SEIR). R42-1

These findings from the Draft SEIR examine the potential environmental impacts as a result of this project which include the following: Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities.

This project will have significant and unavoidable impacts pertaining to violations of laws on the Federal, State and local levels which includes: R42-2

5.1-1 TOP2050 would not alter scenic vistas - which is not true as many of our homes are now being blocked by large warehouse walls we can not see over or past any distance.

5.2-2 Would not conflict with existing zoning for agricultural use, or Williamson Act contract. This is also not true as All agricultural land was rezoned to industrial or housing in Violation of the Williamson Act, Prop 70 and in violation of 65302(h)(1)(A) Access to food; creating a food desert. R42-3

5.3-1 additional population growth & associated emissions would exceed South Coast AQMD's AQMP. R42-4

2. Response to Comments

5.3-3 would generate long-term emissions in excess of South Coast AQMD's threshold criteria & cumulatively contribute to the South Coast Air Basin's nonattainment designations. R42-5

5.3-4 Operation of industrial and warehousing land uses would expose sensitive receptors to substantial toxic air contaminant concentrations. R42-6

5. In order to be able to make sensible decisions that include the participation of Ontario community organizations, residents, and citizens, we call on you to support the delay of the approval of the TOP2050 General Plan. This is the most critical issue that the voters will address in the Ontario City Council Elections in November 2022. Your decision to delay the approval of the TOP2050 General Plan will be the first step towards protecting Ontario Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities, as well as, the health and quality of life of Ontario residents. R42-7

Please take these considerations seriously.

Sincerely,

Estela Ballon

R42. Response to Comments from Estela Ballon, dated June 23, 2022.

R42-1 Responses to Estela Ballon's comments are addressed in response to Comments R42-2 through R42-6 below.

R42-2 See Section 2.2, *Summary of General Responses*, and Section 2.2.1, *Scenic Vistas*. Development within the low-lying areas of Ontario would not have the potential to alter scenic views provided by the backdrop of the San Gabriel Mountains as the peaks rise to 7,000 feet above mean sea level. Additionally, future development under the Proposed Project would still be required to adhere to the City's Development Code. Finally, the Commenter's concerns regarding existing conditions do not constitute substantial evidence of a potential environmental impact of TOP 2050.

R42-3 See Section 2.2, *Summary of General Responses*, Section 2.2.2, *Nonrenewal of Williamson Act Contracts*, and Section 2.2.3, *Environmental Justice Policies*. Buildout of the Proposed Project, like the Approved Project, would most likely require the cancellation or nonrenewal of current Williamson Act contracts. However, because buildout of the Approved Project would have resulted in the cancellation or nonrenewal of Williamson Act contracts, the Proposed Project would not result in further impacts to Williamson Act lands. Further, the comment does not concern TOP 2050, but rather TOP 2010, which is not under consideration here. TOP 2010 was reviewed in the prior EIR and is properly treated as part of the environmental baseline in the SEIR (*Sierra Club v. City of Orange* (2008) 163 Cal.App.4th 523, 542). It should also be noted that environmental justice is not a CEQA topic, as social/economic issues are not environmental impacts under CEQA.

R42-4 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R42-5 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R42-6 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Cumulative health risk associated with buildout of TOP 2050 was identified as a significant unavoidable impact of the Proposed Project.

R42-7 Responses to Estela Ballon's comments are addressed in response to Comments R42-2 through R42-6 above. The Commenter's opposition to TOP 2050 has been forwarded to the decision-makers for their review and consideration.

2. Response to Comments

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LETTER R43 – Rosemary Ramos (2 pages)

From: Rosemary Ramos [redacted]
Sent: Thursday, June 23, 2022 4:19 PM
To: Thomas Grahn <TGrahn@ontarioca.gov>
Subject: Ontario 2050 plan

"Hi, my name is Rosemary Ramos I have been a resident of Ontario for 56 years. This is a notification that I, along with a number of individuals, community leaders, community organizations, and environmental groups are opposed to the Planning Commission's approval of the TOP2050 General Plan.

On behalf of the residents and citizens of the Ontario community, I request that you take action to deny the approval of the TOP2050 General Plan. The General Plan proposes the rezoning of Agricultural land to Housing, Industrial and Commercial projects based on the findings of the Draft Supplemental Environmental Impact Report (SEIR). R43-1

These findings from the Draft SEIR examine the potential environmental impacts as a result of this project which include the following: Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities.

This project will have significant and unavoidable impacts pertaining to violations of laws on the Federal, State and local levels which includes: R43-2

5.1-1 TOP2050 would not alter scenic vistas - which is not true as many of our homes are now being blocked by large warehouse walls we can not see over or past any distance.

5.2-2 Would not conflict with existing zoning for agricultural use, or Williamson Act contract. This is also not true as All agricultural land was rezoned to industrial or housing in Violation of the Williamson Act, Prop 70 and in violation of 65302(h)(1)(A) Access to food; creating a food desert. R43-3

5.3-1 additional population growth & associated emissions would exceed South Coast AQMD's AQMP. R43-4

5.3-3 would generate long-term emissions in excess of South Coast AQMD's threshold criteria & cumulatively contribute to the South Coast Air Basin's nonattainment designations. R43-5

5.3-4 Operation of industrial and warehousing land uses would expose sensitive receptors to substantial toxic air contaminant concentrations. R43-6

5. In order to be able to make sensible decisions that include the participation of Ontario communi organizations, residents, and citizens, we call on you to support the delay of the approval of the TOP2050 General Plan. This is the most critical issue that the voters will address in the Ontario City Council Elections in November 2022. Your decision to delay the approval of the TOP2050 General Plan will be the first step towards protecting Ontario Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities, as well as, the health and quality of life of Ontario residents. R43-7

2. Response to Comments

Please take these considerations seriously.

R43-7
cont.

Sincerely,

Rosemary Ramos
[redacted]

R43. Response to Comments from Rosemary Ramos, dated June 23, 2022.

R43-1 Responses to Rosemary Ramos' comments are addressed in response to Comments R42-3 through R43-6 below.

R43-2 See Section 2.2, *Summary of General Responses*, and Section 2.2.1, *Scenic Vistas*. Development within the low-lying areas of Ontario would not have the potential to alter scenic views provided by the backdrop of the San Gabriel Mountains as the peaks rise to 7,000 feet above mean sea level. Additionally, future development under the Proposed Project would still be required to adhere to the City's Development Code. Finally, the Commenter's concerns regarding existing conditions do not constitute substantial evidence of a potential environmental impact of TOP 2050.

R43-3 See Section 2.2, *Summary of General Responses*, Section 2.2.2, *Nonrenewal of Williamson Act Contracts*, and Section 2.2.3, *Environmental Justice Policies*. Buildout of the Proposed Project, like the Approved Project, would most likely require the cancellation or nonrenewal of current Williamson Act contracts. However, because buildout of the Approved Project would have resulted in the cancellation or nonrenewal of Williamson Act contracts, the Proposed Project would not result in further impacts to Williamson Act lands. Further, the comment does not concern TOP 2050, but rather TOP 2010, which is not under consideration here. TOP 2010 was reviewed in the prior EIR and is properly treated as part of the environmental baseline in the SEIR (*Sierra Club v. City of Orange* (2008) 163 Cal.App.4th 523, 542). It should also be noted that environmental justice is not a CEQA topic, as social/economic issues are not environmental impacts under CEQA.

R43-4 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R43-5 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R43-6 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Cumulative health risk associated with buildout of TOP 2050 was identified as a significant unavoidable impact of the Proposed Project.

R43-7 Responses to Rosemary Ramos' comments are addressed in response to Comments R43-2 through R43-6 above. The Commenter's opposition to TOP 2050 has been forwarded to the decision-makers for their review and consideration

2. Response to Comments

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3. Revisions to the Draft EIR

3.1 INTRODUCTION

This section contains revisions to the Draft SEIR based upon (1) additional or revised information required to prepare a response to a specific comment; (2) applicable updated information that was not available at the time of Draft SEIR publication; and/or (3) typographical errors. This section also includes additional mitigation measures to fully respond to commenter concerns as well as provide additional clarification to mitigation requirements included in the Draft SEIR.

None of the revisions to the Draft SEIR require recirculation of the document. Recirculation is only required when significant new information is added. Information is not significant unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect or a feasible way to mitigate or avoid such an effect. Recirculation is not required where the new information merely clarifies, amplifies, or makes insignificant modifications. (CEQA Guidelines Section 15088.5.) As explained below, none of the changes adds any new significant information and recirculation is not required.

Changes made to the Draft SEIR are identified here in ~~strikeout text~~ to indicate deletions and in <u>double underlined text</u> to signify additions.

3.2 DRAFT SEIR REVISIONS IN RESPONSE TO WRITTEN COMMENTS

The following text has been revised in response to comments received on the Draft SEIR.

Page 1-7, Chapter 1, *Executive Summary*. The following has been revised to reflect the correct acreage of the City.

The City comprises approximately 50 square miles (~~31,958~~ <u>32,022</u> acres), including the 8,200-acre Ontario Ranch in the southern part of the City—formerly known as the New Model Colony (NMC) and formerly the City's sphere of influence (SOI).

3. Revisions to the Draft EIR

Page 1-25, Chapter 1, *Executive Summary*, Section 1.7, *Areas of Controversy*. The following has been added to include discussion about loss of agricultural farmlands in response to Comments from Susan A. Philips, Professor of Environmental Analysis, Robert Redford Conservancy at Pitzer College; Randy Bekendam, Executive Director, Southern California Agricultural Land Foundation; Ana Gonzales, Director, Center for Community Action and Environmental Justice; Anthony Noriega, Director, District 5, LULAC de Inland Empire; and Kim Floyd, Conservation Chair, Sierra Club San Gorgonio Chapter.

In accordance with Section 15123(b)(2) of the CEQA Guidelines, the EIR summary must identify areas of controversy known to the lead agency, including issues raised by agencies and the public. The City of Ontario has no knowledge of expressed opposition to the Proposed Project. Prior to preparation of the Supplemental DEIR, a public scoping meeting was held on August 5, 2021, to determine the concerns of responsible and trustee agencies and the community regarding the Proposed Project. The scoping meeting was held virtually and identified concerns to traffic, recreational access, and aircraft noise. In addition, NOP comment letters received during the review period are summarized in Chapter 2, *Introduction* (see Table 2-1, *NOP Comment Summary*). There has been growing opposition to the loss of agricultural land to industrial development within the City of Ontario. The City received 43 Comment Letters on the Draft SEIR expressing growing opposition to the loss of agriculture uses.

Pages 1-28 and 1-29, Chapter 1, *Executive Summary*. Mitigation Measure 3-1 has been revised to correct a typographical error.

Impact 5.3-2. Construction activities associated with future development that would be accommodated under TOP 2050 could generate short-term emissions in exceedance of the South Coast AQMD's threshold criteria.	Potentially significant	2010 Certified EIR 3-1 Prior to discretionary approval by the City of Ontario for development projects subject to CEQA (California Environmental Quality Act) review (i.e., nonexempt projects), project applicants shall prepare and submit a technical assessment evaluating potential project construction-related air quality impacts to the City of Ontario Planning Department for review and approval. The evaluation shall be prepared in conformance with South Coast Air Quality Management District (South Coast AQMD) methodology for assessing air quality impacts. If construction-related criteria air pollutants are determined to have the potential to exceed the South Coast AQMD–adopted thresholds of significance, ~~The~~ City of Ontario ~~b~~Building ~~d~~Department shall require ~~that all new construction projects incorporate~~ feasible mitigation measures to reduce air quality emissions. Potential measures shall be incorporated as conditions of approval for a project and may include: • Require fugitive dust control measures that exceed South Coast Air Quality Management District's Rule 403, such as: o Requiring use of nontoxic soil stabilizers to reduce wind erosion. o Applying water every four hours to active soil disturbing activities. o Tarping and/or maintaining a minimum of 24 inches of freeboard on trucks hauling dirt, sand, soil, or other loose materials. • Using construction equipment rated by the United States Environmental Protection Agency as having ~~Tier 3~~ Tier 4 interim or higher exhaust emission limits. • Ensuring construction equipment is properly serviced and maintained to the manufacturer's standards. • Limiting nonessential idling of construction equipment to no more than five consecutive minutes. • Using Super-Compliant VOC paints for coating of architectural surfaces whenever possible. A list of Super-Compliant architectural coating manufactures can be found on the South Coast Air Quality Management District's website at: http://www.aqmd.gov/prdas/brochures/Super-Compliant_AIM.pdf. These identified measures shall be incorporated into all appropriate construction documents (e.g., construction management plans) submitted to the City and shall be verified by the City's Planning Department.	Significant and unavoidable

3. Revisions to the Draft EIR

Pages 1-32 and 1-33, Chapter 1, Executive Summary. Mitigation Measure 5-1 has been revised to provide additional detail on the City of Ontario procedures for evaluating historic resources.

Impact 5.5-1. Implementation of TOP 2050 could impact a historic resource.	Potentially significant.	2010 Certified EIR 5-1 Historic or potentially historic resources in the City shall be evaluated for historic significance through the City's tier system prior to the issuance of plan or development approvals ~~in the Focus Areas~~. Pursuant to City's Development Code (Chapter 7, Historic Preservation), mitigation measures for all Tier III Historic Resources shall include the following: a) ~~E~~each historic resource shall be fully documented and cataloged pursuant to Historic American Building Survey/Historic American Engineering Record (HABS/HAER) standards, to provide a record of the resource, including, but not limited to: [i] the preparation of site plans, floor plans, exterior and interior elevations, and detail drawings of character defining features (such as moldings, stairs, etc.); and [ii] photographs of the resource, including the exterior, interior, and interior and exterior character defining features (such as moldings, light fixtures, trim patterns, etc.). b) A mitigation fee established pursuant to Section 7.01.025 (Historic Preservation Mitigation Fee) shall be paid to the City prior to the issuance of a demolition permit for Tier III historic resources. Fees for Tier I and II historic resources shall be determined during the Environmental Impact Report process. The fees established for Tier III will be used as a reference point for establishing fees for Tier I and II historic resources. c) A Certificate of Appropriateness shall not be issued for the demolition of an historic resource, either in whole or in part, until such time that a demolition permit application and a replacement structure has been approved by the City, and appropriate permits have been issued for its construction, unless: [i] a waiver is granted pursuant to Subsection H (Replacement Structure Waiver for Historic Resources Located within Industrial Zoning Districts) of this Section; [ii] a deferral of the replacement structure requirement is granted pursuant to Subsection G (Replacement Structure Deferral) of this Section; or [iii] demolition is required pursuant to Section 7.01.050 (Unsafe or Dangerous Conditions) of this Development Code. d) In an effort to preserve features and artifacts from historic resources, a determination whether items within or on the resource should be	Significant and unavoidable

		salvaged must be made by the Planning Department and may include the local historical society prior to the issuance of the demolition permit. The applicant shall be responsible for the removal, relocation, storage, and donation of such items selected for salvaging. The applicant shall provide an inventory of salvaged items to the Planning Department, and shall include a list of each item name, description and dimension (as necessary), and the location of each item on a floor plan.	

Pages 1-55, 1-56, and 1-57, Chapter 1, *Executive Summary*. Mitigation Measure 12-4 has been revised to reflect the appropriate department.

Impact 5.13-1. Construction activities associated with buildout of TOP 2050 would result in temporary noise increases at sensitive receptors during construction activities.	Potentially significant	2010 Certified EIR 12-4 Construction activities associated with new development that occurs near sensitive receptors shall be evaluated for potential noise impacts. ~~Mitigation measures, such as installation of temporary sound barriers for adjacent construction activities that occur adjacent to occupied noise-sensitive structures, equipping construction equipment with mufflers, and reducing non-essential idling of construction equipment to no more than five minutes, shall be incorporated into the construction operations to reduce construction-related noise to the extent feasible.~~ Construction contractors shall implement the following measures for construction activities conducted in the City of Ontario. Construction plans submitted to the City shall identify these measures on demolition, grading, and construction plans submitted to the City. The City of Ontario Planning and Building Departments shall verify that grading, demolition, and/or construction plans submitted include these notations prior to issuance of demolition, grading, and/or building permits. • Construction activity is limited to the hours: Between 7:00 AM and 6:00 PM Monday through Friday and 9:00 AM to 6:00 PM Saturdays and Sundays, as prescribed in Municipal Code Section 5-29.09. • During the entire active construction period, equipment and trucks used for project construction shall use the best-available noise control techniques (e.g., improved mufflers, equipment re-design, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds), wherever feasible. • Impact tools (e.g., jack hammers and hoe rams) shall be hydraulically or electrically powered wherever possible. Where the use of pneumatic	Significant and unavoidable

		tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used along with external noise jackets on the tools. • Stationary equipment, such as generators and air compressors shall be located as far as feasible from nearby noise-sensitive uses. • Stockpiling shall be located as far as feasible from nearby noise-sensitive receptors. • Construction traffic shall be limited, to the extent feasible, to approved haul routes established by the City's Engineering Department ~~Planning and Building Departments~~. • At least 10 days prior to the start of construction activities, a sign shall be posted at the entrance(s) to the job site, clearly visible to the public, that includes permitted construction days and hours, as well as the telephone numbers of the City's and contractor's authorized representatives that are assigned to respond in the event of a noise or vibration complaint. If the authorized contractor's representative receives a complaint, he/she shall investigate, take appropriate corrective action, and report the action to the City. • Signs shall be posted at the job site entrance(s), within the on-site construction zones, and along queueing lanes (if any) to reinforce the prohibition of unnecessary engine idling. All other equipment shall be turned off if not in use for more than 5 minutes. • During the entire active construction period and to the extent feasible, the use of noise-producing signals, including horns, whistles, alarms, and bells, shall be for safety warning purposes only. The construction manager shall use smart back-up alarms, which automatically adjust the alarm level based on the background noise level or switch off back-up alarms and replace with human spotters in compliance with all safety requirements and laws. • Erect temporary noise barriers (at least as high as the exhaust of equipment and breaking line-of-sight between noise sources and sensitive receptors), as necessary and feasible, to maintain construction noise levels at or below the performance standard of 80 dBA L_{eq}. Barriers shall be constructed with a solid material that has a density of at least 1.5 pounds per square foot with no gaps from the ground to the top of the barrier and may be lined on the construction side with an acoustical blanket, curtain, or equivalent absorptive material.	

Page 3-1, Chapter 3, *Project Description*. The following has been revised to reflect the correct acreage of the City.

The City comprises approximately 50 square miles (~~31,958~~ 32,022 acres), including the 8,200-acre Ontario Ranch in the southern part of the City—formerly known as the New Model Colony (NMC) and formerly the City's sphere of influence (SOI).

Page 3-18, Chapter 3, *Project Description*. Table 3-2, Land Use Designations in the City of Ontario, has been updated to include a statement specifying that Mixed Use Neighborhoods Activity Hub projects located outside of Ontario Ranch will be subject to Planned Unit Development (PUD) at the City's discretion.

Mixed Use Neighborhood Activity Hubs[4] (MU-NH) 6th and Mountain 4th and Mountain Francis and Euclid Walnut and Euclid Riverside and Euclid	20.0 to 75.0 dwelling units per acre 1.0 FAR for retail and office Subject to Specific Plan[3] Projects located outside of Ontario Ranch will be subject to PUD at City's Discretion	Envisioned as a low-rise (3 to 5 stories), mixture of retail and residential uses that will create identity and place along the corridor and serve the surrounding residents.

Page 5.2-4, Section 5.2, *Agriculture and Forestry Resources*. The following minor technical revision was made.

Land uses surrounding the City mostly support ~~residential~~ industrial, commercial and ~~industrial~~ residential uses with minimal agricultural land parcels dispersed intermittently.

Page 5.3-45, Section 5.3, *Air Quality*. The following has been updated to reflect revisions to the TOP 2050 policy.

Implementation of the following TOP 2050 policies would reduce project-level localized impacts from industrial development:

- **ER-4.9: New Localized Air Pollution Sources Near Existing Sensitive Receptors.** We require new developments to conduct a Health Risk Assessment for land uses that generate more than 100 trucks per day or 40 trucks per day by trucks operating transportation refrigeration units (TRU's) within 1,000 feet ~~of homes, childcare facilities, schools, and hospitals~~ from sensitive land uses (California Health and Safety Code Section 42705.5(a)(5)). If the health risk assessment determines the new development poses health hazards that increase the incremental cancer risk above the threshold established by the South Coast Air Quality Management District (AQMD), we will only approve permits upon the condition that adequate mitigation measures are proposed and implemented for potential impacts on the sensitive uses around the site and along the route within Ontario taken by the trucks to and from freeways. We require new developments that must perform a health risk assessment to conduct additional public outreach by sending

notifications in multiple languages to all residents living within 500 feet, and encourage hosting a public meeting.

Page 5.3-48, Section 5.3, *Air Quality*. The following has been corrected to reflect the appropriate TOP 2050 policy (highlighted).

- **ER-3.5: Fuel-Efficient and Alternative Energy Vehicles and Equipment.** We ~~should~~ require purchase and use vehicles and equipment that are fuel efficient and meet or surpass state emissions requirements and/or use renewable sources of energy.

Page 5.3-49, Section 5.3, *Air Quality*. The following has been updated to reflect revisions to the TOP 2050 policy (highlighted).

- **ER-4.9: New Localized Air Pollution Sources Near Existing Sensitive Receptors.** We require new developments to conduct a Health Risk Assessment for land uses that generate more than 100 trucks per day or 40 trucks per day by trucks operating transportation refrigeration units (TRU's) within 1,000 feet ~~of homes, childcare facilities, schools, and hospitals~~ from sensitive land uses (California Health and Safety Code Section 42705.5(a)(5)). If the health risk assessment determines the new development poses health hazards that increase the incremental cancer risk above the threshold established by the South Coast Air Quality Management District (AQMD), we will only approve permits upon the condition that adequate mitigation measures are proposed and implemented for potential impacts on the sensitive uses around the site and along the route within Ontario taken by the trucks to and from freeways. We require new developments that must perform a health risk assessment to conduct additional public outreach by sending notifications in multiple languages to all residents living within 500 feet, and encourage hosting a public meeting.

Page 5.3-52, Section 5.3, *Air Quality*. Mitigation Measure 3-1 has been revised to correct a typographical error.

3-1 Prior to discretionary approval by the City of Ontario for development projects subject to CEQA (California Environmental Quality Act) review (i.e., nonexempt projects), project applicants shall prepare and submit a technical assessment evaluating potential project construction-related air quality impacts to the City of Ontario Planning Department for review and approval. The evaluation shall be prepared in conformance with South Coast Air Quality Management District (South Coast AQMD) methodology for assessing air quality impacts. If construction-related criteria air pollutants are determined to have the potential to exceed the South Coast AQMD–adopted thresholds of significance, ~~The~~ the City of Ontario ~~b~~Building ~~d~~Department shall require ~~that all new construction projects incorporate~~ feasible mitigation measures to reduce air quality emissions. Potential measures shall be incorporated as conditions of approval for a project and may include:

- Require fugitive dust control measures that exceed South Coast Air Quality Management District's Rule 403, such as:
    - Requiring use of nontoxic soil stabilizers to reduce wind erosion.
    - Applying water every four hours to active soil disturbing activities.
    - Tarping and/or maintaining a minimum of 24 inches of freeboard on trucks hauling dirt, sand, soil, or other loose materials.
- Using construction equipment rated by the United States Environmental Protection Agency as having ~~Tier 3~~ Tier 4 interim or higher exhaust emission limits.
- Ensuring construction equipment is properly serviced and maintained to the manufacturer's standards.
- Limiting nonessential idling of construction equipment to no more than five consecutive minutes.
- Using Super-Compliant VOC paints for coating of architectural surfaces whenever possible. A list of Super-Compliant architectural coating manufactures can be found on the South Coast Air Quality Management District's website at: http://www.aqmd.gov/prdas/brochures/Super-Compliant_AIM.pdf.

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

Pages 5.4-29 and 5.4-30, Chapter 4, *Biological Resources*. The following has been revised to remove extraneous information.

The settlement agreement for the City of Ontario Sphere of Influence General Plan Amendment governs mitigation for biological resources impacts in Ontario Ranch associated with potential impacts to the burrowing owl, the DSFLF, raptor foraging and wildlife habitat, loss of open space, actual and potential habitat and agricultural land, and sensitive species (listed and nonlisted). The terms of the settlement agreement were discussed in the "Local Regulations" section under "City of Ontario Sphere of Influence General Plan Amendment, Final EIR, and Settlement Agreement." ~~Per the conditions of the settlement agreement, the City will be soliciting RFPs to select a non-profit land trust and/or organization specializing in habitat conservation. The selected non-profit and/or organization will be responsible for the administration of the habitat mitigation fees and creation of a habitat program pursuant to the requirements of the Settlement Agreement between the City of Ontario, the Endangered Habitats League, and the Sierra Club. In partnership with the CDFW, the City~~

~~will work with the selected non-profit and/or organization to maintain an interactive mapping and current inventory of the burrowing owl occurrences and in the selection of adequate lands for passive relocation.~~

Page 5.4-31, Chapter 4, *Biological Resources*. The following has been revised to remove extraneous information.

The settlement agreement for the City of Ontario Sphere of Influence General Plan Amendment governs mitigation for biological resources impacts in Ontario Ranch associated with potential impacts to the burrowing owl, the DSFLF, raptor foraging and wildlife habitat, loss of open space, actual and potential habitat and agricultural land, and sensitive species (listed and nonlisted). The terms of the settlement agreement were discussed in the "Local Regulations" section under "City of Ontario Sphere of Influence General Plan Amendment, Final EIR, and Settlement Agreement." ~~Per the conditions of the settlement agreement, the City will be soliciting RFPs to select a non-profit land trust and/or organization specializing in habitat conservation. The selected non-profit and/or organization will be responsible for the administration of the habitat mitigation fees and creation of a habitat program pursuant to the requirements of the Settlement Agreement between the City of Ontario, the Endangered Habitats League, and the Sierra Club. In partnership with the CDFW, the City will work with the selected non-profit and/or organization to maintain an interactive mapping and current inventory of the burrowing owl occurrences and in the selection of adequate lands for passive relocation.~~

Page 5.4-32, Chapter 4, *Biological Resources*. The following has been revised to correct a typographical error.

The Cucamonga Creek and Deer Creek channels and portions of the Lower Deer Creek, Day Creek, Etiwanda Creek, and West Cucamonga Creek channels, are owned and maintained by San Bernardino County (Ontario 2010); ~~T~~they are not subject to land use controls by the City of Ontario and would not be affected by TOP 2050.

Page 5.5-20, Chapter 5, *Cultural Resources*. The following has been revised to correct a typographical error.

However, long-term implementation of TOP 2050 would allow development and redevelopment, including grading, of sensitive areas, possible disturbing human remains, including those outside of formal cemeteries.

Page 5.5-22, Section 5.5, *Cultural Resources*. Mitigation Measure 5-1 has been revised to provide additional detail on the City of Ontario procedures for evaluating historic resources.

5-1 Historic or potentially historic resources in the City shall be evaluated for historic significance through the City's tier system prior to the issuance of plan or development approvals ~~in the Focus Areas~~. Pursuant to City's Development Code (Chapter 4, Permits, Actions, and Decisions, and Chapter 7, Historic Preservation), mitigation measures for all Tier III Historic Resources shall include the following:

a) E~~e~~ach historic resource shall be fully documented and cataloged pursuant to Historic American Building Survey/Historic American Engineering Record (HABS/HAER) standards, to provide a record of the resource, including, but not limited to: [i] the preparation of site plans, floor plans, exterior and interior elevations, and detail drawings of character defining features (such as moldings, stairs, etc.); and [ii] photographs of the resource, including the exterior, interior, and interior and exterior character defining features (such as moldings, light fixtures, trim patterns, etc.).

b) A mitigation fee established pursuant to Section 7.01.030 (Historic Preservation Mitigation Fee) shall be paid to the City prior to the issuance of a demolition permit for Tier III historic resources. Fees for Tier I and II historic resources shall be determined during the Environmental Impact Report process. The fees established for Tier III will be used as a reference point for establishing fees for Tier I and II historic resources.

c) A Certificate of Appropriateness shall not be issued for the demolition of an historic resource, either in whole or in part, until such time that a demolition permit application and a replacement structure has been approved by the City, and appropriate permits have been issued for its construction, unless: [i] a waiver is granted pursuant to Subsection H (Replacement Structure Waiver for Historic Resources Located within Industrial Zoning Districts) of Section 4.02.050; [ii] a deferral of the replacement structure requirement is granted pursuant to Subsection G (Replacement Structure Deferral) of Section 4.02.050; or [iii] demolition is required pursuant to Section 7.01.050 (Unsafe or Dangerous Conditions) of this Development Code.

d) In an effort to preserve features and artifacts from historic resources, a determination whether items within or on the resource should be salvaged must be made by the Planning Department and may include the local historical society prior to the issuance of the demolition permit. The applicant shall be responsible for the removal, relocation, storage, and donation of such items selected for salvaging. The applicant shall provide an inventory of salvaged items to the Planning Department, and shall include a list of each item name, description, and dimension (as necessary), and the location of each item on a floor plan.

Page 5.6-11, Chapter 6, *Energy*. The following has been revised to reflect the appropriate TOP 2050 policy.

Policies ER-3.2 and ER-3.~~6~~4 would require the best practices identified in green community rating systems to guide development in new communities and promote renewable energy sources for public- and private-sector development.

3. Revisions to the Draft EIR

Page 5.8-25, Chapter 8, *Greenhouse Gas Emissions*. The following has been revised to correct a typographical error.

- Community Design Element policy~~ies~~ CD-2.7 would ensure that sustainability is considered in the design of new projects.

Page 5.9-37, Chapter 9, *Hazards and Hazardous Materials*. The following has been revised to remove outdated information.

~~Pursuant to the current Development Code, Hazardous Waste Overlay Districts do not allow the placement of any facility that handles, manufactures, or transports hazardous waste, including household hazardous waste collection facilities, within 2,000 feet of a residential or institutional lot line (Ontario Development Code Sections 9-1.2815, 9-1.2830). As a result, TOP 2050 would not result in the placement of hazardous waste-generating facilities within a quarter mile of a school. Development associated with the proposed land use plan would follow the regulations set by the current Development Code.~~

Page 5.11-5, Chapter 11, *Land Use and Planning*. The following has been revised to reflect the appropriate term.

The mixed-use ~~overlays~~ designations would also bring entertainment, activity, and diversity to housing, retail, and workplace land uses in the City, which would help create attractive communities for local citizens and visitors.

Page 5.11-5, Chapter 11, *Land Use and Planning*. The following has been revised to include the appropriate Elements.

Additionally, the TOP 2050 Land Use and Housing Element~~s~~ have~~s~~ specific policies that encourage neighborhood identity and preservation.

Page 5.11-10, Chapter 11, *Land Use and Planning*. The following has been revised to include the appropriate Elements.

The Airport Planning section of the TOP 2050 Land Use and Mobility Element~~s~~ includes policies that would ensure airport planning compatibility and consistency.

Page 5.12-6, Chapter 12, *Mineral Resources*. The following has been revised to remove extraneous information.

Additionally, TOP 2050 includes a goal to protect ~~high-value habitat and farming and~~ mineral-resource-extraction activities that are compatible with adjacent development (see also Policy ER-5.5).

Page 5.13-40, Chapter 13, *Noise*. Mitigation Measure 12-4 has been revised to reflect the appropriate department.

12-4 Construction activities associated with new development that occurs near sensitive receptors shall be evaluated for potential noise impacts. ~~Mitigation measures, such as installation of temporary sound barriers for adjacent construction activities that occur adjacent to occupied noise-sensitive structures, equipping construction equipment with mufflers, and reducing non-essential idling of construction equipment to no more than five minutes, shall be incorporated into the construction operations to reduce construction-related noise to the extent feasible.~~ Construction contractors shall implement the following measures for construction activities in the City of Ontario. Construction plans submitted to the City shall identify these measures on demolition, grading, and construction plans. The City of Ontario Planning and Building Departments shall verify that grading, demolition, and/or construction plans submitted include these notations prior to issuance of demolition, grading, and/or building permits.

- Construction activity is limited to the hours between 7:00 am and 6:00 pm Monday through Friday and 9:00 am to 6:00 pm Saturdays and Sundays, as prescribed in Municipal Code Section 5-29.09.
- During the entire active construction period, equipment and trucks used for project construction shall use the best-available noise control techniques wherever feasible (e.g., improved mufflers, equipment re-design, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds).
- Impact tools (e.g., jack hammers and hoe rams) shall be hydraulically or electrically powered wherever possible. Where the use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used along with external noise jackets on the tools.
- Stationary equipment such as generators and air compressors shall be located as far as feasible from nearby noise-sensitive uses.
- Stockpiling shall be located as far as feasible from nearby noise-sensitive receptors.
- Construction traffic shall be limited, to the extent feasible, to approved haul routes established by the City's Engineering Department ~~Planning and Building Departments~~.
- At least 10 days prior to the start of construction activities, a sign shall be posted at the entrance(s) to the job site, clearly visible to the public, that includes permitted construction days and hours as well as the telephone numbers of the City's and contractor's authorized representatives that are assigned to respond in the event of a noise or vibration complaint. If the authorized contractor's representative receives a complaint, he/she shall investigate, take appropriate corrective action, and report the action to the City.

- Signs shall be posted at the job site entrance(s), within the on-site construction zones, and along queueing lanes (if any) to reinforce the prohibition of unnecessary engine idling. All other equipment shall be turned off if not in use for more than 5 minutes.
- During the entire active construction period and to the extent feasible, the use of noise-producing signals, including horns, whistles, alarms, and bells, shall be for safety warning purposes only. The construction manager shall use smart back-up alarms, which automatically adjust the alarm level based on the background noise level or switch off back-up alarms and replace with human spotters in compliance with all safety requirements and laws.
- Erect temporary noise barriers (at least as high as the exhaust of equipment and breaking line-of-sight between noise sources and sensitive receptors), as necessary and feasible, to maintain construction noise levels at or below the performance standard of 80 dBA L_{eq}. Barriers shall be constructed with a solid material that has a density of at least 1.5 pounds per square foot with no gaps from the ground to the top of the barrier and may be lined on the construction side with an acoustical blanket, curtain, or equivalent absorptive material.

Page 5.15-3, Chapter 15, *Public Services*. The following has been added to include a clarifying statement regarding analysis of potential impacts of the development of future facilities.

While the construction of future facilities could result in potential environmental impacts, future environmental review would occur once specific locations have been determined. Without a definitive location for the development of future facilities, the analysis of potential impacts is too speculative to conduct. Future projects would be reviewed by the City and the OFD on an individual basis and would be required to comply with requirements in effect at the time building permits are issued, including the payment of development impact fees that contribute to funding for additional staffing, facilities, and equipment.

Page 5.15-3, Chapter 15, *Public Services*. The following has been added to include a clarifying statement regarding analysis of potential impacts of the development of future facilities.

It is possible that buildout of the Proposed Project would require additional facilities to support the OPD, the construction of which could result in potential environmental impacts. Such facilities would have to complete applicable environmental review under CEQA at that time, and locations and sizes of potential future facilities, if needed, is not known at this time. Without a definitive location for the development of future facilities, the analysis of potential impacts is too speculative to conduct. Future projects would also be reviewed by the City of Ontario on an individual basis and required to comply with regulations in effect at the time building permits are issued.

Page 5.20-15, Section 5.20, *Wildfire*. The following has been revised to include the entirety of the TOP 2050 policy.

- **M-1.1: Roadway Design and Maintenance.** We require our roadways to: 1) Comply with federal, state, and local design and safety standards; 2) Meet the needs of multiple transportation modes and users; 3) Handle the capacity envisioned in the City of Ontario Master Plan of Streets and Highways; 4) Be maintained in accordance with best practices; 5) Be compatible with the streetscape and surrounding land uses; and 6) Promote the efficient flow of all modes of traffic through the implementation of intelligent transportation systems and travel demand management strategies.

Page 7-6, Chapter 7, *Alternatives to the Proposed Project*. The following has been revised to correct a typographical error.

As identified in Section 5.8, with implementation of the 2022 CCAP update, TOP 2050 would result in emissions below that of the current TOP.

3. Revisions to the Draft EIR

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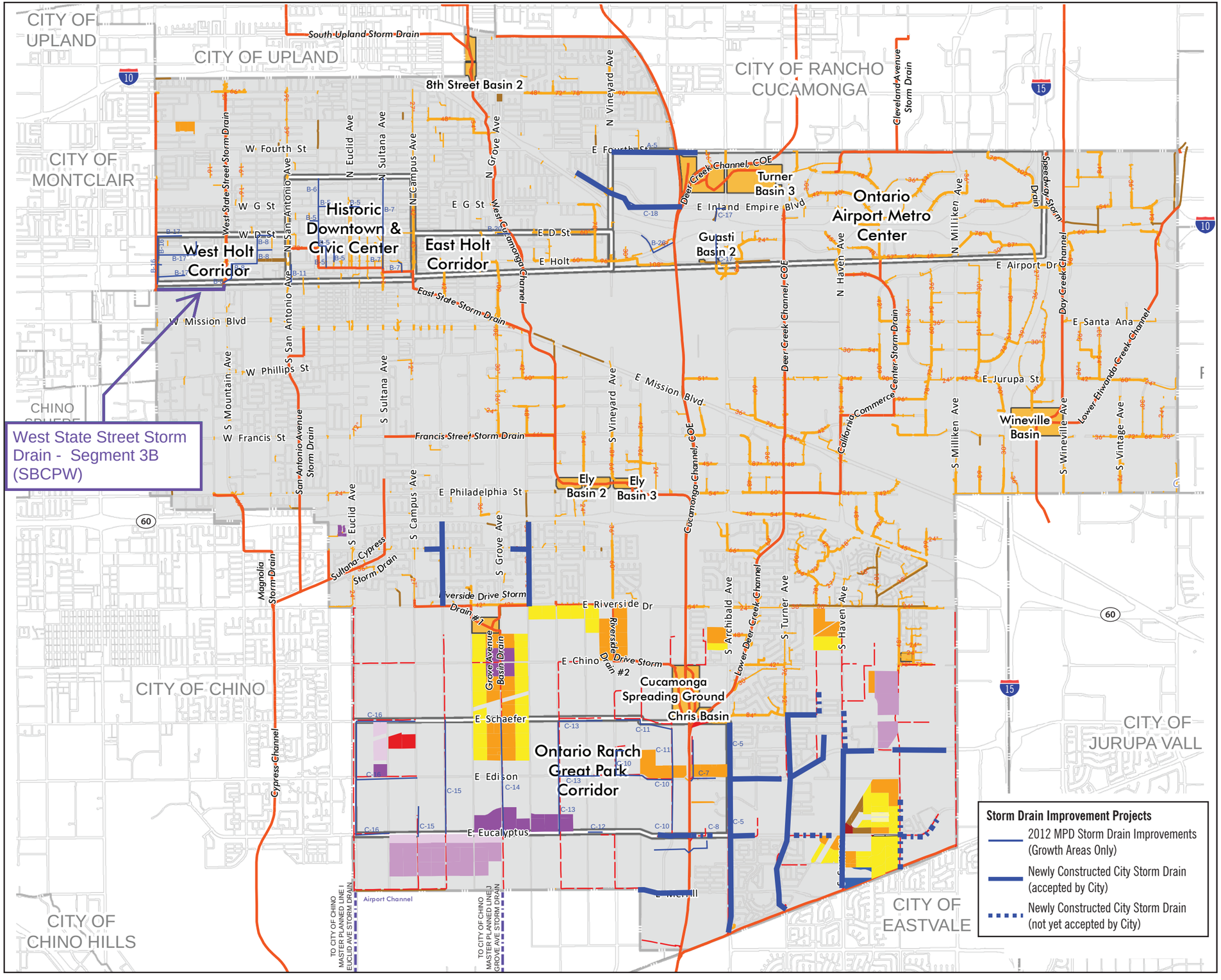
Appendix A. Revised Draft SEIR Figures

Appendix

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Figure 5.19-4

Proposed Storm Drain System



Land Use Parcels
Imperviousness Condition Change

Residential
- LDR Low Density Residential
- LMDR Low Medium Density Residential
- MDR Medium Density Residential
- HDR High Density Residential

Mixed-Use
- MU Mixed Use

Commercial
- NC Neighborhood Commercial
- GC General Commercial

Employement
- BP Business Park
- IND Industrial

Other
- PS Public School
- ROW Right of Way

City Drainage Facilities
- 12" - 42" Storm Drain Lines
- 42" - 120" Storm Drain Lines
- Detention Basins
- Open Channel
- Proposed Storm Channel

Other Jurisdictional Drainage Facilities
- Caltrans Storm Drain Lines
- Private Storm Drain Lines
- SB County Storm Drain Lines
- SB County Flood Control Channel
- Ontario City Boundary
- Proposed Growth Areas

Storm Drain Improvement Projects
- 2012 MPD Storm Drain Improvements (Growth Areas Only)
- Newly Constructed City Storm Drain (accepted by City)
- Newly Constructed City Storm Drain (not yet accepted by City)

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 2,500 5,000 10,000 FT

Source: Fuscoe 2022 Date: 6/28/2022

Figure 7-1

Reduced Industrial Alternative Parcels



Industrial Parcels (338 ac)
Proposed TOP Areas of Change
Ontario City Boundary
County Boundary
Rail Network

Proposed Land Use
IND, Industrial

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 2,500 5,000 10,000 FT

Source: The City of Ontario 2021 Date: 6/29/2022

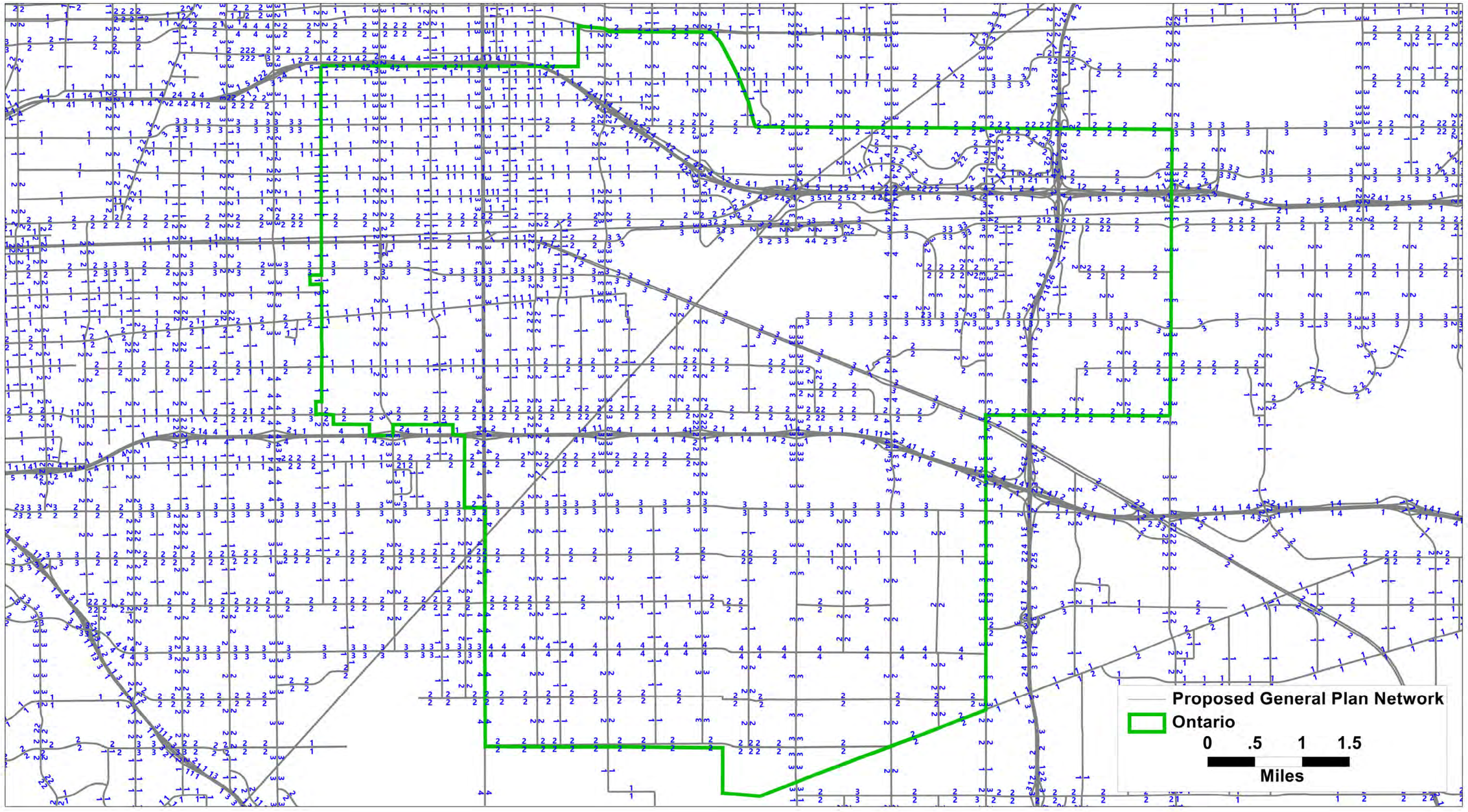


Figure 3
Proposed TOP 2050 Network

Appendix B. Environmental Justice Goals, Policies, and Actions

Appendix

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Goals, Polices, and Actions on Environmental Justice and Climate Adaptation and Resiliency

Excerpts from The Ontario Plan 2050

Public Review Draft | July 2022

Please note that this is a collection of content pulled from The Ontario Plan 2050 intended to help the public and decision makers better understand the majority of technical updates proposed based on new state laws regarding environmental justice (SB 1000) and climate adaptation and resiliency (SB 379).

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OVERVIEW

Introduction

The Ontario Plan (TOP) is the City's policy and implementation framework that guides the long-term growth and improvement of the Ontario community through six interrelated components of city governance: Vision, Governance Manual, Policy Plan, City Council Priorities, Implementation Plan, and Tracking and Feedback.

The Policy Plan serves as the City's General Plan (required by state law) that states long-term principles, goals, and policies for achieving Ontario's Vision through nine topics referred to as elements. The majority of new policy content being recommended through TOP 2050 relates to the topics of environmental justice and climate adaptation and resiliency. These two topics were introduced into state law through Senate Bills 1000 (environmental justice) and 379 (climate adaptation and resiliency), with the legislation requiring the City to address the topics either upon its next revision of two or more elements (trigger for environmental justice) or upon the next update of its safety element (trigger for climate adaptation and resiliency).

Furthermore, Senate Bill 1035 built off Senate Bill 379, requiring the safety element be updated every eight years upon the next housing element update. Accordingly, knowing that the City would be required to update its Housing Element in 2021, which would require the City to update its Safety Element, which in turn would require City to address the topics of environmental justice and climate adaptation and resiliency, the City embarked on a technical update of The Ontario Plan in its entirety.

This technical update is referred to as TOP 2050 and is intended to ensure the City complies with new state laws, reflects the latest in mobility investments and planning, brings long-term growth and fiscal projections into alignment with current economic conditions, and advanced the Tracking and Feedback system and Implementation Plan.

State laws allows the City to address any topic in an individual element or throughout multiple elements. The City has opted to address the topics of environmental justice and climate adaptation and resiliency throughout multiple elements of the Policy Plan to ensure the topics are presented alongside the multitude of issues and topics that affect our residents and resources. While this approach can be beneficial as it ensures the topics are not isolated and are understood within the most relevant context, those who want to quickly gather all of the content relevant to these topics must read the entirety of the Policy Plan.

Purpose

This document aggregates all of the content relevant to the topics of environmental justice and climate adaptation and resiliency from the Draft Policy Plan and Draft Implementation Plan. While some content from the currently adopted Policy Plan already address aspects of these new topics, the City augmented its Policy Plan and Implementation Plan to more fully address the relevant statutory requirements and to reflect public input obtained during outreach activities.

The City released a draft of the Policy Plan in May 2022 for public review and, following public input on the Draft Policy Plan and Supplemental Environmental Impact Report (SEIR), released a draft of The Implementation Plan in July 2022.

After adoption, the City intends to update its web-based format of The Ontario Plan to include a function that enables users to filter and search for content based on topics like environmental justice or climate adaptation and resiliency. Until that time, this document serves as a manual compendium of the relevant content.

Notes/Caveats

Housing Element

The City updated its Housing Element in March 2022 separately from the balance of TOP 2050 in order to comply with state housing law. Some adjustments are still being made to ensure the City receives certification from the California Department of Housing and Community Development, but such changes are minor and do not affect the content shown in this document. The Housing Element's goals, policies, and actions (written as programs) that remain largely as previously adopted in the 2013-2021 Housing Element are indicated to be existing, unchanged policies. Those goals, policies, or actions that were changed in a substantive manner or are entirely new as part of the 2022 adopted Housing Element are indicated to be modified or new.

Implementation Actions

The actions listed from the draft Implementation Plan reflect new activities that the City should conduct in order to implement the new aspects of the draft Policy Plan. The draft Implementation Plan does not include actions that the City already undertakes based on regulations, programs, or procedures that are already in place. Some implementation actions relate to more than one policy and/or goal. Additionally, not all goals or policies require new implementation actions. Some new goals or policies can be implemented by existing regulations, programs, or procedures, or are already address through other City planning documents. For example, the City adopted a Recreation and Parks Master Plan in 2021, which includes the following recommendations:

- Develop a resource allocation and cost recovery policy to ensure equitable use of City resources for recreation.
- Explore ways to include facilities within existing City owned properties, specifically facilities that may help increase Level of Service and mitigate park needs in park poor areas.
- Look at including pocket parks and mini parks specifically in park poor areas.

Internal Consistency

Should any inconsistencies or errors be present in this document compared to the draft Policy Plan and Implementation Plan documents, the latter documents should be considered the authoritative points of reference.

ENVIRONMENTAL JUSTICE PRINCIPLES, GOALS, POLICIES, ACTIONS, AND FIGURES

Enacting Legislation

Senate Bill 1000, the Planning for Healthy Communities Act, introduced legislation that was signed into law in 2016 and mandates that Ontario address the topic of environmental justice in its Policy Plan and Implementation Plan upon the creation and/or updating of two or more Policy Plan elements. Specifically, the new environmental justice goals, policies, and actions must do the following:

- Reduce the unique or compounded health risks in disadvantaged communities by reducing pollution exposure and promoting public improvements, public services, community amenities, food access, safe and sanitary homes, and physical activity.
- Promote civil engagement in the public decision-making process.
- Prioritize improvements and programs that address the needs of disadvantaged communities.

The City of Ontario has incorporated environmental justice goals and policies in all elements of its Policy Plan and associated actions in the Implementation Plan.

Indicators

The following content is presented by element, drawing principles, goals, and policies from the draft Policy Plan and actions/objectives from the draft Implementation Plan. All content is associated with the enumerated statutory requirements in parentheses, as well as indications whether the content is currently adopted, proposed for substantive modification, or proposed as entirely new. Appendix B of the Draft SEIR compares the Policy Plan goals and policies as currently adopted and as proposed. The list below provides the abbreviations associated with each set of indicators.

Environmental justice indicators:

- Reduce exposure to pollution (EP)
- Promotion of food access (FA)
- Promotion of physical activity (PA)
- Promotion of public facilities (PF)
- Promotion of safe and sanitary housing (H)
- Promotion of civil engagement (CE)

Status indicators:

- Currently adopted, no substantive changes (exist)
- Currently adopted, proposed for substantive modification (***mod***)
- Proposed as entirely new or proposed for such modifications as to essentially replace what is currently adopted (***new***)

A Note on Content Not Shown

Some policies from the Policy Plan are not included in this document because, while they may address environmental justice topics and help those who are disadvantaged, such policies are broad in nature and are often applied to anywhere and/or everywhere in Ontario. For example: "Policy M-3.5 Light Rail. We support extension of the Metro Rail Gold Line to Ontario, and will work to secure station locations at the proposed multimodal transit center." This policy can help promote public facilities for those who are disadvantaged by expanding the service availability of light rail, but the policy itself is fairly broad and addresses facilities outside of the City's designated environmental justice areas.

As another examples: "Policy ER-4.3 Greenhouse Gases (GHG) Emissions Reductions. We reduce GHG emissions in accordance with regional, state, and federal regulations." This policy can help improve air quality for those living in environmental justice areas, but the implementation of this policy may just as likely improve air quality for anyone living in Ontario. However, this document does include some goals, policies, and actions that may be citywide in their application, provided they are related directly to environmental justice issues. Policy Plan goals may also be included if they help provide more context for the policies and actions.

Additional Information

The City published additional material related to environmental justice in Ontario on its website. This information was also presented (in English and Spanish) at various outreach events in 2021 and 2022.

- Environmental Justice story map (English | Español))
- Environmental Justice presentation "Identifying the issues"
- Environmental Justice survey results

Land Use Element

Principles

- Land uses and development should be consistent with the Vision while protecting the quality of life in existing neighborhoods (EP, exist).

Goals and Policies

Goal LU-2 **Compatibility between a wide range of uses and resultant urban patterns and forms.** (EP, *mod*)

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

LU-2.2 **Buffers**. We require new uses to provide mitigation or buffers between existing uses where potential adverse impacts could occur. Additional mitigation is

required when new uses could negatively impact environmental justice areas. (EP, ***mod***)

LU-2.3 **Hazardous Uses.** We regulate the development of industrial and similar uses that use, store, produce, or transport toxic substances, air emissions, other pollutants, or hazardous materials. (EP, exist)

LU-2.7 **Inter-jurisdictional Coordination.** We maintain an ongoing liaison with ONT, Caltrans, Public Utilities Commission, the railroads, and other agencies to help minimize impacts and improve the operations and aesthetics of their facilities. (EP, exist)

LU-2.8 **Transitional Areas.** We require development in transitional areas to protect the quality of life of current residents. (EP, exist)

LU-2.9 **Methane Gas Sites.** We require sensitive land uses and new uses on former dairy farms or other methane-producing sites be designed to minimize health risks. (EP, exist)

LU-2.10 **Sensitive Uses.** We monitor and share information with the community about stationary and non-stationary emission sources. We encourage siting and design of facilities to minimize health and safety risks on existing and proposed sensitive uses, especially in environmental justice areas. (EP, ***new***)

Goal LU-3 **Staff, regulations and processes that support and allow flexible response to conditions and circumstances in order to achieve the Vision** (EP, exist)

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

Goal LU-5 **Integrated airport systems and facilities that minimize negative impacts to the community and maximize economic benefits.** (EP, exist)

LU-5.3 **Airport Impacts.** We work with agencies to maximize resources to mitigate the impacts and hazards related to airport operations – their homes. (EP, exist)

Actions

LU-2.1 **Development standards.** Review existing development and design standards and update as necessary to provide appropriate mitigation or buffers between existing uses, with a focus on additional buffering when new uses could negatively impact environmental justice areas. (EP, ***new***)

See also Action ER-4.2 Citywide emissions monitoring.

Housing Element

Principles

- Preserving, maintaining, improving, and creating distinct neighborhoods and the housing stock within them protects property values and provides a desirable place to live (H, exist).

Goals and Policies

Goal H-1 **Stable neighborhoods of quality housing, ample community services and public facilities, well-maintained infrastructure, and public safety that foster a positive sense of identity.** (H, exist)

H-1.5 **Neighborhood Identity.** We strengthen neighborhood identity through creating parks and recreational outlets, sponsoring neighborhood events, and encouraging resident participation in the planning and improvement of their neighborhoods. (H, CE, exist)

Goal H-2 **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, exist)

Policy H-2.2 **Historic Downtown.** We foster a vibrant historic downtown through facilitating a wide range of housing types and affordability levels for households of all ages, housing preferences, and income levels. (H, exist)

Goal H-4 **Increased opportunities for low- and moderate-income households and families to afford and maintain quality ownership and rental housing opportunities, including move-up opportunities. Inclusive communities, racial equity, fair housing choice, and access to opportunity.** (H, ***mod***)

H-4.1 **Preservation of Affordable Apartments.** We strive to facilitate the preservation of the affordability of publicly assisted apartments for lower-income households through financial assistance, technical assistance, rehabilitation, and collaborative partnerships. (H, exist)

H-4.2 **Homeownership Opportunities.** We increase and expand homeownership rates for lower- and moderate-income households by offering financial assistance, low-interest loans, and educational resources, and by working in collaboration with partnerships. (H, exist)

H-4.3 **Rental Assistance.** We support the provision of rental assistance for individuals and families earning extremely low, very low, and low income with funding from the state and federal government. (H, exist)

H-4.4 **Mixed-income Housing.** We encourage the integration of affordable housing in the Ontario Ranch, Ontario Airport Metro Center Area, and existing neighborhoods. (H, exist)

H-4.5 **Collaborative Partnerships.** We support collaborative partnerships of nonprofit organizations, affordable housing developers, major employers, and for-profit developers to produce affordable housing. (H, exist)

H-4.6 **Fair Housing.** We further fair housing by prohibiting discrimination in the housing market, lifting barriers that restrict access to housing, and providing education, support, and enforcement services to address discriminatory practices. (H, ***mod***)

Goal H-5 **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.** (H, exist)

H-5.1 **Senior Housing.** We support the development of accessible and affordable senior housing and provide financial assistance for seniors to maintain and improve their homes. (H, exist)

H-5.2 **Family Housing.** We support the development of larger rental apartments that are appropriate for families with children, including, as feasible, the provision of services, recreation, and other amenities. (H, exist)

H-5.3 **Disabled People.** We increase the supply of permanent, affordable, and accessible housing for people with disabilities, and provide assistance to allow them to maintain and improve their homes. (H, exist)

H-5.4 **Homeless People.** We partner with nonprofit partners to provide emergency shelters, transitional housing, permanent supportive housing, and supportive services for people who are homeless. (H, exist)

H-5.-5 **Supportive Services.** We financially support organizations, as feasible, that provide support services that meet the needs of those with special needs and further the greatest level of independence. (H, exist)

H-5.6 **Partnerships.** We collaborate with nonprofit organizations, private developers, employers, government agencies, and other interested parties to develop affordable housing and provide support services. (H, exist)

Actions

(Note that actions listed as programs in the Housing Element, full text available in the Housing Element Technical Report):

Program 6 **Neighborhood Stabilization.** Implements the City's Neighborhood Preservation Strategy Plan, which identifies revitalization strategies in key neighborhoods in northwest Ontario. (H, ***mod***)

Program 11 **Ontario Ranch.** Encourages development of affordable housing in future developments in Ontario Ranch, the high resource area in the city. (H, PF, ***mod***)

Program 23 **Public Housing.** Commits to expanding the use of Housing Choice Vouchers (aka Section 8 Vouchers) in high and moderate resource areas. (H, PF, ***mod***)

Program 24 **Homeownership Program.** Provide resources in multiple languages to reduce language barriers. (H, ***mod***)

Program 27 **Fair Housing Implementation.** Provide resources in multiple languages to reduce language barriers. (H, CE, ***mod***)

Parks and Recreation Element

Principles

- Well planned, managed and maintained parks provide opportunities for physical exercise and relaxation, which can lead to better health of members of the community (PF, PA, exist).

Goals and Policies

Goal PR-1 **A system of safe and accessible parks that meets the needs of the community.** (PA, PF, exist)

PR-1.1 **Access to Parks.** In all new residential development areas, we strive to provide a park and/or recreational facility within walking distance (¼ mile) of every residence and prioritize the establishment of parks in environmental justice areas that do not have adequate access to parks. (PA, PF, ***mod***)

PR-1.4 **Joint-use Opportunities.** In areas where there is a need but no City recreational facility, we explore joint-use opportunities. (e.g., school sites**).** (PA, PF, exist)

PR-1.7 **Special Needs / Universal Design.** We attempt to provide recreational opportunities at parks for people of all ages and abilities. (PA, PF, exist)

Goal PR-2 **A range of recreational programs provided by public, private, and nonprofit organizations that meet the needs of the community's varied interests, age groups, and abilities.** (PA, PF, exist)

PR-2.3 **Community Involvement.** We involve the local community in planning programs for neighborhood and community park facilities. (CE, exist)

PR-2.4 **Access to Programs**. We provide a range of recreational and physical exercise programs that are accessible to residents of all income levels throughout the community and prioritize establishing and maintaining equitable access for residents in environmental justice areas. (PA, PF, ***mod***)

Actions

PR-1.1 **Recreation and Parks Master Plan.** Implement recommendations as outlined in the 2021 Master Plan, with a priority on addressing the needs in environmental justice areas. This includes recommendations such as new and/or expanded facilities, new

and expanded programs and services, community and agency partnerships, and fee structures.

Environmental Resources Element

Principles

- Every resident of Ontario should have the opportunity to live in a community that is healthy and safe (EP, PA, ***new***).

Goals and Policies

Goal ER-1 **A reliable and cost-effective system that permits the City to manage its diverse water resources needs.** (EP, exist)

ER-1.5 **Water Resource Management.** Environmental justice areas are prioritized as we coordinate with local agencies to protect water quality, prevent pollution, address existing contamination, and remediate contaminated surface water and groundwater. (EP, ***new***)

Goal ER-4 **Improved indoor and outdoor air quality and reduced locally generated pollutant emissions.** (EP, exist)

ER-4.2 **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. (EP, exist)

ER-4.4 **Indoor Air Quality.** We will comply with State Green Building Codes relative to indoor air quality. We seek funding to improve indoor air quality for households with poor indoor air quality, with priority for lower income households in environmental justice areas. (EP, ***mod***)

ER-4.7 **Other Agency Collaboration.** We collaborate with other agencies within the South Coast Air Basin to improve regional air quality at the emission source, with a particular focus on sources that affect environmental justice areas in Ontario. (EP, ***mod***)

ER-4.8 **Tree Planting.** We protect healthy trees within the City and plant new trees to increase carbon sequestration and help the regional/local air quality. We expand the tree canopy in environmental justice areas to enhance air quality and reduce the "heat island" effect. (EP, ***mod***)

ER-4.9 **New Localized Air Pollution Sources Near Existing Sensitive Receptors.** We require new developments to conduct a Health Risk Assessment for land uses that generate more than 100 trucks per day or 40 trucks per day by trucks operating transportation refrigeration units (TRU's) within 1,000 feet from sensitive land uses (California Health and Safety Code § 42705.5(a)(5)). If the health risk assessment determines the new development poses health hazards that increase the

incremental cancer risk above the threshold established by the South Coast Air Quality Management District (AQMD), we will only approve permits upon the condition that adequate mitigation measures are proposed and implemented for potential impacts on the sensitive uses around the site and along the route within Ontario taken by the trucks to and from freeways. We require new developments that must perform a health risk assessment to conduct additional public outreach by sending notifications in multiple languages to all residents living within 500 feet, and encourage hosting a public meeting. (EP, ***new***)

Actions

ER-4.1 **Citywide and regional air quality planning.** Review existing and monitor the development of new air monitoring and emissions reduction plans prepared by the South Coast Air Quality Management District. Gather and evaluate measures and strategies in such plans for their applicability to and feasibility for Ontario. (EP, ***new***)

ER-4.2 **Citywide emissions monitoring.** Coordinate with the South Coast Air Quality Management District (SCAQMD) to monitor existing air measurements and recommend new air measurements and locations, with a specific focus on evaluating new measurements and locations in environmental justice areas. Coordinate with SCAQMD to provide monitoring information online to the public, including historical data and an explanation of trends, thresholds, and ongoing monitoring results. (EP, ***new***)

ER-4.3 **Community air quality planning.** Engage with the South Coast Air Quality Management District and local stakeholders to evaluate the next steps in pursuing a priority community designation and/or community air protection program incentives for eligible environmental justice areas of the city, with focus on areas with unique needs and highest pollution burden as identified in the latest available CalEnviroScreen tool. If such a designation or incentives are not awarded or available, seek grant funds for activities such as local air quality monitoring.

Also, explore ways to initiate data collection efforts for a community emissions reduction and/or community air monitoring plan, including the identification of information needed (new or updated), potential data sources and needed resources, and strategies to engage residents and collect information. (EP, ***new***)

ER-4.4 **Health risk assessments.** Draft and adopt ordinance to implement new requirements (Policy ER-4.9) for health risk assessments when considering specific uses near existing sensitive receptors. (EP, ***new***)

ER-4.5 **Trucks and cargo handling equipment.** Evaluate and implement strategies to reduce emissions associated with truck idling and cargo handling equipment near areas with existing and planned sensitive receptors, with a priority placed on facilities that have not yet finalized building permits and for those facilities in or adjacent to environmental justice areas. (EP, ***new***)

ER-4.6 **Healthy indoor options.** Explore options to incentivize or require the provision of indoor recreation space, particularly in environmental justice areas that experience high levels of exposure to air pollution. (PA, PF, ***new***)

ER-4.7 **Proactive engagement.** Collaborate with the South Coast Air Quality Management District and local stakeholders in environmental justice areas experiencing local air pollutions issues to outline objectives and strategies for monitoring air pollution. Augment existing outreach programs to improve public awareness of state, regional and local agencies' roles, and resources to identify, monitor, and address air quality and other environmental hazards in the community. (CE, EP, ***new***)

Community Economics Element

Principles

None.

Goals and Policies

Goal CE-1 **A complete community that provides for all incomes and stages of life.** (PF, PA, exist)

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 (H, ***mod***).

CE-1.12 **Circulation.** We continuously plan and improve public transit and non-vehicular circulation for the mobility of all, including those with limited or no access to private automobiles. (PF, PA, exist)

Actions

CE-1.1 **Small Business Assistance.** Collaborate with the County Economic Development Agency and California District of the Small Business Administration to expand and promote resources and assistance for small businesses, with a specific focus on those in environmental justice areas. (PF, ***new***)

See also actions associated with the Housing and Mobility Elements.

Safety Element

Principles

- It is the role of government to minimize exposure to natural and human-caused hazards. (EP, exist)

- A safe and healthy environment is necessary to build and maintain a sustainable, resilient, and prosperous Ontario. (EP, ***mod***)

Goals and Policies

Goal S-1 **Minimized risk of injury, loss of life, property damage, and economic and social disruption caused by earthquake-induced and other geologic hazards.** (EP, exist)

S-1.4 **Seismically Vulnerable Structures.** We conform to state law regarding unreinforced masonry structures and coordinate with not-for-profits to facilitate seismic retrofits in environmental justice areas and for low-income households. (H, ***mod***)

Goal S-3 **Reduced risk of death, injury, property damage and economic loss due to fires, accidents and normal everyday occurrences through prompt and capable emergency response.** (EP, exist)

S-3.5 **Emergency Notifications.** We maintain a public alert notification system that efficiently conveys information about imminent, developing, ongoing, and concluding emergency events to residents and visitors, working with network providers that translate information into other languages. (PF, ***new***)

Goal S-4 **An environment where noise does not adversely affect the public's health, safety, and welfare.** (EP, exist)

S-4.7 **Rail Noise Mitigation.** We require residential and mixed-use development of vibration-sensitive uses in areas within 200 feet of rail to evaluate for indoor vibration levels and mitigate any exceedances of the Federal Transit Administration vibration-annoyance criteria. (H, ***new***)

Goal S-6 **Reduced potential for hazardous materials exposure and contamination.** (EP, exist)

S-6.3 **Safer Alternatives.** We minimize our use of pesticides and other hazardous materials by choosing non-toxic alternatives that do not pose a threat to the environment, especially when it could affect public park facilities and open spaces. (EP, ***mod***)

S-6.4 **Safe Storage and Maintenance Practices.** We require that the users of hazardous materials be adequately prepared to prevent and mitigate hazardous materials releases. (EP, exist)

S-6.5 **Location of Hazardous Material Facilities.** We regulate facilities that will be involved in the production, use, storage, or disposal of hazardous materials, pursuant to federal, state, county, and local regulations, so that impacts to the environment and sensitive land uses are mitigated. We prohibit new hazardous waste facilities in close proximity to sensitive land uses and environmental justice areas. (EP, ***mod***)

S-6.6 **Location of Sensitive Land Uses.** We prohibit new sensitive land uses from locating within airport safety zones and near existing sites that use, store, or generate large quantities of hazardous materials. (EP, exist)

S-6.8 **Mitigation and Remediation of Groundwater Contamination.** We actively participate in local and regional efforts directed at both mitigating environmental exposure to contaminated groundwater and taking action to clean up contaminated groundwater once exposure occurs. (EP, exist)

Actions

S-1.1 **Seismic Retrofits.** Identify potential funding sources to facilitate seismic retrofits in environmental justice areas and for low-income households. (H, ***mod***)

S-4.1 **Vibration studies.** Update development regulations to require vibration-sensitive uses in areas within 200 feet of rail to evaluate for indoor vibration levels and mitigate any exceedances of the Federal Transit Administration vibration-annoyance criteria. (H, ***new***)

S-3.2 **Public Outreach.** Coordinate with network providers to ensure that residents and visitors, especially those in environmental justice communities, have access to emergency notifications. Information should be provided in multiple languages and formats appropriate for people with access and functional needs. (***new***, *numbering based on climate adaptation and resiliency*)

Mobility Element

Principles

- Access to convenient local and regional mobility options is essential to the City's growth and prosperity. (PF, exist)
- A comprehensive multimodal mobility system is vital to providing equitable access to jobs, schools, shopping, services, parks, and other key destination points for people of all abilities and incomes. (PF, ***mod***)
- Well designed and maintained roadways, sidewalks, and bikeways are essential for the safe and efficient movement of goods and people. (PF, ***mod***)

Goals and Policies

Goal M-1 **A system of roadways that meets the mobility needs of a dynamic and prosperous Ontario.** (PA, PF, exist)

M-1.4 **Complete Streets.** We work to provide a complete, balanced, context-aware, multimodal transportation network that meets the needs of all users of streets, roads, and highways, including motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public

transportation. We prioritize implementation of complete streets improvements in environmental justice areas to facilitate opportunities for residents to use active transportation systems. (PA, PF, ***mod***)

Goal M-2 **A system of trails and corridors that facilitate and encourage active modes of transportation.** (PA, PF, ***mod***)

M-2.1 **Active Transportation.** We maintain our Active Transportation Master Plan to create a comprehensive system of on- and off-street bikeways and pedestrian facilities that are safe, comfortable, and accessible and connect residential areas, businesses, schools, parks, and other key destination points. (PA, PF, ***mod***)

M-2.2 **Bicycle System.** We provide off-street multipurpose trails and Class II bikeways as our preferred paths of travel and use the Class III for connectivity in constrained circumstances. When truck routes and bicycle facilities share a right-of-way, we prefer Class I or Class IV bicycle facilities. We require new development to include bicycle facilities, such as bicycle parking and secure storage areas. (PA, PF, ***mod***)

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

M-2.4 **Network Opportunities.** We use public rights-of-way and easements such as, utility easements, levees, drainage corridors, road rights-of-way, medians, and other potential options to maintain and expand our bicycle and pedestrian network. In urban, mixed- use, and transit-oriented Place Types, we encourage the use of underutilized public and private spaces to expand our public realm and improve pedestrian and bicycle connectivity. (PA, PF, ***mod***)

Goal M-3 **A public transit system that is a viable alternative to automobile travel and meets basic transportation needs of the transit-dependent.** (PF, exist)

M-3.1 **Transit Partners.** We maintain a proactive working partnership with transit providers to ensure that adequate public transit service is available, cost-efficient, and convenient, particularly for residents in environmental justice areas. (PF, ***mod***)

M-3.6 **Metrolink Expansion.** We advocate expansion of Metrolink service to include the Downtown and the multimodal transit center. (PF, exist)

M-3.8 **Feeder Systems.** We work with regional transit agencies to secure convenient feeder service from the Metrolink station and the proposed multimodal transit center to employment centers in Ontario. (PF, exist)

M-3.11 **Transit and Community Facilities.** We require the future development of communitywide serving facilities to be sited in transit-ready areas that can be served and made accessible by public transit. Conversely, we plan (and coordinate with other transit agencies to plan) future transit routes to serve existing community facilities. (PF, exist)

Goal M-4 **An efficient flow of goods through the City that maximizes economic benefits and minimizes negative impacts.** (EP, PF, exist)

M-4.1 **Truck Routes.** We designate and maintain a network of City truck routes that provide for the safe and efficient transport of goods while minimizing negative impacts on local circulation and noise-sensitive land uses, as shown on Exhibit M-04, Truck Routes. We will minimize conflicts on truck routes through the design and implementation of buffers between travel lanes and pedestrian and bicycle facilities on designated truck routes. (PF, ***mod***)

M-4.2 **Regional Planning.** We work with regional and subregional transportation agencies and adjacent cities to plan and implement goods movement strategies, including regional truck routes, plans and projects that improve mobility, support the efficient movement of goods, and minimize negative environmental impacts. (EP, ***mod***)

M-4.4 **Environmental Considerations.** We support both local and regional efforts to reduce/eliminate the negative environmental impacts of goods movement through the planning and implementation of truck routing and the development of a plan to evaluate the future needs of clean fueling/recharging and electrified truck parking. (EP, ***mod***)

Actions

M-2.1 **Priority Improvements.** Refine the City's Capital Improvement Program (CIP) and implementation recommendations of the Active Transportation Master Plan (ATMP) to elevate the priority of improvements proposed in (or serving) environmental justice areas. Continue to identify additional improvements that should be added to complete networks, remove barriers, and create buffers for pedestrians and bicyclists along truck routes, with priority given to those in environmental justice areas. (PF, PA, ***mod***)

See also Action CD-2.2 Transit Stops and CD-2.3 Bus Rapid Transit.

M-3.1 **Expanded Bus and Light Rail Service.** Coordinate with Omnitrans and Metrolink to implement and update the agencies' strategic plans and long range transportation plans to prioritize improvements in and expansion of service in Ontario's environmental justice areas. In the next update of these plans, encourage each agency to increase the weighting of environmental justice factors in the prioritization of improvements and service expansion. (PF, ***new***)

M-4.1 **Clean Energy Plan for Trucks and Cargo Handling Equipment.** Develop and implement a plan to evaluate the future needs of clean fueling/recharging and electrified truck parking and onsite cargo handling equipment. Promote the creation of centralized truck parking areas that provide clean energy refueling stations and other support facilities while ensuring adjacent residential neighborhoods are not negatively impacted by trucking activities. Target locations that serve both the northern and southern industrial parts of the city, and

coordinate to provide truck parking and charging areas in neighboring jurisdictions that serve regional truck travel. Require proposed truck-intensive uses to provide robust onsite clean energy fueling and/or electric charging stations for trucks and onsite cargo handling equipment. For existing and proposed uses, to contribute toward centralized parking solutions (for larger facilities, which will overlap with their compliance with the South Coast Air Quality Management District's Indirect Source Rule). (EP, ***mod***)

Community Design Element

Principles

None.

Goals and Policies

Goal CD-1 A dynamic, progressive city containing distinct and complete places that foster a positive sense of identity and belonging among residents, visitors, and businesses. (H, PF, exist)

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

Goal CD-2 A high level of design quality resulting in neighborhoods, commercial areas, public spaces, parks, and streetscapes that are attractive, safe, functional, human-scale, and distinct. (PF, PA exist)

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

CD-2.16 Transit Stops. We require transit stops be conveniently located, well lit, safe, and clearly accessible to pedestrians, bicyclists, and people of all abilities. (PF, ***mod***)

Goal CD-3 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. (PF, PA, exist)

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. (PF, PA, ***new***)

Goal CD-5 **A sustained level of maintenance and improvement of properties, buildings, and infrastructure that protects the property values and encourages additional public and private investments.** (H, PF, exist)

CD-5.4 **Neighborhood Involvement.** We encourage active community involvement to implement programs aimed at the beautification and improvement of neighborhoods. (CE, exist)

Actions

CD-2.1 **Objective Development and Design Standards.** Prepare objective development and design standards to help streamline the approval and production of new housing, while creating a more walkable, vibrant, and unified community. (H, ***new***)

CD-2.2 **Transit Stops.** Coordinate with Omnitrans to implement and update the agency's Bus Stop Safety Improvement Plan, prioritizing improvements in Ontario's environmental justice areas. In the next update, encourage Omnitrans to increase the weighting of environmental justice factors in the evaluation, identification, and prioritization of improvements. (PF, PA, ***new***)

CD-2.3 **Bus Rapid Transit.** Coordinate with Omnitrans on street cross section designs for BRT corridors to influence street designs to maximize walkability and bicycle access/safety of the transit riders. (PF, ***new***)

Social Resources Element

Principles

- The health, wellbeing, education, and enrichment of its citizens are key components to making Ontario prosperous and a desirable place to live. (EP, PA, FA, exist)
- Access to healthcare, education, community services, and cultural resources encourages community engagement and healthy lifestyle choices. (PF, CE, exist)
- Coordination and collaboration with service providers is essential to a comprehensive system of high quality health, education, cultural activities, and community services in Ontario. (PF, CE, exist)
- A diverse range of community and cultural resources, programs, and facilities help make Ontario a more complete and prosperous community. (PF, exist)

Goals and Policies

Goal SR-1 **Residents have access to information, services and goods that improve their health and wellbeing.** (PF, CE, exist)

SR-1.1 **Partnering for Healthcare.** We work with healthcare providers, and local, regional, state, and federal agencies to attract and retain a diversity of affordable, quality healthcare and facilities for the entire community. (PF, exist)

SR-1.2 **Nutrition Choices.** We support the promotion of equitable access to affordable healthy food choices in the community, including community gardens, farmers markets, and cooking classes. (FA, ***mod***)

SR-1.3 **Health Education.** We promote equitable access to health education, including disease prevention, mental health, nutrition, and physical fitness. (PA, FA, ***mod***)

SR-1.4 **Physical Activity.** We encourage activities and community design that improve the physical fitness of our community members, with an emphasis on the provision of activities and facilities in environmental justice areas. (PA, PF, ***mod***)

Goal SR-2 **A range of educational and training opportunities for residents and workers of all ages and abilities that improves their life choices and provides a skilled workforce for our businesses.** (CE, exist)

SR-2.6 **Language.** We promote broad outreach in languages used by the community for proposed projects that could negatively affect environmental justice areas. (CE, ***new***)

SR-2.7 **Community Engagement.** We promote targeted outreach and education to historically underrepresented groups to encourage meaningful participation in decision-making process for projects whose outcomes will affect land use in environmental justice areas. (CE, ***new***)

Goal SR-4 **City libraries that connect community members of all ages and abilities to a broad range of programs, communication, and informational resources.** (CE, exist)

SR-4.5 **Focal Points of the Community.** We design and program Ontario's libraries as focal points of community engagement, including public outreach and community events. (CE, exist)

Goal SR-5 **Local heritage, entertainment, and cultural experiences that enrich the lives of Ontario's residents, workers, and visitors and serve to attract residents and businesses to the City.** (PF, exist)

SR-5.1 **Provision of Entertainment and Culture.** We support equitable access to a range of entertainment and cultural experiences such as public art, exhibitions, and performances. (PF, ***mod***)

Actions

SR-1.1 **Healthy Ontario.** Continue to pursue programs, incentives, grants, and partnerships to fund and conduct the activities and achieve the objectives of the Healthy Ontario Initiative, including those on prevention and wellness, healthcare

access and utilization, education and lifelong learning, and safe and complete neighborhoods. Augment the initiative to prioritize activities and objectives to address neighborhoods in environmental justice areas. (FA, PF, PA, ***mod***)

SR-1.2 **Collaboration.** Develop intentional, strategic partnerships with public, private, and nonprofit entities, such as the Community Healthy Improvement Association of Ontario (CHIA) and Center for Community Action and Environmental Justice (CCAEJ), to improve health outcomes by leveraging capacity, resources, and programs around mutually beneficial initiatives that promote health, equity, and civil engagement for residents, with a priority on those living in environmental justice area areas. (CE, PA, ***new***)

SR. 1.3 **Resident Satisfaction Survey.** Augment the City's resident satisfaction survey (conducted in English and Spanish) to address issues related to community health, pollution, parks, community engagement, and community services, with focused outreach for environment justice concerns and priority areas. Report findings of survey through the City's various media platforms and utilize input to update the Implementation Plan and Policy Plan, as necessary. (PA, PF, ***mod***)

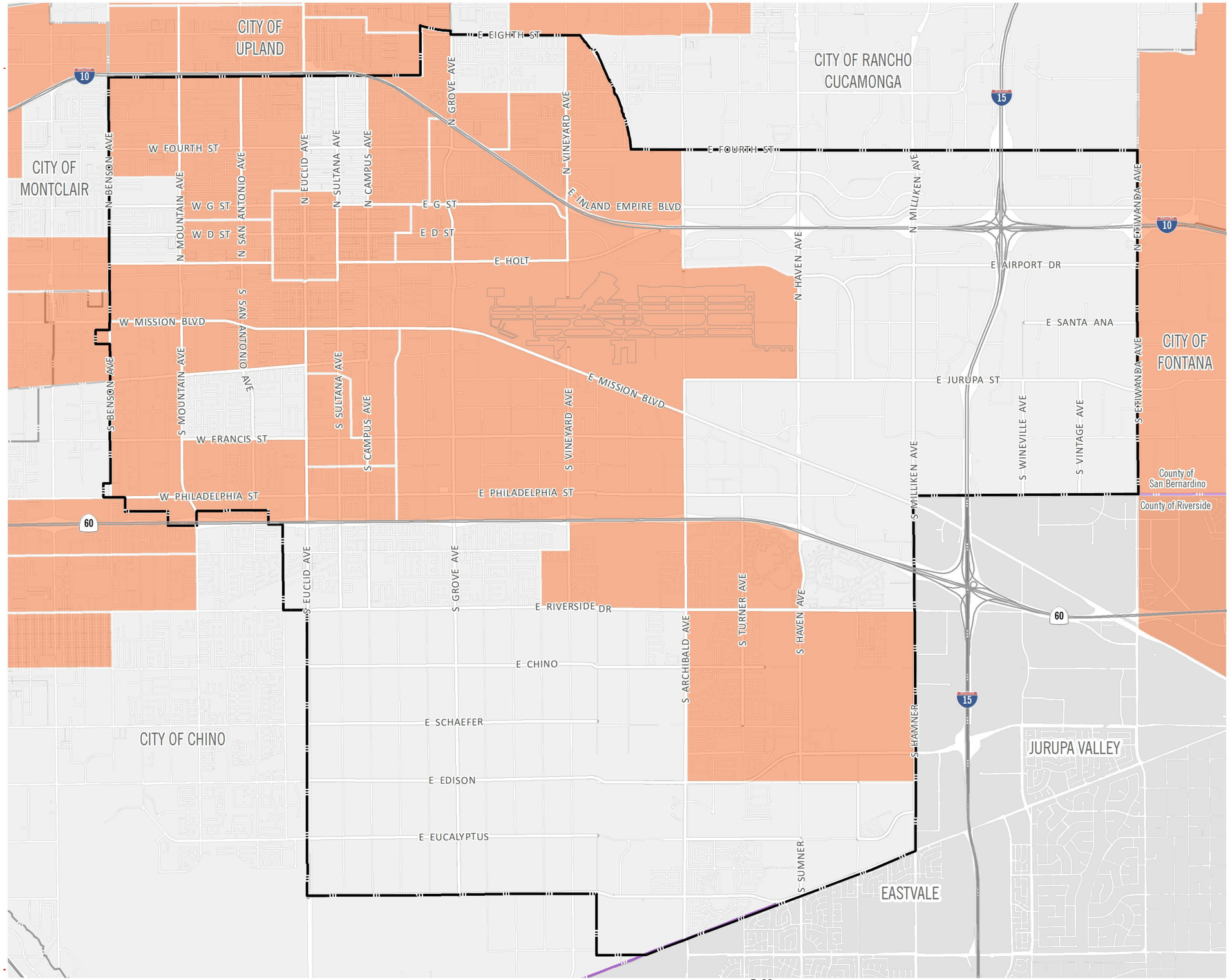
SR-1.4 **Community Centers.** Continue to implement the City's 2021 Recreation and Parks Master Plan and emphasize the creation of new community centers in environmental justice areas where residents are more than one-half mile from an existing community center. (PF, ***mod***)

SR-1.5 **Expanded Representation.** Expand representation of residents concerned about environmental justice issues by extending invitations to such residents/groups (focused especially on those who also live in environmental justice areas within the City) to participate in civic government activities. (CE, ***new***)

ENVIRONMENTAL RESOURCES

Figure ER-01

Environmental Justice Areas



Environmental Justice Community

Ontario City Boundary

County Boundary

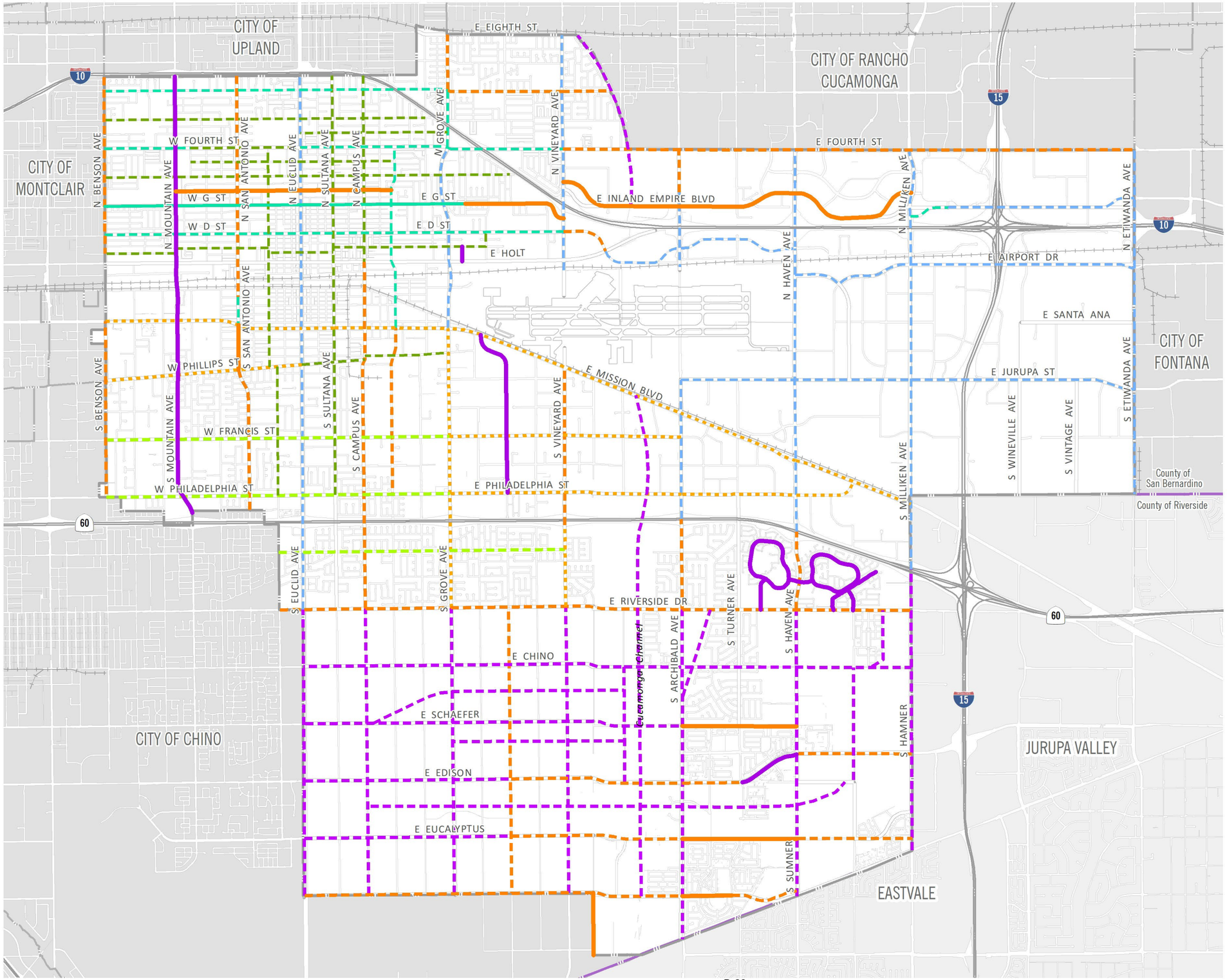
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Source: CES4 2021 Date: 4/27/2022

MOBILITY

Figure M-02
Multipurpose Trails & Bikeways



- Ontario City Boundary
- County Boundary
- Rail Network

Existing Trail & Bike Network
- Multipurpose Trail (Class I)
- Bike Lane (Class II)
- Bike Route (Class III)

Proposed Trail & Bike Network
- MultipurposeTrail (Class I)
- Bike Lane (Class II)
- Buffered Bike Lane (Class II)
- Bike Lane (Class II)/Bike Route (Class III)
- Bike Boulevard (Class III)
- Bike Route (Class III)
- Additional Studies Required

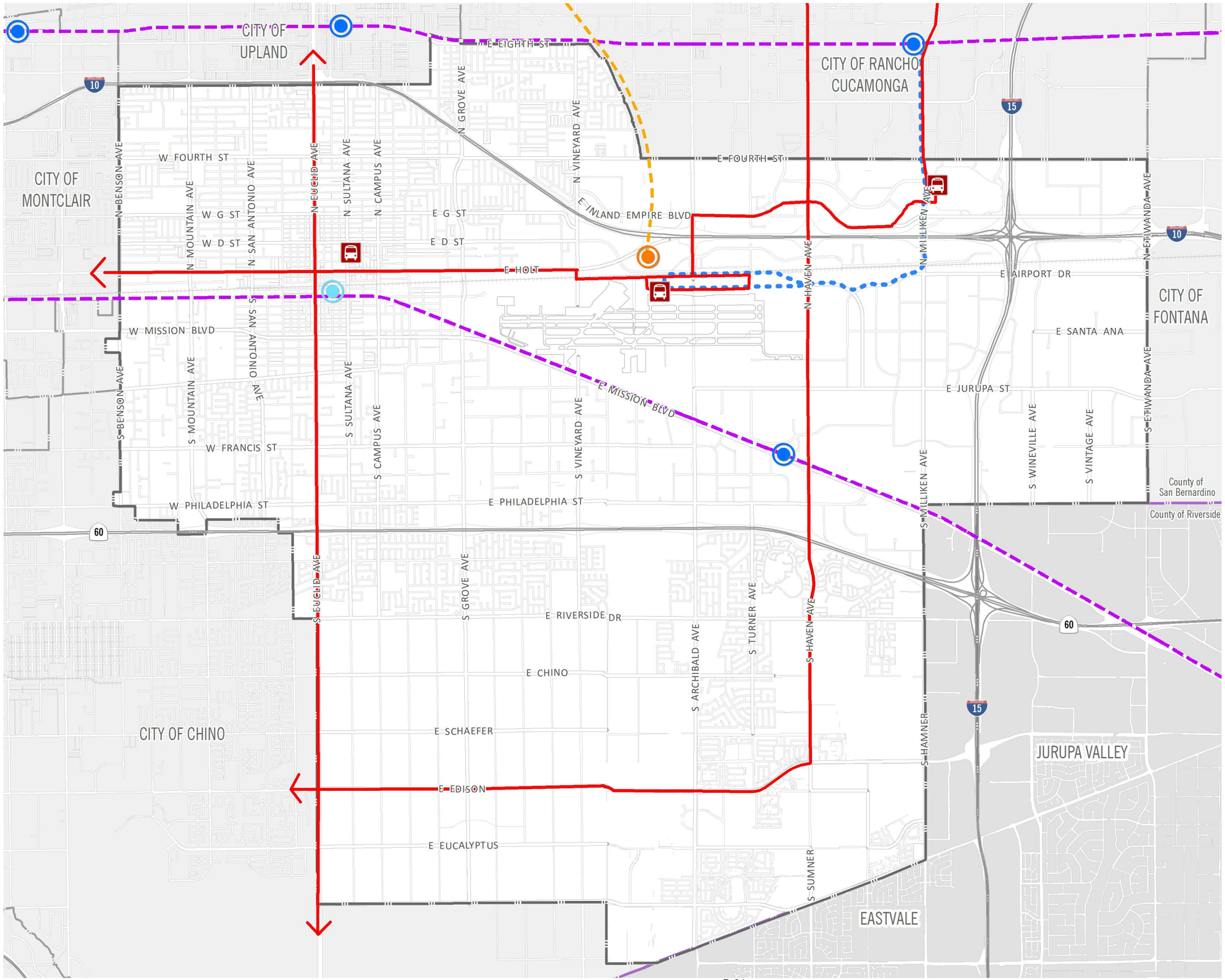
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Source: The City of Ontario 2022 Date: 4/27/2022

MOBILITY

Figure M-03
Public Transit



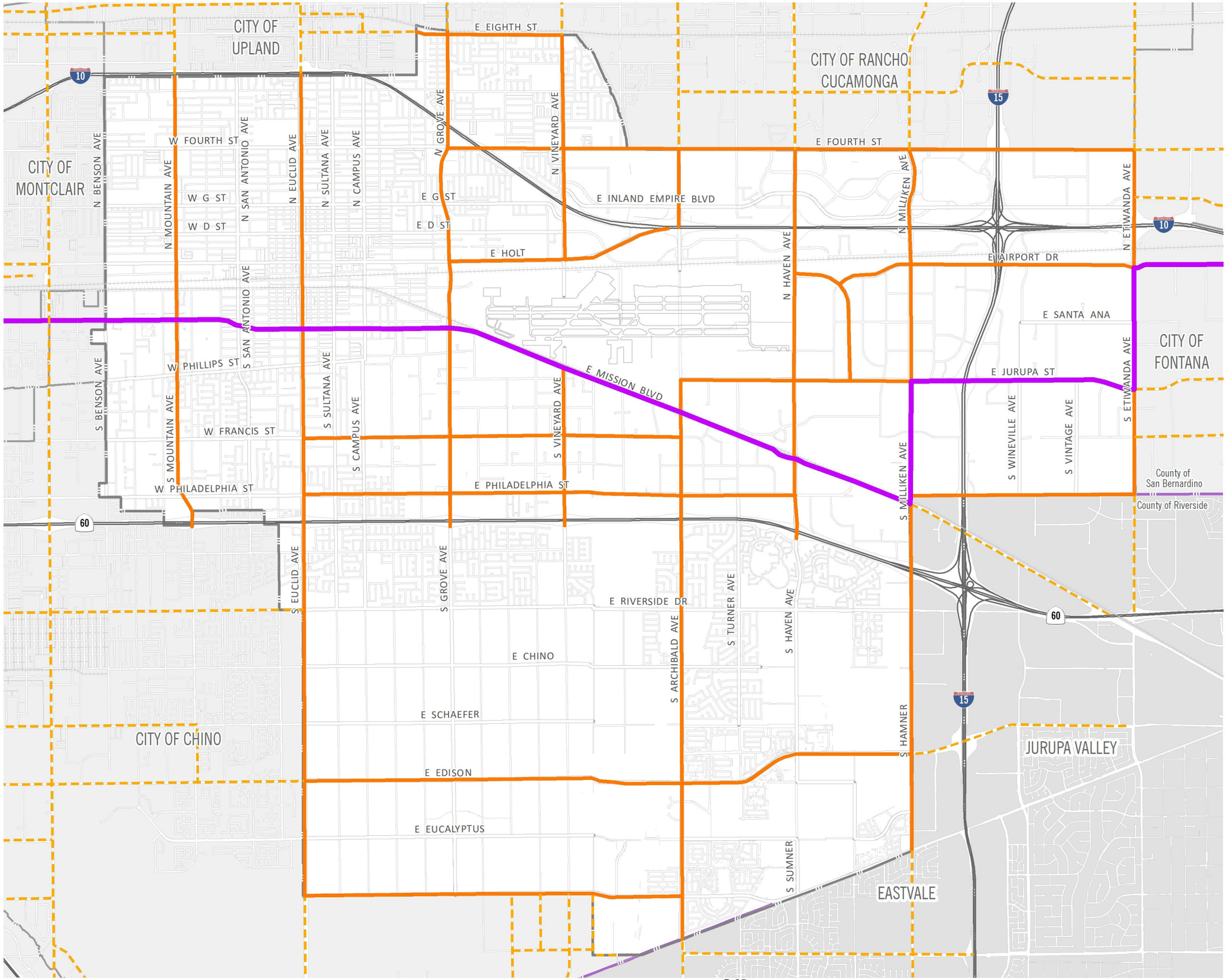
Transit Centers
- Existing Bus Transfer Center
- Existing Metrolink Station
- Amtrak Station/Proposed Metrolink Station
- Future Multimodal Transportation Center
- BRT Corridor
- Metro Goldline Extension
- Metrolink
- Ontario Airport Loop
- Railroad
- Ontario City Boundary
- County Boundary

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Source: The City of Ontario 2020 Date: 4/29/2022

Figure M-04
Truck Routes



- State DOT Network
- Truck Route
- Adjacent Agency Truck Route
- Ontario City Boundary
- County Boundary

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Source: The City of Ontario 2020 Date: 4/27/2022

CLIMATE ADAPTATION RESILIENCY PRINCIPLES, GOALS, POLICIES, ACTIONS, AND FIGURES

Enacting Legislation

SB 379 introduced legislation that was signed into law in 2015 and mandates requires Ontario to address climate adaptation and resiliency in its Policy Plan and Implementation Plan. Specifically, the City must include three main components:

- A vulnerability assessment that identifies the risks that climate change poses to the local jurisdiction and the geographic areas at risk from climate change impacts.
- A set of adaptation and resilience goals, policies, and objectives based on the information in the vulnerability assessment for the protection of the community.
- A set of feasible implementation measures designed to carry out the identified goals, policies, and objectives.

The goal of this requirement is to enable the community to prepare for, respond to, withstand, and recover from disruptions created or caused by climate change. The City of Ontario is enacting policies related to flooding, fire and rescue and related services, wind related hazards, emergency management, and energy resiliency.

The final draft Vulnerability Assessment and adopted Hazard Mitigation Plan are (or will be) incorporated into the Policy Plan by reference, with copies of each document available on the City website (Vulnerability Assessment and Local Hazard Mitigation Plan).

Structure and Indicators

The following content represents principles, goals, and policies from the draft Policy Plan Safety Element and actions/objectives from the draft Implementation Plan. The City opted to address climate adaptation and resiliency exclusively in the Safety Element. While there may be instances where other goals and policies in the Policy Plan may help reinforce or implement the Safety Element, no other goals or policies directly address climate adaptation and resiliency in a sufficient manner as to warrant inclusion in this document.

All content is labeled to indicate whether the content is currently adopted, proposed for substantive modification, or proposed as entirely new (see abbreviation list below). Appendix B of the Draft SEIR compares the Policy Plan goals and policies as currently adopted and as proposed.

Status indicators:

- Currently adopted, no substantive changes (exist)
- Currently adopted, proposed for substantive modification (***mod***)
- Proposed as entirely new or proposed for such modifications as to essentially replace what is currently adopted (***new***)

Safety Element

Principles

- It is the role of government to minimize exposure to natural and human-caused hazards. (exist)
- A safe and healthy environment is necessary to build and maintain a sustainable, resilient, and prosperous Ontario. (exist)
- Reduction in the loss of life, injury, private property damage, infrastructure damage, economic losses and social dislocation can be achieved through planning, preparedness, and response. (exist)
- Interdepartmental and inter-jurisdictional coordination and collaboration are necessary to be resilient to everyday emergencies and major disasters. (exist)

Flooding

Goals and Policies

Goal S-2 **Minimize risk of injury, loss of life, property damage and economic and social disruption caused by flooding and inundation hazards.** (exist)

S-2.1 **Entitlement and Permitting Process.** We require hydrological studies prepared by a state-certified engineer when new development is located in a 100-year or 500-year floodplain to assess the impact that the new development will have on the flooding potential of existing development down-gradient. (***mod***)

S-2.2 **Floodplain Mapping.** We require any new development partially or entirely in 100-year flood zones to provide detailed floodplain mapping for 100- and 200-year storm events as part of the development approval process. (***mod***)

S-2.3 **Facilities that Use Hazardous Materials.** We comply with state and federal law and do not permit facilities using, storing, or otherwise involved with substantial quantities of onsite hazardous materials to be located in the 100-year flood zone or 500-year flood zone unless all standards of elevation, floodproofing, and storage have been implemented to the satisfaction of the Building Department. (***mod***)

S-2.4 **Prohibited Land Uses.** We prohibit the development of new essential and critical facilities in the 100-year floodplain and discourage the development of new essential and critical facilities in the 500-year floodplain unless all standards of elevation and flood proofing demonstrate that a facility can be safe and operational during a flood event, implemented to the satisfaction of the Building Department. (***mod***)

S-2.5 **Stormwater Management.** We maintain the storm drain system to convey a 100-year storm, when feasible, and encourage environmental site design practices to

minimize flooding and increase groundwater recharge, including natural drainage, green infrastructure, and permeable ground surfaces. (***mod***)

S-2.6 **Use of Flood Control Facilities.** We encourage joint use of flood control facilities as open space or other types of recreational facilities. (exist)

S-2.7 **Collaboration Between Agencies.** Collaborate with the San Bernardino County Flood Control District and other state and federal agencies to maintain flood-control infrastructure to minimize flood damage. (***new***)

Actions

S-2.1 **Entitlement and Permitting.** Update the City's entitlement and permitting process to require hydrological studies that assess the 100-year and 500-year flood zones to assess the impact that the new development will have on the flooding potential of existing development down-gradient. Additionally update the entitlement and permitting process to require mapping for 200-year floodplains. (***mod***)

S-2.2 **Floodplain Mapping.** Seek grant funds to map the 200-year floodplain in Ontario outside of the entitlement process. (***mod***)

S-2.3 **Public Outreach.** Augment the City's public outreach efforts to disseminate information on flooding, flood control on private property, floodplains, and flood preparedness to the community through the City website, social media, and at City offices. (***mod***)

S-2.4 **Floodproofing Existing Buildings.** Seek grant funds to encourage property owners in 200-year (when mapped) or 500-year flood zones to floodproof existing structures. (***new***)

S-2.5 **Open space in 200-year floodplains.** Coordinate with developers to encourage passive recreation or parkland in 200-year floodplains or floodways (when mapped). (***new***)

S-2.6 **Green and Natural Infrastructure.** Coordinate with developers to incorporate the use of existing (or restoration of) natural features and ecosystem processes and low impact development techniques to increase permeable surfaces and promote sustainable management of open space and parks. This may include, but is not limited to, aquatic or terrestrial vegetated open space, systems and practices that use or mimic natural processes, and other engineered systems, to provide clean water, conserve ecosystem values and functions, promote drainage, and provide a wide array of benefits to people and wildlife. (***mod***)

Fire and Rescue and Related Services

Goals and Policies

Goal S-3 **Reduced risk of death, injury, property damage and economic loss due to fires, accidents and normal everyday occurrences through prompt and capable emergency response.** (exist)

S-3.3 **Fire and Emergency Medical Services.** We maintain sufficient fire stations, equipment and staffing to respond effectively to emergencies and meet the needs of the community and state requirements. (***mod***)

S-3.5 **Emergency Notifications.** We maintain a public alert notification system that efficiently conveys information about imminent, developing, ongoing, and concluding emergency events to residents and visitors, working with network providers that translate information into other languages. (***new***)

Actions

S-3.1 **Firefighting services and water supply.** Collaborate with regional water providers and surrounding fire protection agencies to ensure adequate water supply, equipment, and personnel for firefighting in the region given future projections regarding prolonged drought and the potential increase in the number and severity of wildfires in the surrounding area (that Ontario Fire Department fights through automatic and mutual aid agreements). (***mod***)

S-3.2 **Public Outreach.** Coordinate with network providers to ensure that residents and visitors, especially those in environmental justice communities, have access to emergency notifications. Information should be provided in multiple languages and formats appropriate for people with access and functional needs. (***new***)

Emergency Management

Goals and Policies

Goal S-8 **Disaster resilient, prepared community through effective emergency/disaster preparedness, response, mitigation, and recovery.** (exist)

S-8.1 **State and Federal Mandates.** We maintain emergency management programs that meet the requirements of the State of California Standardized Emergency Management System (SEMS) and the National Incident Management System (NIMS). (exist)

S-8.2 **Emergency Management Plans.** We maintain, update, and adopt the Emergency Operations Plan (EOP) and incorporate, by reference the City's Hazard Mitigation Plan (HMP). (exist)

S-8.3 **Emergency/Disaster Training Exercises.** We conduct training and exercises to prepare for and evaluate emergency/disaster response and recovery procedures. (exist)

S-8.4 **Interagency Collaboration.** We maintain partnerships, including automatic aid agreements, with fire protection, police and sheriff departments, and emergency management agencies in San Bernardino and Riverside County to strengthen emergency response. (***new***)

S-8.5 **Interdepartmental Coordination.** We utilize all City departments to help support emergency/disaster preparedness, response, mitigation, and recovery. (exist)

S-8.6 **Community Outreach.** We provide education to the community to promote personal, family, and community emergency preparedness to both natural and human-generated hazards. (exist)

S-8.7 **Extreme Heat and Air Quality.** We work to ensure that all community members are informed about and have access to community cooling centers and clean air centers during extreme heat events or wildfires, with a focus on serving environmental justice communities. We support the development of extreme heat emergency response policies and practices to address these critical health risks in the community. (***new***)

S-8.8 **Regional Partnerships for Climate Adaptation.** We partner with local governments in San Bernardino County, Riverside County, and Inland Southern California Climate Collaborative to develop regional climate change adaptation strategies and programs. (***new***)

S-8.9 **Backup Power in Critical Facilities.** We require backup power be maintained in critical facilities. We encourage backup power solutions that include renewable energy components. (***new***)

Actions

S-8.1 **Evacuation Assessment Plan.** Prior to or concurrently with the update of the City's Hazard Mitigation Plan, conduct an evacuation time assessment to comply with state law (enacted through Assembly Bill 747), accounting for natural and human-generated hazards, existing and proposed traffic evacuation volumes at buildout. (***new***)

S-8.2 **Evacuation Routes.** Review and update, as necessary, standards so that new development has at least two egress/ingress options, key signage that is visible to emergency responders during extreme weather events, signage that identifies evacuation routes, and adequate water supply for structural suppression. (***new***)

S-8.3 **Evacuation assistance program.** Coordinate with Omnitrans, Metrolink, and other transit providers to develop an evacuation assistance program for those with little mobility and those without a vehicle. (***new***)

S-8.4 **Extreme Heat Response Plan.** Develop an extreme heat response plan that includes establishment of community cooling centers and temperature triggers for when they will open, weatherization of City buildings, and cooling strategies for persons engaged in outdoor work and persons experiencing homelessness. (***new***)

S-8.5 **Resilience Hub and Cooling Centers.** Establish a network of equitably located resilience hubs and cooling centers throughout the City. Ensure that such facilities are located outside of areas at risk of hazards (to the extent possible), offer refuge from extreme heat and poor air quality, and are equipped with renewable energy generation, backup power, and backup water supplies. Such facilities should be in easily accessible locations and be available to all community members. (***new***)

S-8.6 **Cooling Transit Areas.** Coordinate with Omnitrans, Metrolink, and Amtrak to increase shading and heat-mitigating materials on pedestrian walkways, outdoor waiting areas, and transit stops/stations. (***new***)

S-8.7 **Critical Facilities.** Review procedures and update as necessary, to ensure that future critical facilitates are located outside of hazards zones. If not feasible, ensure new critical facilities are designed to remain functional during hazardous events and identify funding sources to harden and improve existing facilities to remain functional during hazardous events. (***new***)

S-8.8 **Community Emergency Response Team (CERT).** Increase participation in CERT through program by expanding promotion efforts and course offerings, encouraging CERT participation for City employees, and exploring partnerships (e.g., partner with school districts to offer CERT training to high school students). (***new***)

Energy Resiliency

Goals and Policies

Goal S-9 **Incorporate energy efficient practices and renewable energy systems to improve air quality, comfort, and energy reliability during temporary power outages.** (***new***)

S-9.1 **Solar Energy.** We support and may incentivize the installation of residential and commercial solar panels and battery storage systems that can provide electricity during power outages. (***new***)

S-9.2 **Renewable Energy.** Renovate existing city-owned facilities and plan future facilities to include renewable energy generation capacity and battery storage as part of an effort to make public facilities and services greener and more resilient to power outages. (***new***)

S-9.3 **Energy Efficiency Retrofits.** We support and may incentivize retrofits to residential and commercial buildings that improve energy efficiency and insulation from extreme temperatures, giving priority towards low-income applicants. (***new***)

Actions

S-9.1 **Energy independence.** Coordinate with developers to encourage the integration of battery storage systems that can provide backup electrical service during temporary power outages. (***new***)

S-9.2 **Renewable Energy.** Renovate existing city-owned assets and design future city facilities to incorporate renewable energy generation systems, battery storage systems, and energy-efficient design and features, as feasible. (***new***)

S-9.3 **Weatherization Program.** Expand funding resources through partnerships and grant programs for low-income households and businesses to conduct weatherization and structural retrofits that will increase community resilience.

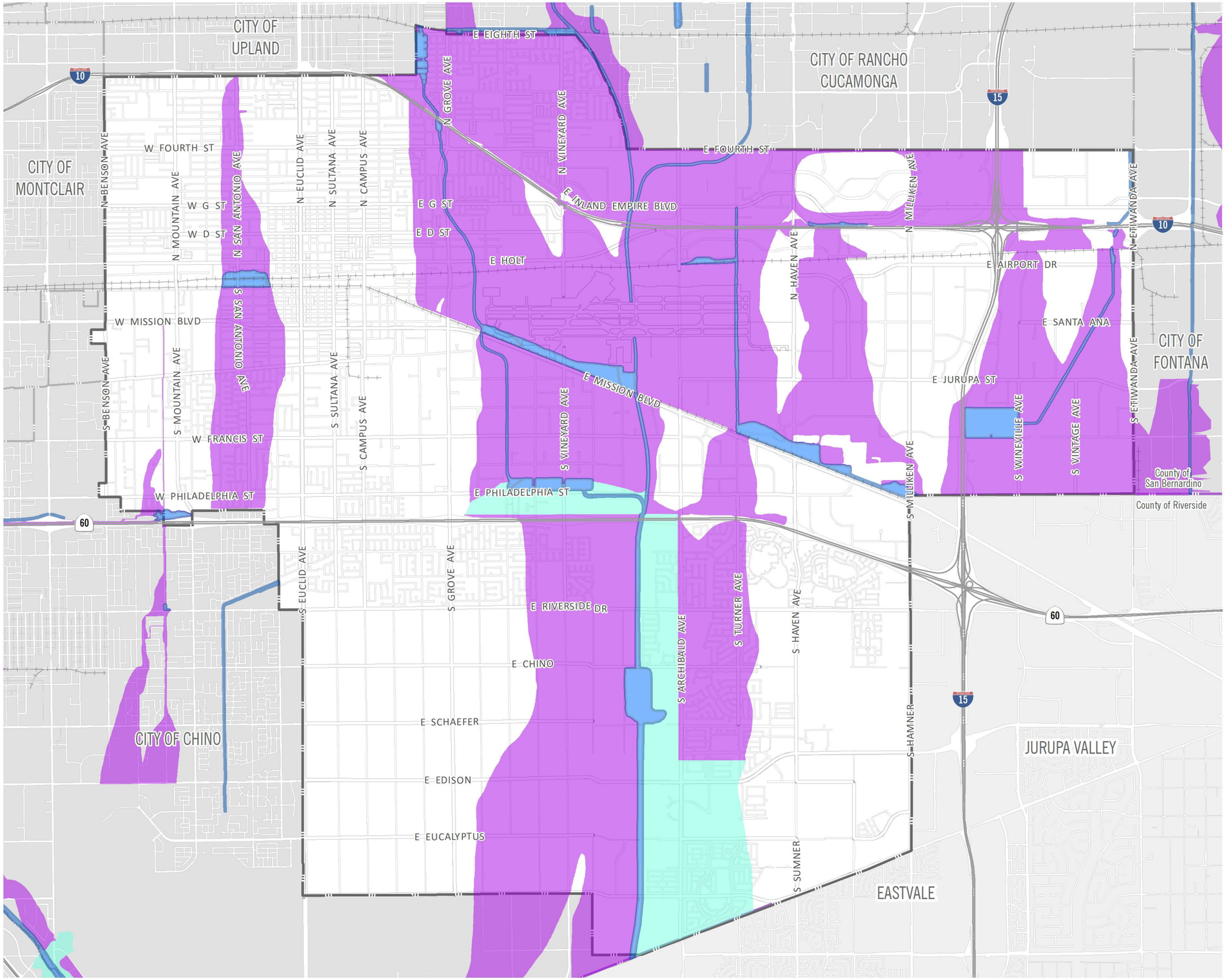
Documents Incorporated by Reference

Local Hazard Mitigation Plan

Vulnerability Assessment Report

SAFETY

Figure S-03
Flood Hazard Zones



- Ontario City Boundary
- County Boundary
- Rail Network

Flood Zone

- FEMA 100-Year Floodplain
- FEMA 500-Year Floodplain
- Area with Reduced Flood Risk Due to Levee

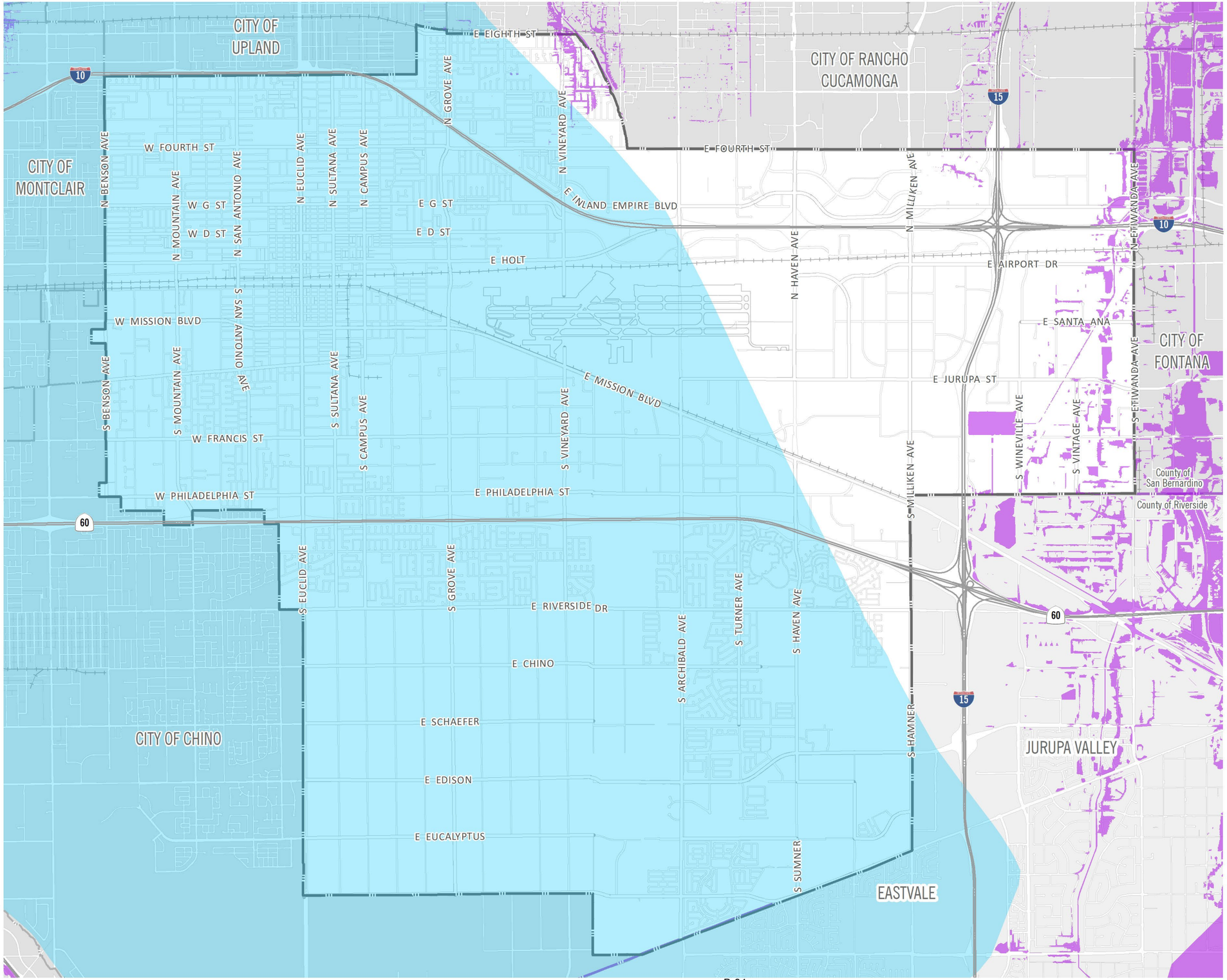
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Source: The City of Ontario 2021 Date: 4/27/2022

Figure S-04

Dam Inundation Zones



- Potential Inundation from San Antonio Dam
- Potential Inundation from Debris Basins
- Ontario City Boundary
- County Boundary
- Rail Network

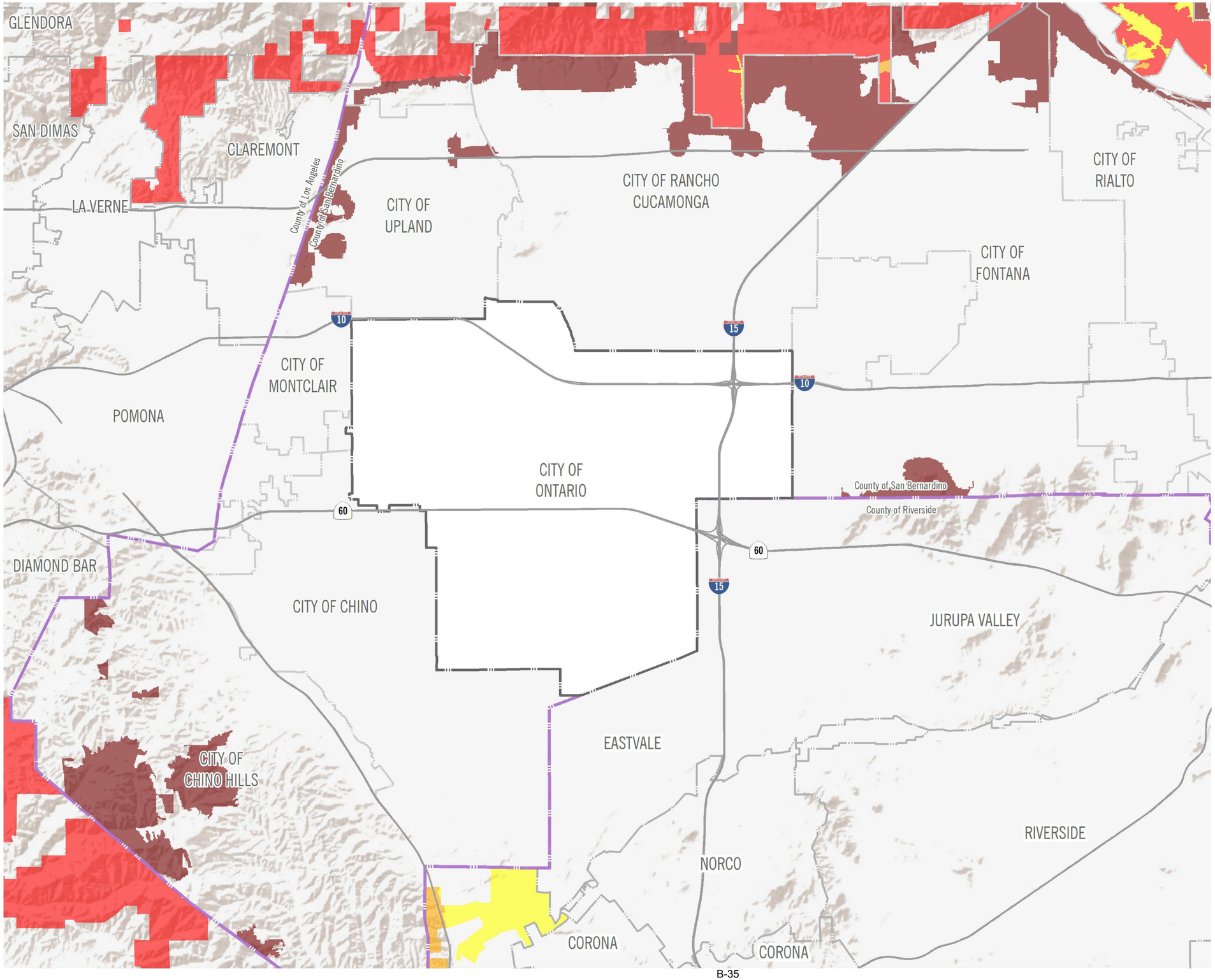
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Source: DWR 2021

Date: 4/27/2022

Figure S-05
Fire Hazard Severity Zones



Ontario City Boundary

County Boundary

Fire Hazard Severity Zone in Local Responsibility Area

Hazard Class

Very High

Fire Hazard Severity Zone in State Responsibility Area

Hazard Class

Very High

High

Moderate

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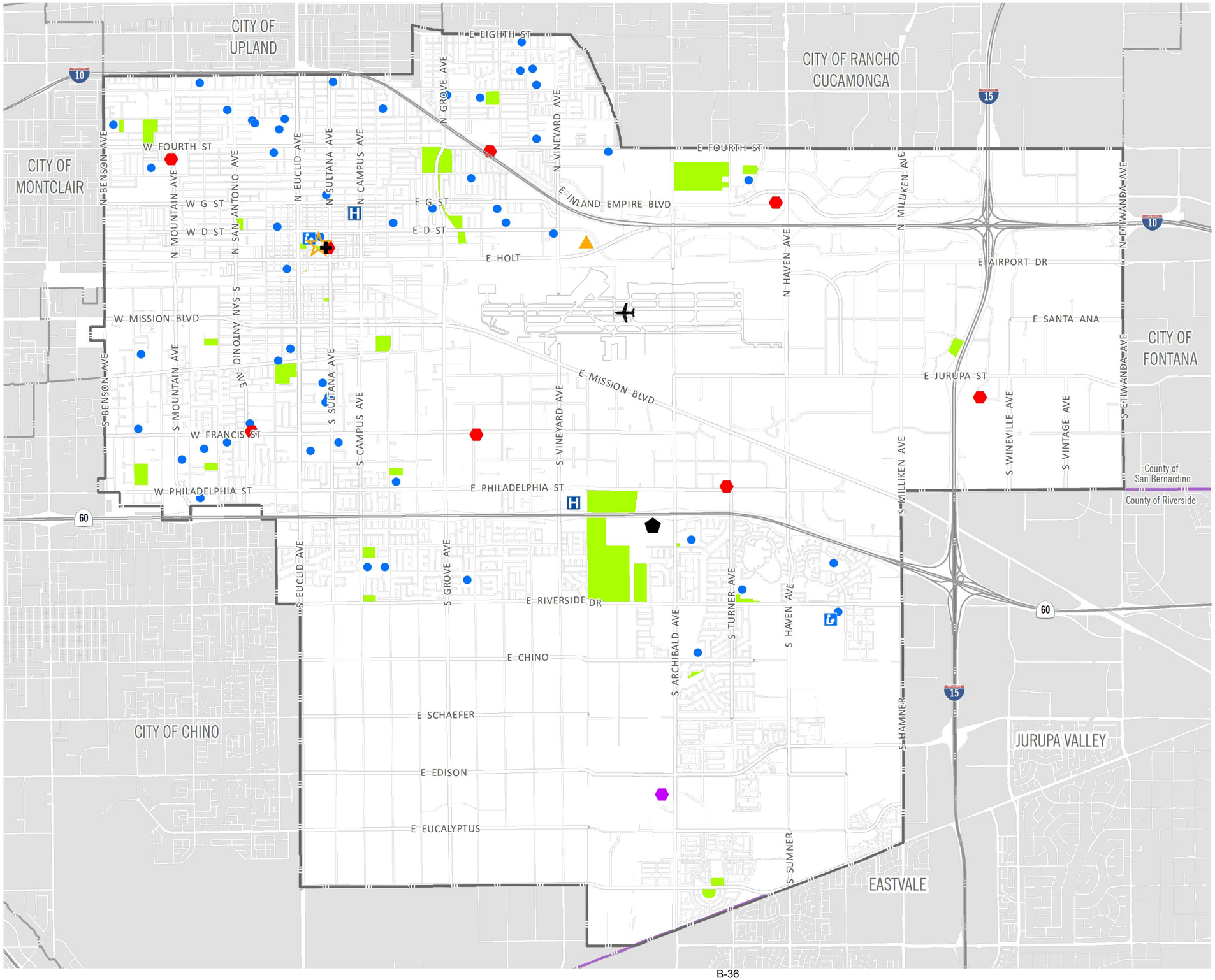
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Source: CalFire 2007

Date: 4/27/2022

Figure S-08

Critical Facilities



- Ontario City Boundary
- County Boundary

Critical Facilities

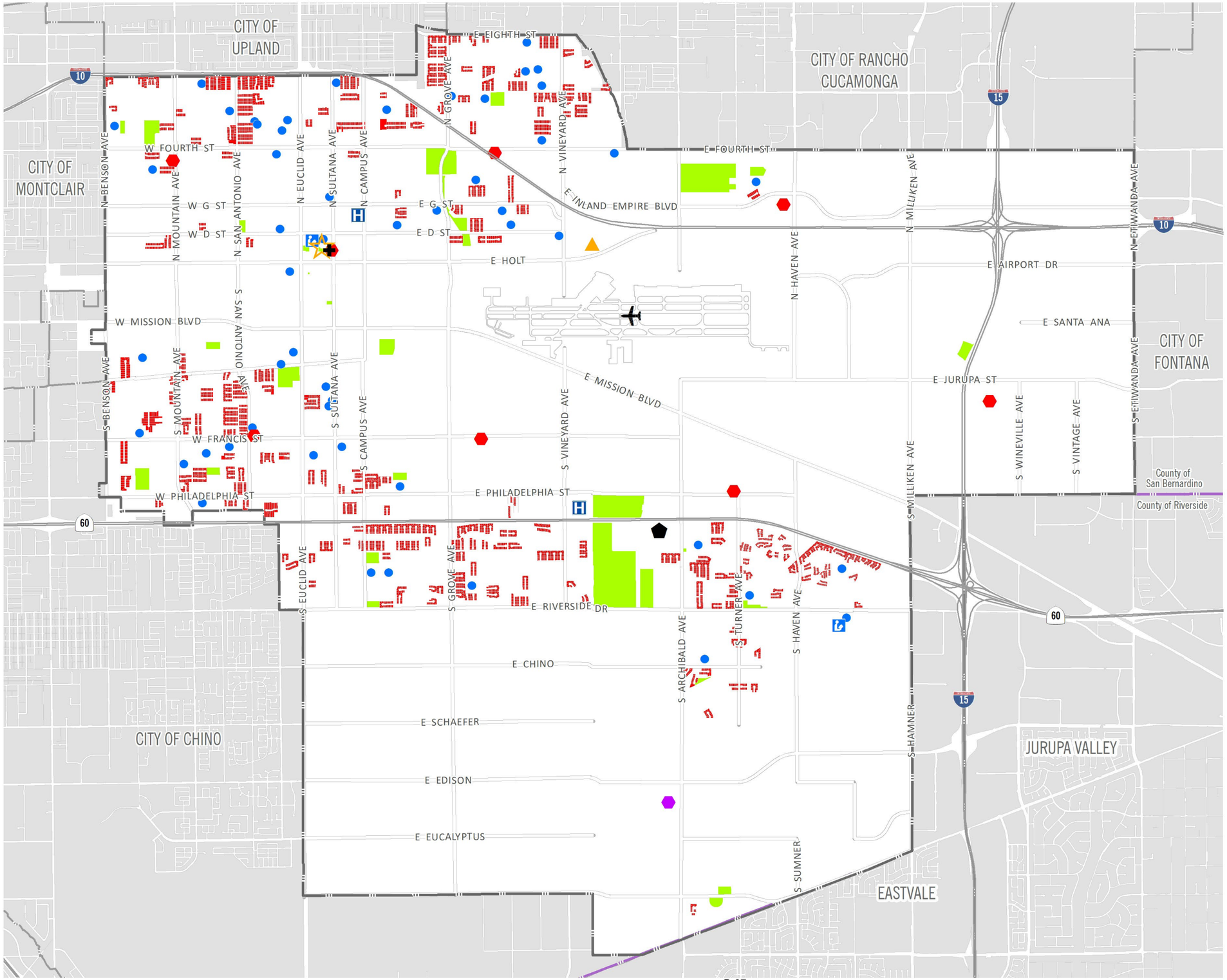
- City Hall
- EOC
- Police Headquarters
- Convention Center
- Fire Station
- New Fire Station
- Airport
- Hospital
- Library
- Public & Private Schools
- Park

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Source: The City of Ontario 2021 Date: 4/28/2022

Figure S-09
Evacuation Constrained Areas



- Ontario City Boundary
- County Boundary
- Residential Parcel with Evacuation Constraint

Critical Facilities

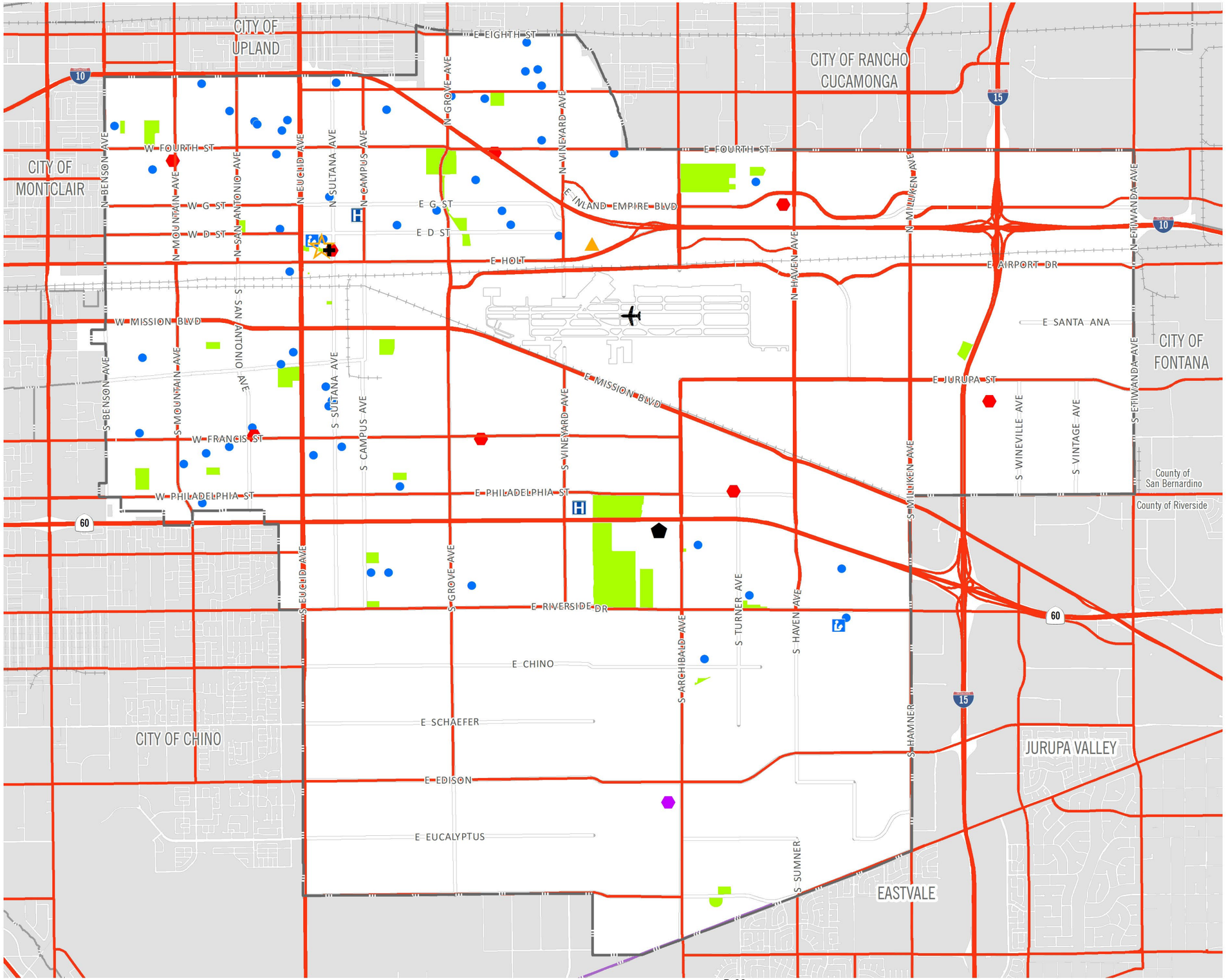
- City Hall
- EOC
- Police Headquarters
- Convention Center
- Fire Station
- New Fire Station
- Airport
- Hospital
- Library
- Public & Private Schools
- Park

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Source: The City of Ontario 2021 Date: 4/28/2022

Figure S-10
Evacuation Routes



- Ontario City Boundary
- County Boundary
- Evacuation Routes

Critical Facilities

- City Hall
- EOC
- Police Headquarters
- Convention Center
- Fire Station
- New Fire Station
- Airport
- Hospital
- Library
- Public & Private Schools
- Park
- Rail Network

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Source: The City of Ontario 2021 Date: 4/28/2022

ATTACHMENT B:

CEQA FINDINGS OF FACTS

AND

STATEMENT OF OVERRIDING CONSIDERATIONS

A Component of The Ontario Plan 2050

CEQA FINDINGS OF FACT AND
STATEMENT OF OVERRIDING CONSIDERAITONS
REGARDING THE
FINAL SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT
FOR THE ONTARIO PLAN 2050
SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT
STATE CLEARINGHOUSE NO. 2021070364

Exhibit B

I. SUMMARY OF FINDINGS

The City Council hereby finds that it has been presented with the Supplemental Environmental Impact Report (SEIR), which it has reviewed and considered, and further finds that the SEIR is an accurate and objective statement that has been completed in full compliance with the California Environmental Quality Act (CEQA) and the State CEQA Guidelines. The City Council finds that the EIR reflects the independent judgment and analysis of the City. The City Council declares that no evidence of new significant impacts or any new information of "substantial importance" as defined by State CEQA Guidelines Section 15088.5, has been received by the City after circulation of the Draft SEIR that would require recirculation. Therefore, the City Council hereby certifies the SEIR based on the entirety of the record of proceedings.

II. PROCEDURAL COMPLIANCE WITH CALIFORNIA ENVIRONMENTAL QUALITY ACT

The City published a Draft SEIR on May 9, 2022. A Final SEIR was prepared in summer 2022 in compliance with CEQA requirements. The Final SEIR has been prepared in accordance with CEQA and the CEQA Guidelines, as amended. As authorized in State CEQA Guidelines Section 15084(d)(2), the City retained a consultant to assist with the preparation of the environmental documents. City staff from multiple departments, representing the Lead Agency, have directed, reviewed, and modified where appropriate all material prepared by the consultant. The Final SEIR reflects the City's independent analysis and judgement. The key milestones associated with the preparation of the EIR are summarized below. As presented below, an extensive public involvement and agency notification effort was conducted to solicit input on the scope and content of the EIR and to solicit comments on the results of the environmental analysis presented in the Draft SEIR.

A. PUBLIC NOTIFICATION AND OUTREACH

In conformance with CEQA, the State CEQA Guidelines, and the City of Ontario CEQA Guidelines, the City of Ontario conducted an extensive environmental review of the Proposed Project.

- Completion of a Notice of Preparation (NOP) on July 20, 2021. The public review period was extended from July 20, 2021, to August 19, 2021. The NOP was published in the *Inland Valley Daily Bulletin* on July 6, 2021. The NOP was posted at the San Bernardino County Clerk's office on July 19, 2020. Copies of the NOP were made available for public review at the City of Ontario and the City's website.

- In accordance with Executive Order N-54-20, suspending open meeting requirements consistent with COVD-19 public health concerns, completion of the scoping process where the public was invited by the City to participate in a virtual scoping meeting held August 5, 2021, at 6:00 PM via Zoom. The notice of a public scoping meeting was included in the NOP.

- Preparation of a Draft SEIR, which was made available for a 45-day public review period beginning May 9, 2022, and ending June 23, 2022. The scope of the Draft SEIR was determined based on the CEQA Guidelines Appendix G Checklist, comments received in response to the NOP, and comments received at the scoping meeting conducted by the City of Ontario. Chapter 5, *Environmental Analysis*, of the Draft SEIR describes the issues identified for analysis in the Draft SEIR. The Notice of Availability (NOA) for the Draft SEIR was sent to interested persons and organizations, sent to the State Clearinghouse in Sacramento for distribution to public agencies, posted at the City of Ontario, and published in the *Inland Valley Daily Bulletin*. The NOA was posted at the San Bernardino County Clerk's office and published in the *Inland Valley Daily Bulletin* on May 9, 2022. Additionally, copies of the Draft SEIR were made available for review at the City Hall and Ovitt Family Community Library as well as on the City's website.

- Preparation of a Final SEIR, including the responses to comments to the Draft SEIR. The Final SEIR was released for a 10-day agency review period prior to certification of the Final SEIR.

- Public hearings on the Proposed Project, including a Planning Commission study session, hearing, and a City Council hearing.

In summary, the City conducted all required noticing and scoping for the Proposed Project in accordance with Section 15083 of the CEQA Guidelines, and conducted the public review for the EIR, which exceeded the requirements of Section 15087 of the CEQA Guidelines.

B. FINAL ENVIRONMENTAL IMPACT REPORT AND CITY COUNCIL PROCEEDINGS

The City prepared a Final SEIR, including Responses to Comments to the Draft SEIR. The Final SEIR/Response to Comments contains comments on the Draft SEIR, responses to those comments, revisions to the Draft SEIR, and appended documents. A total of 45 comment letters were received. Of the 45 comment letters, 2 letters were from public agencies and/or tribes, and 43 letters were from residents and/or organizations.

The Final SEIR found that prior to mitigation, implementation of the Proposed Project will result in potentially significant impacts to Cultural Resources, Geology and Soils, and Tribal Cultural Resources (TCRs). However, mitigation measures have been developed to avoid or reduce all of these impacts to levels considered less than significant. The Final SEIR also found that despite the implementation of recommended mitigation measures, impacts to Air Quality, Cultural Resources, Noise, and Transportation were significant and unavoidable. A Statement of Overriding Considerations was prepared for the Council's consideration.

Members of the public can view searchable agendas for scheduled City Council meetings and access agenda-related City information and services directly on the following website: https://www.ontarioca.gov/Agendas/CityCouncil.

The Final SEIR document will be posted for viewing and download with the previously posted Draft SEIR prior to the City's consideration of the Final SEIR and project recommendations on the City's website.

A date for consideration of the Final SEIR and project recommendations at the City Council was set for the Proposed Project and notice of the meeting was provided consistent with the Brown Act (Government Code Sections 54950 et seq.). The City Council will take testimony on the Proposed Project and may continue on its calendar to a subsequent meeting date in its discretion.

C. RECORD OF PROCEEDINGS

For purposes of CEQA and these Findings, the Record of Proceedings for the Proposed Project consists of the following documents and other evidence, at a minimum:

- The NOP, NOA, and all other public notices issued by the City in conjunction with the Proposed Project.
- The Draft SEIR and Final SEIR for the Proposed Project.
- All written comments submitted by agencies or members of the public during the public review comment period on the Draft SEIR.
- All responses to written comments submitted by agencies or members of the public during the public review comment period on the Draft SEIR.
- All written and verbal public testimony presented during a noticed public hearing for the Proposed Project.
- The Mitigation Monitoring and Reporting Program.
- The Statement of Overriding Considerations.
- The reports and technical memoranda included or referenced in the Final SEIR.
- All documents, studies, EIRs, or other materials incorporated by reference in the Draft SEIR and Final SEIR.
- The Resolutions adopted by the City in connection with the Proposed Project, and all documents incorporated by reference therein, including comments received after the close of the comment period and responses thereto.
- Matters of common knowledge to the City, including but not limited to federal, state, and local laws and regulations.

- Any documents expressly cited in these Findings.
- Any other relevant materials required to be in the record of proceedings by Public Resources Code Section 21167.6(e).

D. CUSTODIAN AND LOCATION OF RECORDS

The documents and other materials that constitute the administrative record for the City's actions related to the Proposed Project are at the City of Ontario's City Hall – 303 East B Street, Ontario, CA 91764. The City Planning Department is the custodian of the administrative record for the project. Copies of these documents, which constitute the record of proceedings, are and at all relevant times have been and will be available upon request at the offices of the Planning Department. This information is provided in compliance with Public Resources Code Section 21081.6(a)(2) and Guidelines Section 15091(e).

E. PROJECT DESCRIPTION

The Proposed Project, The Ontario Plan 2050 (TOP 2050), is an update to The Ontario Plan (TOP or Approved Project) to guide the City's development and conservation for the next 30 years through 2050. The Proposed Project is a focused effort, with particular emphasis on technical refinements to the Policy Plan to comply with state housing mandates; conform with new state laws related to community health, environmental justice, climate adaptation, resiliency, and mobility; bring long-term growth and fiscal projections into alignment with current economic conditions; and advance the Tracking and Feedback system and Implementation Plan.

TOP is the City's policy and implementation framework that guides the long-term growth and improvement of the Ontario community through six interrelated components of city governance:

A **Vision** that provides a sense of purpose and mission for city governance and sets the tone for the other components of TOP. The Vision's central theme is a sustained, community-wide prosperity that continuously adds value and yields benefits.

A **Governance Manual** that establishes a set of goals and policies to promote consistent City leadership based on the principles of regional leadership, transparency, long-term value, accountability, and inclusivity.

A **Policy Plan** that serves as the City's legally required general plan and that states long-term goals, principles, and policies to achieve Ontario's Vision through nine elements: land use, housing, mobility, safety, environmental resources, parks and recreation, community economics, community design, and social resources.

A list of **City Council Priorities** that shape the City's ongoing annual budgeting process, with a focus on a variety of short- and long-term goals and objectives.

An **Implementation Plan** that identifies the actions needed to carry out TOP's policies. This includes initiatives by the City such establishing consistent land use zoning and creating objective development

and design standards, as well as decisions on public and private development projects and City activity programs.

A **Tracking and Feedback** system that charts the City's progress toward achieving the Policy Plan goals, providing data and analysis that enables decision makers to make strategic course corrections in response to changing circumstances and monitor ongoing operational effectiveness.

TOP 2050 is an update to TOP to guide the City's development and conservation for the next 30 years through 2050. The Proposed Project is a focused effort, with particular emphasis on technical refinements to the Policy Plan to comply with state housing mandates; conform with new state laws related to community health, environmental justice, climate adaption, resiliency, and mobility; bring long-term growth and fiscal projections into alignment with current economic conditions; and advance the Tracking and Feedback system and Implementation Plan. TOP 2050 fulfills the mandatory Regional Housing Needs Assessment (RHNA) obligation. TOP 2050 brings long-term growth and fiscal projections into alignment with current economic conditions as well as property owner and stakeholder requests, all in support of the vision for Ontario.

Table 1, *Comparison of Approved TOP to TOP 2050*, provides a statistical summary of the buildout potential of TOP 2050 compared to existing conditions and to the buildout potential under the currently approved TOP. As shown in this table, TOP 2050 would increase population, dwelling units, and nonresidential buildings but would result in a small decrease in employment. The decrease in employment at buildout is largely because of automation in the industrial sector, with large warehousing and logistics buildings expected to create fewer new jobs through 2050 than a similarly sized industrial building was expected to create when the current TOP was adopted in 2010.

Table 1 Comparison of Approved TOP to TOP 2050

Scenario	Units	Population	Nonresidential Square Feet	Employment
Existing 2021 Conditions[1]	52,466	179,597	156,065,382	131,999
Approved TOP	104,163	357,957	260,399,271	313,067
Proposed TOP	129,562	410,492	261,491,779	296,002
Net Difference (Proposed TOP -Approved TOP)	**25,399**	**52,535**	**1,092,508**	**-17,065**

Note:
[1] See Chapter 4, *Environmental Setting*, of the Draft SEIR for a summary of existing conditions.

F. PROJECT OBJECTIVES

Objectives for The Ontario Plan (TOP) 2050 will aid decision-makers in their review of the project and associated environmental impacts:

1. Provide a technical update to the current TOP that updates the goals and policies to enhance public safety and livability, align with updated economic forecasts, and comply with new state laws while maintaining the foundation, vision, and objectives of the current TOP.

2. Provide a streamlined, user-friendly, web-based TOP that is easily accessible to the public.

3. Designate the distribution, location, balance, and extent of land uses, including residential, retail, employment, open space, and public uses.

4. Link Ontario's community design goals to a broader context that includes economic development, land use, housing, community health, infrastructure, and transportation.

5. Improve the balance between jobs and housing in the San Bernardino County subregion to reduce vehicle miles traveled and associated air quality impacts, consistent with regional policies on jobs-housing balance.

6. Provide employment and housing opportunities for the San Bernardino Council subregion, consistent with the goals of the Southern California Association of Governments' Sustainable Communities Program.

7. Provide for high-intensity mixed-use urban centers along the I-10 corridor and in the Ontario Ranch that reduce vehicle trips and incorporate smart growth principles.

8. Foster the development of pedestrian and transit-oriented environments that create lively, appealing, and safe pedestrian areas, active during both daytime and evening hours.

9. Maintain Ontario's distinct neighborhoods and districts to foster a positive sense of identity and belonging among residents and businesses.

10. Establish a framework for using and managing the city's natural resources sustainably.

11. Provide for the security and safe transportation of goods and hazardous materials and maintain disaster preparedness and response and recovery systems to reduce loss of life, injury, private property damage, infrastructure damage, economic losses, and social dislocation.

12. Enhance the capacity for the people, businesses, and public agencies that are in or serve Ontario to be resilient in cases of severe and/or prolonged weather conditions, natural disasters, and emergencies.

13. Prioritize the improvement of areas most impacted by environmental justice issues, and enable Ontario residents to enjoy equal access to public facilities, civic engagement opportunities, nutritious foods, and safe and healthy environments.

14. Correlate the mobility system with the future land use patterns and buildout levels of Ontario and with other transportation planning efforts by local, state, and federal authorities.

15. Address a range of mobility options in Ontario, including vehicular, trucking, freight and passenger rail, air, pedestrian, bicycle, and transit.

III. CALIFORNIA ENVIRONMENTAL QUALITY ACT FINDINGS

A. INTRODUCTION

CEQA requires that a number of written findings be made by the lead agency in connection with certification of an environmental impact report (EIR) prior to approval of the project pursuant to Sections 15091 and 15093 of the CEQA Guidelines and Section 21081 of the Public Resources Code. This document provides the findings required by CEQA. The potential environmental effects of The Ontario Plan 2050 (Proposed Project) have been analyzed in a Draft SEIR (State Clearinghouse [SCH] 2021070364) dated May 2021. A Final SEIR (Final SEIR) has also been prepared that incorporates the Draft SEIR and contains comments received on the Draft SEIR, responses to the individual comments, revisions to the Draft SEIR including any clarifications based on the comments and the responses to the comments, and the Mitigation Monitoring and Reporting Program (MMRP) for the Proposed Project . This document provides the findings required by CEQA for approval of the Proposed Project.

Statutory Requirements for Findings

The CEQA (Pub. Res. Code Section 21000 et seq.) and the State CEQA Guidelines (Guidelines) (14 Ca. Code Regs Section 15000 et seq.) promulgated thereunder, require the environmental impacts of a project be examined before a project is approved. Specifically, regarding findings, Guidelines Section 15091 provides:

> (a) No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:
>
> 1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.
>
> 2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
>
> 3. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.
>
> (b) The findings required by subsection (a) shall be supported by substantial evidence in the record.

(c) The finding in subdivision (a)(2) shall not be made if the agency making the finding has concurrent jurisdiction with another agency to deal with identified feasible mitigation measures or alternatives. The finding in subsection (a)(3) shall describe the specific reasons for rejecting identified mitigation measures and project alternatives.

(d) When making the findings required in subdivision (a)(1), the agency shall also adopt a program for reporting on or monitoring the changes which it has either required in the project or made a condition of approval to avoid or substantially lessen significant environmental effects. These measures must be fully enforceable through permit conditions, agreements, or other measures.

(e) The public agency shall specify the location and custodian of the documents or other material which constitute the record of the proceedings upon which its decision is based.

(f) A statement made pursuant to Section 15093 does not substitute for the findings required by this section.

The "changes or alterations" referred to in Section 15091(a)(1) above, that are required in, or incorporated into, the project which mitigate or avoid the significant environmental effects of the project, may include a wide variety of measures or actions as set forth in Guidelines Section 15370, including:

(a) Avoiding the impact altogether by not taking a certain action or parts of an action.

(b) Minimizing impacts by limiting the degree or magnitude of the action and its implementation.

(c) Rectifying the impact by repairing, rehabilitating, or restoring the impacted environment.

(d) Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.

(e) Compensating for the impact by replacing or providing substitute resources or environments, including through permanent protection of such resources in the form of conservation easements.

As indicated above, Section 21002 requires an agency to "avoid or substantially lessen" significant adverse environmental impacts. Thus, mitigation measures that "substantially lessen" significant environmental impacts, even if not completely avoided, satisfy section 21002's mandate. (*Laurel Hills Homeowners Assn. v. City Council* (1978) 83 Cal.App.3d 515, 521 ["CEQA does not mandate the choice of the environmentally best feasible project if through the imposition of feasible mitigation measures alone the appropriate public agency has reduced environmental damage from a project to an acceptable

level"]; *Las Virgenes Homeowners Fed., Inc. v. County of Los Angeles* (1986) 177 Cal. App. 3d 300, 309 ["[t]here is no requirement that adverse impacts of a project be avoided completely or reduced to a level of insignificance . . . if such would render the project unfeasible"].)

While CEQA requires that lead agencies adopt feasible mitigation measures or alternatives to substantially lessen or avoid significant environmental impacts, an agency need not adopt infeasible mitigation measures or alternatives. (Pub. Resources Code, Section 21002.1(c) [if "economic, social, or other conditions make it infeasible to mitigate one or more significant effects on the environment of a project, the project may nonetheless be carried out or approved at the discretion of a public agency"]; see also State CEQA Guidelines, Section 15126.6(a) [an "EIR is not required to consider alternatives which are infeasible"].) CEQA defines "feasible" to mean "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors." (Pub. Resources Code, Section 21061.1.) The State CEQA Guidelines add "legal" considerations as another indicia of feasibility. (State CEQA Guidelines, Section 15364.) Project objectives also inform the determination of "feasibility." (*Jones v. U.C. Regents* (2010) 183 Cal. App. 4th 818, 828-829.) "'[F]easibility' under CEQA encompasses 'desirability' to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, and technological factors." (*City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 401, 417; see also *Sequoyah Hills Homeowners Assn. v. City of Oakland* (1993) 23 Cal.App.4th 704, 715.) "Broader considerations of policy thus come into play when the decision making body is considering actual feasibility[.]" (*Cal. Native Plant Soc'y v. City of Santa Cruz* (2009) 177 Cal.App.4th 957, 1000 ("Native Plant"); see also Pub. Resources Code, Section 21081(a)(3) ["economic, legal, social, technological, or other considerations" may justify rejecting mitigation and alternatives as infeasible] (emphasis added).)

Environmental impacts that are less than significant do not require the imposition of mitigation measures. (*Leonoff v. Monterey County Board of Supervisors* (1990) 222 Cal.App.3d 1337, 1347.)

The California Supreme Court has stated, "[t]he wisdom of approving . . . any development project, a delicate task which requires a balancing of interests, is necessarily left to the sound discretion of the local officials and their constituents who are responsible for such decisions. The law as we interpret and apply it simply requires that those decisions be informed, and therefore balanced." (*Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553, 576.) In addition, perfection in a project or a project's environmental alternatives is not required; rather, the requirement is that sufficient information be produced "to permit a reasonable choice of alternatives so far as environmental aspects are concerned." Outside agencies (including courts) are not to "impose unreasonable extremes or to interject [themselves] within the area of discretion as to the choice of the action to be taken." (*Residents Ad Hoc Stadium Com. v. Board of Trustees* (1979) 89 Cal.App.3d 274, 287.)

Findings

Having received, reviewed, and considered the EIR for the No. 2021070364, as well as other information in the record of proceedings on this matter, the City of Ontario Council adopts the following Findings (Findings) in its capacity as the legislative body for the City of Ontario (City), which is the CEQA Lead Agency. The Findings set forth the environmental and other bases for current and

subsequent discretionary actions to be undertaken by the City and responsible agencies for the implementation of the Proposed Project.

In addition, the City of Ontario City Council (City Council) hereby make findings pursuant to and in accordance with Section 21081 of the California Public Resources Code and State CEQA Guidelines Sections 15090 and 15091 and hereby certifies that:

(1) Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant environmental effect as identified in the final EIR.

(2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.

(3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

Project Environmental Report and Discretionary Actions

The Final SEIR addresses the direct, indirect, and cumulative environmental effects of construction and operation activities associated with the Proposed Project. The Final SEIR provides the environmental information necessary for the City to make a final decision on the requested discretionary actions for all phases of this project. The Final SEIR was also intended to support discretionary reviews and decisions by other responsible agencies.

Discretionary actions to be considered by the City may include, but are not limited to, the following:

- Approve the project; adopt the MMRP, finding that the MMRP is adequately designed to ensure compliance with the mitigation measures during project implementation; and determine that the significant adverse effects of the project either have been reduced to an acceptable level, or are outweighed by the specific overriding considerations of the project as outlined in the CEQA Findings of Fact, as set forth herein.

- Approve the Proposed Project and related discretionary actions.

Format

Section 15091 of the CEQA Guidelines requires that a Lead Agency make a finding for each significant effect for the project. This section summarizes the significant environmental impacts of the project, describes how these impacts are to be mitigated, and discusses various alternatives to the Proposed Project, which were developed in an effort to reduce the remaining significant environmental

impacts. All impacts are considered potentially significant prior to mitigation unless otherwise stated in the findings.

This remainder of this section is divided into the following subsections:

Section III B, Findings Regarding Environmental Impacts Not Requiring Mitigation, presents topical areas that would result in no impact or less than significant impacts in the Draft SEIR.

Section III C, Findings on Significant Environmental Impacts that can be Reduced to Less Than Significant, presents significant impacts of the Proposed Project that were identified in the Final SEIR, the mitigation measures identified in the MMRP, and the rationales for the findings.

Section III D, Significant Unavoidable Impacts that cannot be Mitigated to Below the Level of Significance, presents significant unavoidable impacts of the Proposed Project that were identified in the Final SEIR, the mitigation measures identified in the MMRP, and the rationales for the findings.

Section III E, Cumulative Impacts, presents the summary of cumulative impacts of the Proposed Project.

Section IV, Alternatives to the Proposed Project, presents alternatives to the project and evaluates them in relation to the findings set forth in Section 15091(a)(3) of the State CEQA Guidelines, which allows a public agency to approve a project that would result in one or more significant environmental effects if the project alternatives are found to be infeasible because of specific economic, social, or other considerations.

Section V, Additional CEQA Considerations, presents additional CEQA considerations including significant irreversible changes due to the Proposed Project and growth inducing impacts of the Proposed Project.

Section VI, Findings on Responses to Comments on the Draft SEIR and Revisions to the Final SEIR, presents the City's findings on the response to comments and revisions to Final SEIR, and decision on whether a recirculated Draft SEIR is necessary or not.

Section VII, Statement of Overriding Considerations, presents a description of the Proposed Project's significant and unavoidable adverse impacts and the justification for adopting a statement of overriding consideration.

Section VIII, Mitigation Monitoring Reporting Program, presents the Mitigation Monitoring and Reporting Program.

Section IX, Certification, identifies the requirements for certification of the SEIR.

B. FINDINGS REGARDING ENVIRONMENTAL IMPACTS NOT REQUIRING MITIGATION

Issues Deemed No Impact Or Less Than Significant Impact

Pursuant to CEQA Guidelines Section 15060(d) and 15063 that allow a lead agency to skip preparation of an Initial Study and begin work directly on the EIR process. As such, here, an NOP was issued without an accompanying Initial Study.

Findings on "No Impact" and "Less Than Significant Impacts"

Based on the environmental assessments in the Final SEIR, the City determined that the Proposed Project would have no impact or less than significant impacts, including direct, indirect, and cumulative impacts, for the environmental issues summarized below. The rationale for the conclusion that no significant impact would occur in each of the issue areas is based on the environmental evaluation in the listed topical EIR sections in Chapter 5 of the Draft SEIR, which include Environmental Setting, Environmental Impacts, Cumulative Impacts, and Mitigation Measures.

The EIR concluded that all or some of the impacts of the Proposed Project with respect to the following issues either will not be significant or will be reduced to below a level of significance by implementing project design features or existing plans, programs, and policies as detailed in Chapter 5 of the Draft SEIR. Those issues include the following topical areas in their entirety or portions thereof: Aesthetics, Agriculture and Forestry Resources, Air Quality, Biological Resources, Cultural Resources, Energy, Greenhouse Gas (GHG) Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Noise, Population and Housing, Public Services, Recreation, Transportation, Tribal Cultural Resources, Utilities and Service Systems, and Wildfire. CEQA Guidelines Section 15901 requires that an EIR may not be certified for a project which has one or more significant environmental effects unless one of three possible findings is made for each significance effect. Since the following environmental issue areas were determined to have no impact or a less than significant impact, no findings for these issues are required.

1. Aesthetics

Impact 5.1-1: Implementation of TOP 2050 would not substantially alter scenic vistas in Ontario. [Threshold AE-1]

Scenic vistas generally provide visual access or panoramic views to a large geographic area. Panoramic views are usually associated with vantage points over a section of urban or natural areas that provide a geographic orientation not commonly available. Examples of scenic or panoramic views might include an urban skyline, valley, mountain range, large open space, the ocean, or other bodies of water. The San Gabriel Mountains are the most prominent scenic vista in or around Ontario.

The 2010 Certified EIR concluded that the Approved Project would not substantially alter scenic vistas in the City, as proposed growth is primarily concentrated in undeveloped areas interspersed in existing residential areas. Land use change as a result of new development under the Approved Project would alter the visual appearance of the Ontario Ranch from rural agriculture to low and low-medium density

residential land uses and office/industrial mixed uses. However, the scale and design of the City would not deter views of the San Gabriel Mountains, which are the dominant scenic resource in the City of Ontario. Regulations such as the City's Municipal Code and policies as part of the Approved Project would ensure that increased development would not impact scenic vistas. Additionally, development within the low-lying areas of Ontario would not have the potential to alter scenic views provided by the backdrop of the San Gabriel Mountains as the peaks rise to 7,000 feet above mean sea level.

The Proposed Project would increase the number of housing units and population in comparison to the Approved Project, as shown in Table 3-4, *Comparison of Approved TOP to TOP 2050*, in Chapter 3, *Project Description*, of the Draft SEIR. TOP 2050 has minor changes in land use and buildout projections throughout the City, and the majority of changes are concentrated in four growth areas and the Ontario Ranch. Increased development under TOP 2050 would occur within the city limits and already urbanized areas of the City. As described in Chapter 3, *Project Description*, these land use changes are intended to improve growth areas by encouraging the use of alternative forms of transportation, promoting healthier communities through land use planning that encourages walking and biking, promoting vibrant communities, putting residents in proximity to resources (i.e., jobs, grocery stores, retail), and aligning growth with planned infrastructure improvements and regional transportation goals. In addition, Policy CD-1.5 would ensure that major north-south streets would be designed and redeveloped to feature views of the San Gabriel Mountains.

Accordingly, the Proposed Project would not result in significant impacts to scenic views in comparison with the Approved Project. Similarly, the scale and design of the City under TOP 2050 would not deter views of the San Gabriel Mountains. The Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project.

Finding. The Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to scenic resources within a state scenic highway. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.1-5)

Impact 5.1-2: Implementation of TOP 2050 would not alter scenic resources within a State scenic highway. [Threshold AE-2]

The Euclid Corridor and the Mission Boulevard Corridor are the primary scenic corridors in Ontario. These are not State-designated scenic highways, and Ontario does not have any State scenic highways through or in the vicinity of the City. The closest designated State scenic highway is a portion of State Route 142 in Chino Hills, approximately five miles west of the Ontario city limit. As such, the Proposed Project would have no impact on State scenic highways.

The Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project.

Finding. The Proposed Project would have no direct, indirect, and cumulative impacts relating to scenic resources within a state scenic highway. Accordingly, no changes or alterations to the Proposed

Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.1-6)

Impact 5.1-3: Implementation of TOP 2050 would not conflict with zoning or other regulations governing scenic quality. [Threshold AE-3]

The 2010 Certified EIR concluded that while buildout in accordance with the Approved Project would alter the visual appearance of the City, it would not substantially degrade the existing visual character or quality of the site and its surroundings.

An "urbanized area," as defined by CEQA Section 21071, is an incorporated city that either has a population of at least 100,000 persons, or if the population of that city and not more than two contiguous incorporated cities combined equals at least 100,000 persons. As described in Chapter 3, *Project Description*, of the Draft SEIR, the population of Ontario was approximately 179,597 as of 2021 (see also Table 4-1, *City of Ontario Existing Land Use*, in Chapter 4, *Environmental Setting*, of the Draft SEIR). Therefore, this impact analysis addresses whether, for an urbanized area, the Proposed Project would conflict with zoning or other regulations governing scenic quality.

TOP is also the primary planning document for the City of Ontario. As described in Chapter 3, *Project Description*, the Proposed Project is a focused effort intended to comply with State housing mandates; conform with new State laws on community health, environmental justice, climate adaptation, resiliency, and mobility; bring long-term growth and fiscal projections into alignment with current economic conditions; and advance the Implementation Plan and Tracking and Feedback system. The majority of updates created through the Proposed Project weave refinements throughout the existing structure of the Policy Plan.

TOP 2050 includes goals and policies to ensure that new development would be compatible with the existing community (Policy LU-2.6) and would be of quality design (Policies CD-2.1 through CD-2.9). Additionally, the Community Design Element includes policies to ensure that the urban environment is appealing (Policies CD-3.2, CD-3.3, and CD-3.5) and to preserve the historic neighborhood character (Policy CD-4.2). Adherence to the Land Use Element and Community Design Element policies described above would reduce visual impacts.

Additionally, future development under the Proposed Project would still be required to adhere to the City's Development Code, which includes general development requirements for development density, screening and setback, signing, landscaping, lighting, height limitations, and other aspects related to the aesthetic of the City. Finally, as described in Chapter 1, *Development Code Enactment and General Provisions*, of the City's Development Code, the Development Code is enacted to assist implementation of planning, zoning, development, subdivision, and environmental laws and the TOP and to achieve the proper arrangement of land uses envisioned in the TOP. Because it is the overriding planning document for the City, and because it is intended to improve consistency with existing regulations and conditions, the Proposed Project, as TOP 2050, would not have a significant impact with respect to being inconsistent with policies or regulations governing scenic quality. As such, the Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project.

Finding. The Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to existing visual character and quality of public views and to conflict with applicable zoning and other regulations governing scenic quality. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.1-7)

Impact 5.1-4: Buildout of the Proposed Project would generate additional light and glare, which would be minimized through adherence to the City of Ontario Development Code. [Threshold AE-4]

The 2010 Certified EIR concluded that development of the Approved Project would result in new sources of light or glare but with adherence to the design standards of the City of Ontario Development Code, impacts were less than significant.

New development would generate new sources of light and glare through increased urbanization and densification of the city, affecting day or nighttime views. Sources of light include nighttime street and building illumination, security lighting, nighttime traffic, and lighting associated with construction activities. Lighting introduced to undeveloped and open space areas has the potential to impact visual quality of the nighttime sky.

Like the Approved Project, TOP 2050 would result in additional sources of light or glare, especially in the Ontario Ranch area. However, the City of Ontario Development Code contains standards addressing lighting through its design policies. Adherence to the design standards of the City of Ontario Development Code would ensure that light and glare from new developments would be minimized and that significant impacts would not occur. Compared to the Approved Project, the Proposed Project does not introduce substantial new sources of light and glare, and impacts would be less than significant. Therefore, the Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project.

Finding. The Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to light and glare. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.1-7)

2. Agriculture and Forestry Resources

Impact 5.2-1: The Proposed Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance in Ontario to nonagricultural use. [Threshold AG-1]

The 2010 Certified EIR concluded that buildout of the Approved Project would result in significant and unavoidable impacts to Prime Farmland, Unique Farmland, and Farmland of Statewide Importance because it converted all of the then-existing land under these categories to residential, commercial, mixed-use, and industrial land uses.

With implementation of the Approved Project, the City of Ontario no longer has land designated for agricultural use. Existing agricultural uses are still allowed to persist as non-conforming uses (see Policies ER-5.3 and ER-5.4). Additionally, the Approved Project re-designated agricultural land to nonagricultural land uses provided that equivalent Important Farmland is preserved elsewhere, or funds associated with the 1988 Park Bond Act are returned. Consequently, buildout of the Approved Project would ultimately result in the conversion of all existing Important Farmland within the City to nonagricultural uses.

Because the City of Ontario's land use plan no longer designates agricultural land uses in the City, and the current TOP is the baseline for this SEIR, the Proposed Project would not, itself, plan for the conversion of Prime Farmland, Unique Farmland, and Farmland of Statewide Importance to nonagricultural uses. Therefore, the Proposed Project would have no impact on land zoned for the purpose of agricultural uses. The Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project.

Finding. The Proposed Project would have no direct, indirect, and cumulative impacts relating to conversion of Farmland to nonagricultural use. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.2.12)

Impact 5.2-2: The Proposed Project would not conflict with existing zoning for agricultural use or a Williamson Act contract. [Threshold AG-2]

The 2010 Certified EIR concluded that the Approved Project would have a significant and unavoidable impact on a Williamson Act contract because the Approved Project would result in loss of agricultural use. There are two main categories for agricultural land under the City's zoning code, including Residential-Agriculture and Specific Plan Agriculture Preserve. Rural residential land use and Residential-Agriculture zoning allow low density housing and estates with some minimal agriculture use such as the keeping of chickens or horses; however, this zoning designation was not intended for large-scale farming/agricultural operations. Additionally, areas of Ontario Ranch are zoned as Specific Plan Agriculture Preserve under the Approved Project. The Agricultural Overlay Zone (or the Right to Farm Ordinance) requires that each Specific Plan address the appropriate transition of the area from agricultural uses to urban uses and include provisions for buffering between the proposed uses to protect agricultural and urban uses.

At the time of approval of the Approved Project, a number of Williamson Act contracts were designated for nonrenewal by the landowners and set to expire between 2009 and 2017. As shown in Figure 5.2-2, *Williamson Act Lands*, in Section 5.2, *Agriculture and Forestry Resources*, of the Draft SEIR, some contracts have already expired since the Approved Project was adopted, but a number of contracts are still active for a total of 719 acres of Williamson Act contract land in the City.[1] Any land held in a Williamson Act contract would have to be filed for nonrenewal, and the contract would have to be allowed to expire before any development occurs on it. Buildout of the Proposed Project, like the Approved Project, would most likely require the cancellation or nonrenewal of these contracts.

[1] There are 18.78 acres set to expire in 2022, 275.52 acres set to expire in 2027, and 93.40 acres set to expire in 2028.

However, because buildout of the Approved Project would have resulted in the cancellation or nonrenewal of Williamson Act contracts, the Proposed Project would not result in further impacts to Williamson Act lands. As such, impacts from the Proposed Project in this respect would be less than significant. The Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project.

Finding. The Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to conflict with existing zoning for agricultural use or a Williamson Act contract. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.2.13)

Impact 5.2-3: The Proposed Project would not conflict with existing zoning for forest land, timberland, or timberland zoned Timberland Production, or result in the loss of forest land or conversion of forest land to nonforest use. [Thresholds AG-3 and AG-4]

At the time of the 2010 Certified EIR, impacts to forest land or timberland were not included in the CEQA Guidelines Appendix G checklist. Therefore, the 2010 Certified EIR did not identify any significant impacts related to forest or timberlands.

There are no land use designations or zoning for forest land, timberland, or timberland zoned Timberland Production in the City of Ontario. Consequently, the Proposed Project would not conflict with existing zoning for forest land, timberland, or timberland zoned Timberland Production.

Native habitats and vegetation communities are virtually absent throughout Ontario. Present plants in the Original Model Colony (OMC) primarily include turf, weeds, nonnative grasses, and nonnative trees and plants for landscaping, which have limited biological resource value. Low and medium residential and industrial uses make up the majority of land uses in Ontario Ranch, and (nonnative) vegetation communities primarily include surface water areas, flood control channel areas, agricultural fields, and developed areas. Therefore, there is no land in Ontario that would be considered forest land. Consequently, implementation of the Proposed Project would not result in loss or conversion of timberland to nonforest uses, and there would be no impact.

The Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project.

Finding. The Proposed Project would have no direct, indirect, and cumulative impacts relating to conflict with existing zoning for, or cause rezoning of, forestland, timberland, or timberland zoned Timberland Production and to loss of forestland or conversion to nonforest use. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.2.13)

Impact 5.2-4: The Proposed Project would not involve other changes that would result in conversion of Farmland to nonagricultural use or conversion of forest land to nonforest use. [Threshold AG-5]

The 2010 Certified EIR determined that conversion of agricultural uses in the City may cause farms and agricultural land uses outside the City to be converted to nonagricultural uses because of the nuisances related to agriculture and because of development pressures. When nonagricultural land uses are placed near agricultural uses, the odors, noises, and other hazards related to agriculture conflict with the activities and the quality of life of the people living and working in the surrounding areas. The 2010 Certified EIR identified that even though future development projects under the Approved Project would require environmental review in accordance with CEQA, including assessment of potential agricultural resources impacts, the development of the land in accordance with the Approved Project would create significant impacts on surrounding agricultural resources by encouraging its conversion.

The 2010 Certified EIR identified significant and unavoidable impacts to agricultural resources because buildout would result in all agricultural areas being converted to nonagricultural uses, and because buildout of the Approved Project would lead to cancellation or expiration of Williamson Act contracts. As discussed above, this could affect areas outside of the City as well. However, because former agriculture areas within Ontario are now already designated for nonagricultural uses and the current TOP is the baseline for this SEIR, the Proposed Project would not conflict with agricultural uses and would not result in conversion of farmland to nonagricultural use. Therefore, the Proposed Project would not result in significant impacts in this regard.

There is no forest land in Ontario, and therefore the Proposed Project would not result in conversion of forest land to nonforest use.

Consequently, the Proposed Project would not involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to nonagricultural use or conversion of forest land to non-forest use, and impacts would be less than significant. The Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project.

Finding. The Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to other changes that could result in conversion of Farmland to nonagricultural use or conversion of forest land to nonforest use. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.2.14)

3. Air Quality[2]

Impact 5.3-5: The Proposed Project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. [Threshold AQ-4]

The Certified EIR did not identified any significant odor impacts associated with the Approved Project. Growth within the City under TOP 2050 could generate new sources of odors. Nuisance odors from land uses in the South Coast Air Basin (SoCAB) are regulated under South Coast Air Quality Management District (AQMD) Rule 402, Nuisance, which states:

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

Industrial Land Uses

Buildout permitted under the Approved Project and the Proposed Project could include new sources of odors, such as compost facilities, landfills, solid-waste transfer stations, fiberglass manufacturing facilities, paint/coating operations (e.g., auto body shops), asphalt batch manufacturing plants, chemical manufacturing, and food manufacturing facilities. Similar to the Approved Project, areas where these types of uses could be developed under TOP 2050 would be generally limited to the areas designated Industrial (see Figure 3-5, *Proposed Land Use Plan*, in Chapter 3, *Project Description*, of the Draft SEIR). Future environmental review would be required for these types of industrial projects, which would ensure that sensitive land uses are not exposed to objectionable odors. Industrial land uses associated with TOP 2050 also would be required to comply with South Coast AQMD Rule 402. Therefore, impacts from potential odors generated from industrial land uses associated with TOP 2050 are considered less than significant. The Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project.

Residential and Other Land Uses

Like the Approved Project, residential and other nonresidential, nonindustrial land uses that would be accommodated by TOP 2050 could result in the generation of odors such as exhaust from landscaping equipment and from cooking. Unlike industrial land uses, these are not considered potential generators of odor that could affect a substantial number of people. Nuisance odors are regulated under South Coast AQMD Rule 402, which requires abatement of any nuisance generating a verified odor complaint. Therefore, impacts from potential odors generated from residential and other nonresidential land uses associated with TOP 2050 are considered less than significant. The Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project.

[2] Impacts 5.3-1, 5.3-2, 5.3-3, and 5.3-4 are addressed in Section E, *Significant and Unavoidable Significant Impacts that Cannot be Mitigated to Below the Level of Significance.*

Construction

Like the Approved Project, during construction activities of development projects that would be accommodated by TOP 2050, construction equipment exhaust and application of asphalt and architectural coatings would temporarily generate odors. Any construction-related odor emissions would be temporary and intermittent. Noxious odors would be confined to the immediate vicinity of the construction equipment in use. By the time such emissions reached any sensitive receptor sites, they would be diluted to well below any level of air quality concern. Short-term construction-related odors are expected to cease upon the drying or hardening of odor-producing materials. Therefore, impacts associated with construction-generated odors are considered less than significant. The Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project.

Finding. The Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to other emissions, such as those leading to odors. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.3.47)

4. Biological Resources

Impact 5.4-1: Compliance with existing regulations would ensure that implementation of TOP 2050 would not adversely affect sensitive species. [Threshold B-1]

The 2010 Certified EIR found that development in accordance with the Approved Project could result in the loss of sensitive species. However, the Approved Project did not have substantial adverse impacts on sensitive animal species after compliance with the requirements of the California Endangered Species Act (CESA) and Federal Endangered Species Act (FESA), including United States Fish and Wildlife Service (USFWS) requirements regarding critical habitat; mitigation fees paid by projects in Ontario Ranch; and acquisition and management of habitat using those fees.

Implementation of TOP 2050 would not directly result in removal of vegetation or wildlife in the City because the General Plan does not confer entitlements for development. Development in accordance with TOP 2050 could result in habitat modification and removal. Such development could also result in the introduction of nonnative species of weeds, insects, and domestic animals that could adversely impact sensitive species. Development projects considered for approval under TOP 2050 would be required to undergo independent CEQA review. Such projects would be required to comply with the federal and California Endangered Species Acts.

The following sensitive species have been observed in Ontario, and suitable habitat for each of these species is present in the City: great egret (*Ardea alba*), great blue heron (*Ardea Herodias*), snowy egret (*Egretta thula*), sharp-shinned hawk (*Accipiter striatus*), tricolored blackbird (*Agelaius tricolor*), double-crested cormorant (*Phalacrocorax auritus*), Cooper's hawk (*Accipiter cooperi*), burrowing owl, loggerhead shrike (*Lanius ludovicianus*), and long-billed curlew (*Numenius americanus*). Several additional species have been observed for which the City has suitable foraging habitat but limited or no suitable nesting habitat: ferruginous hawk, mountain plover (*Charadrius montanus*), northern harrier (*Circus cyaneus*), white-tailed kite (*Elanus leucurus*), merlin (*Falco columbarius*), prairie falcon (*Falco mexicanus*), peregrine falcon, and

white-faced ibis. Several sensitive bat species are considered to have possible roosting opportunities in the City and are listed in Table 5.4-2, *Sensitive Wildlife Species Known or With Potential to Exist in the City of Ontario*, in Section 5.4, *Biological Resources*, of the Draft SEIR.

No sensitive plant species have been observed in Ontario, and the only such species that are considered potentially present in the City have a low potential due to lack of suitable habitat. Therefore, implementation of TOP 2050 would not have substantial adverse impacts on sensitive plant species.

Nearly the entire City is developed with urban and agricultural uses, and there is very little native habitat remaining. Vacant land in the City may have low habitat value, however, because much of it is barren ground and does not support vegetation, and because many areas of vacant land are small, surrounded by developed urban uses, and isolated from other vacant land. There is nonetheless a chance that some sensitive species occur in remnant or disturbed habitats, and focused surveys may be warranted for individual sites that are the subject of development proposals. The assessment of the need for focused surveys would be carried out on a project-by-project basis in accordance with existing federal, state, and local regulations. This would apply equally to the OMC and Ontario Ranch.

Most potential biological resources in the City are in Ontario Ranch because the rest of the City is almost entirely built out. Some of the parts of Ontario Ranch that were previously used as dairies have undergone surveys for Delhi Sands Flower-Loving Fly (DSFLF), and the USFWS has determined that the likelihood of occupancy by DSFLF in these areas is low enough that further surveys would not be required; however, project applicants would need to consult with the USFWS on a case-by-case basis to determine survey requirements.

Parts of the closed Milliken Waste Disposal Site in the OMC are considered suitable for preservation or enhancement as burrowing owl habitat.

The settlement agreement for the City of Ontario Sphere of Influence General Plan Amendment governs mitigation for biological resources impacts in Ontario Ranch associated with potential impacts to the burrowing owl, the DSFLF, raptor foraging and wildlife habitat, loss of open space, actual and potential habitat and agricultural land, and sensitive species (listed and nonlisted). The terms of the settlement agreement were discussed in the "Local Regulations" section under "City of Ontario Sphere of Influence General Plan Amendment, Final EIR, and Settlement Agreement."

TOP 2050 includes policies to ensure that special-status species and habitat are protected through compliance with state and federal regulations (e.g., Policies ER-5.1 and ER-5.2). Projects under TOP 2050 that undergo independent CEQA review would be required to determine whether there is potential habitat on-site for sensitive species. If potential habitat were found on-site, focused surveys for those sensitive species potentially present would be required. If sensitive species were found, the project proponent would be required to consult with the CDFW regarding impacts to sensitive species and ensuing mitigation. Mitigation for impacts to sensitive species is often in the form of acquisition or restoration of habitat, on-site or off-site, at a ratio to the area of impacted land that would be determined by the CDFW or USFWS. For projects that are sited within critical habitat for a listed species and are proposed by federal agencies or involve federal permits or funding, the project proponent would be required under the FESA to consult with the USFWS regarding impacts and mitigation. Projects in Ontario Ranch would pay a mitigation fee that would be deposited into a trust

fund to be used for the acquisition, restoration, rehabilitation, and maintenance of lands deemed to have long-term conservation value.

TOP 2050 would have similar biological resources impacts as the current Approved TOP. This is because while the Proposed Project would increase land use intensity, TOP 2050 would not result in development of new, previously undeveloped areas of the City. Compliance with the requirements of the California and Federal Endangered Species Acts, including requirements of the USFWS regarding critical habitat; mitigation fees paid by projects in Ontario Ranch; and acquisition and management of habitat using those fees would reduce impacts on sensitive animal species from implementation of TOP 2050.

The Proposed Project would not result in new impacts or a substantial increase in the magnitude of impacts to special-status species compared to the Approved Project.

Finding. The Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to candidate, sensitive, or special status species. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.4.30)

Impact 5.4-2: Compliance with existing regulations would ensure that implementation of TOP 2050 would not have an adverse impact on riparian or sensitive habitats. [Threshold B-2]

Ontario is almost completely developed with urban and agricultural uses, with no large open areas of native habitat. Available open space consists of agricultural fields, parks and golf courses, and scattered vacant lots. The 2010 Certified EIR found that the Approved Project would not have substantial adverse impacts to surface water areas, or to riparian or aquatic vegetation in surface water areas or flood control channels. Detention basins would be designated Open Space–Non-recreation or Open Space–Parkland. Projects affecting riparian habitat would be required to mitigate potential impacts to riparian areas through the existing permitting process.

Surface water areas are assumed to contain sensitive natural communities if they support plants such as mulefat and willow, which also occur in sensitive communities listed in the California Natural Diversity Database as occurring in the region. Surface water areas in the City include detention basins and other man-made lakes, such as those in golf courses, as well as dairy manure water retention basins, irrigation ponds, and livestock watering ponds associated with agricultural uses in Ontario Ranch.

Detention basins would be designated Open Space–Non-recreation, except some of the basins in Cucamonga-Guasti Regional Park would be designated Open Space–Parkland. The basins would not be developed with other land uses.

Implementation of TOP 2050 would not result in direct vegetation removal in surface water areas in the City; however, projects approved pursuant to TOP 2050 could indirectly result in such removal. Projects that would result in impacts to surface water areas determined to be jurisdictional to the state would require CDFW approval pursuant to the Fish and Game Code (Section 1600 et. seq.) in the

form of Streambed Alteration Agreements. Such impacts would require mitigation, also subject to CDFW approval.

Policy ER-5.1 would support avoidance of adverse impacts to protected wetlands, waters of the United States, and waters of the State.

Compared to the Approved Project, TOP 2050 would have similar impacts to sensitive habitat because it would not result in development of new, previously undeveloped areas of the City even though it would result in an increase in land use intensity. Individual projects undergoing environmental review under CEQA would be required to determine whether there is potential habitat on-site for sensitive species. If sensitive species were found on-site, the project proponent would be required to consult with the CDFW regarding impacts to sensitive species and ensuing mitigation. Projects in Ontario Ranch would pay a mitigation fee that would be deposited into a trust fund to be used for the acquisition, restoration, rehabilitation, and maintenance of lands deemed to have long-term conservation value. In conclusion, projects affecting riparian habitat in the City would be required to mitigate potential impacts to riparian areas through the existing permitting process.

The Proposed Project would not result in new impacts or a substantial increase in the magnitude of impacts to riparian habitat or sensitive natural communities compared to the Approved Project.

Finding. The Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to riparian habitat or sensitive natural community. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.4.31)

Impact 5.4-3: Compliance with existing regulations would ensure that implementation of TOP 2050 would not have an adverse impact on jurisdictional waters. [Threshold B-3]

The 2010 Certified EIR found that the Approved Project would not have substantial adverse impacts on jurisdictional waters. Flood control channels and detention basins would be designated Open Space–Non-recreation or Open Space–Parkland. Projects that have the potential to result in impacts to waters of the state would be subject to approval by CDFW; United States Army Corps of Engineers (USACE); require a Section 404 permit under the Clean Water Act (CWA) or consultation with Environmental Protection Agency (EPA) for a Section 7 take permit, as applicable; and require mitigation in accordance with the applicable permits.

The Cucamonga Creek and Deer Creek channels and portions of the Lower Deer Creek, Day Creek, Etiwanda Creek, and West Cucamonga Creek channels, are owned and maintained by San Bernardino County; they are not subject to land use controls by the City of Ontario and would not be affected by TOP 2050. Remaining segments of the Lower Deer Creek, Day Creek, Etiwanda Creek, and West Cucamonga Creek channels in the City that are owned by the City of Ontario, would be designated Open Space–Non-recreation by TOP 2050 and would not be developed with other land uses. The Cucamonga, Ely, Wineville, and Chris detention basins are also owned and maintained by the County and would not be affected by TOP 2050.

Ontario Ranch contains dairy manure water retention basins, irrigation ponds, livestock watering, and man-made lakes. In addition, fields under cultivation or left fallow accumulate surface water in ponds or ditches. The CDFW may have jurisdiction over these water bodies, but they are not expected to come under USACE jurisdiction. Implementation of TOP 2050 would not result in direct impacts to waters of the State because TOP 2050 does not grant specific entitlements for development. Tributaries to any channels in the city, plus areas that are fed by surface waters, are considered waters of the State and are jurisdictional to CDFW. Projects resulting in impacts to waters of the State would be subject to approval by CDFW through Streambed Alteration Agreements and would require mitigation as determined by the CDFW for any consequent impacts.

Individual projects undergoing environmental review under CEQA would be required to determine whether there is potential habitat on-site for sensitive species. If sensitive species were found, the project proponent would be required to consult with the CDFW regarding impacts to sensitive species and ensuing mitigation. Projects in Ontario Ranch would pay a mitigation fee that would be deposited into a trust fund to be used for the acquisition, restoration, rehabilitation, and maintenance of lands deemed to have long-term conservation value.

Compared to the Approved Project, TOP 2050 would have similar impacts to jurisdictional waters. This is because the Proposed Project would result in an increase in land use intensity but would not result in development of new, previously undeveloped areas of the City. In conclusion, because projects that have the potential to result in impact to waters of the State would be subject to approval by CDFW and USACE, require a Section 404 permit under the CWA or consultation with the EPA for a Section 7 take permit, and mitigation would be required in accordance with the applicable permits, impacts to jurisdictional waters in the City associated with TOP 2050 would be less than significant.

The Proposed Project would not result in new impacts or a substantial increase in the magnitude of impacts to jurisdictional waters compared to the Approved Project.

Finding. The Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to state or federally protected wetlands. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.4.33)

Impact 5.4-4: Implementation of TOP 2050 would not adversely affect wildlife movement. [Threshold B-4]

The 2010 Certified EIR found that no regional wildlife movement corridors have been identified in the City. Therefore, the Approved Project did not result in substantial adverse effects to wildlife movement.

No regional wildlife movement corridors have been identified in the City, most of which is ill suited for the purposes of wildlife movement. The flood control channels and the Southern California Edison (SCE) corridors could serve as local corridors for movement within the City and between the San Gabriel Mountains to the north and the Prado Basin to the south. The segments of flood control channels in the City would be designated Open Space–Non-recreation under TOP 2050 and would

not be developed with other land uses. The SCE corridors would also be designated Open Space–Non-recreation. Therefore, implementation of TOP 2050 is not anticipated to substantially impair the use of flood control channels or SCE corridors in the City as wildlife movement corridors.

There are trees and shrubs scattered throughout the City that may be used for nesting or roosting by migrating birds. TOP 2050 would not grant specific entitlements for development; therefore, implementation of TOP 2050 would not directly impact vegetation that could be used by migrating birds. Such projects would be required to comply with the federal Migratory Bird Treaty Act. Therefore, TOP 2050 is not anticipated to have substantial adverse impacts to migratory birds. Furthermore, Policy ER-5.1 would encourage efforts to conserve flood control channels and transmission line corridors as wildlife movement corridors. Consequently, impacts would be less than significant.

Compared to the Approved Project, TOP 2050 would have similar impacts associated with wildlife movement corridors. Though the Proposed Project would increase land use intensity, it would not result in development of new, previously undeveloped areas of the City. Like the Approved Project, TOP 2050 would not result interfere with wildlife movement in a wildlife corridor.

The Proposed Project would not result in new impacts or a substantial increase in the magnitude of impacts to wildlife movement compared to the Approved Project.

Finding. The Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridor, and to the impediment of use of native wildlife nursery sites. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.4.33)

Impact 5.4-5: Development in accordance with TOP 2050 would require compliance with the requirements of the Delhi Sands Flower-Loving Fly Ontario Recovery Unit. [Thresholds B-5 and B-6]

The 2010 Certified EIR found that the Approved Project would not conflict with the requirements of the DSFLF Ontario Recovery Unit or critical habitat for the San Bernardino kangaroo rat. Since 2008, the critical habitat for the San Bernardino kangaroo rat is no longer in Ontario, so it is not evaluated in this discussion.

The Ontario Recovery Unit for the DSFLF includes 21.7 square miles of Ontario, mostly in the eastern and southwestern portions of the City, including portions of Ontario Ranch. Projects proposed within the Ontario Recovery Unit would be required to conduct focused surveys for DSFLF on the project site and consult with the USFWS regarding mitigation of impacts on any DSFLF found, pursuant to Section 7 of the FESA. In some of the parts of Ontario Ranch that were previously used as dairies, the USFWS has concluded from the findings of previous focused surveys that DSFLS is very unlikely to occur; therefore, no focused surveys for DSFLF areas are required in these areas. Projects proposed pursuant to TOP 2050 would need to ascertain requirements for focused surveys for DSFLF from the USFWS on a case-by-case basis.

There is one habitat conservation plan (HCP) in the City, a 19-acre area near the intersection of Greystone Drive and the eastern city boundary established to protect the DSFLF. The HCP area would remain designated Industrial under the Proposed Project. Any project proposed for development within this HCP pursuant to TOP 2050 would be required to consult with the USFWS regarding project impacts on DSFLF and mitigation of any such impacts. Therefore, TOP 2050 would comply with this HCP.

TOP 2050 would not grant specific entitlements for development and would not conflict with FESA requirements and USFWS regulations regarding critical habitat. Furthermore, Policy ER-5.1 of TOP 2050 would support efforts to conserve high-quality habitat for the DSFLF. Individual projects undergoing environmental review under CEQA would be required to determine whether there is a potential for habitat on-site for sensitive species. If sensitive species were found on-site, the project proponent would be required to consult with the CDFW regarding impacts to sensitive species and ensuing mitigation. Projects in Ontario Ranch would pay a mitigation fee that would be deposited into a trust fund to be used for the acquisition, restoration, rehabilitation, and maintenance of lands deemed to have long-term conservation value.

Compared to the Approved Project, TOP 2050 would have similar impacts regarding consistency with a habitat conservation plan. This is because the Proposed Project would increase land use intensity but would not result in development of new, previously undeveloped areas of the City. Like the Approved Project, TOP 2050 would not conflict with the DSFLF HCP.

The Proposed Project would not result in new impacts or a substantial increase in the magnitude of impacts to habitat conservation plan compared to the Approved Project.

Finding. The Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to conflict with local policies or ordinances protecting biological resources and to adopted habitat conservation plans or natural community conservation plans. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.4.34)

5. Cultural Resources[3]

Impact 5.5-3: Grading activities would not adversely impact human remains, if accidentally uncovered, because procedures are required under the Public Resources Code and California Health and Safety code. [Threshold C-3]

The 2010 Certified EIR found that grading activities in Ontario would comply with PRC Section 5079.98 so as not to disturb human remains.

There are known Native American gravesites and cemeteries in the City, including Bellevue Memorial Park on the north side of G Street, between Benson Avenue and Mountain Avenue. TOP 2050 in itself does not involve grading activities and would not directly disturb any human remains. However, long-

[3] Impacts5.5-1 is addressed in Section E, *Significant and Unavoidable Significant Impacts that Cannot be Mitigated to Below the Level of Significance.* Impact 5.5-2 is addressed in Section D*, Findings on Significant Environmental Impacts that Can be Reduced to a Less than Significant Level.*

term implementation of TOP 2050 would allow development and redevelopment, including grading, of sensitive areas, possibly disturbing human remains, including those outside of formal cemeteries.

California Health and Safety Code, Section 7050.5; CEQA Section 15064.5; and PRC Section 5097.98 mandate the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery. Specifically, the California Health and Safety Code requires that if human remains are discovered on a project site, disturbance of the site shall remain halted until the coroner has conducted an investigation into the circumstances, manner, and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in PRC Section 5097.98. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes or has reason to believe the human remains to be those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission. Although soil-disturbing activities associated with development in accordance with TOP 2050 could result in the discovery of human remains, compliance with existing law would ensure that significant impacts to human remains would not occur.

The Proposed Project would not result in new impacts or a substantial increase in the magnitude of impacts to human remains compared to the Approved Project.

Finding. The Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to human remains. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.5.20)

6. Energy

Impact 5.6-1: TOP 2050 would not result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation. [Threshold E-1]

The 2010 Certified EIR assessed the energy demand for electricity and gas services and concluded that the Approved Project would result in a less than significant impact to additional demand for electrical and gas services. The 2010 Certified EIR did not identify impacts associated with wasteful, inefficient, or unnecessary consumption of energy resources.

Short-Term Construction Impacts

Development projects constructed under the Proposed Project would create temporary demands for electricity. Natural gas is not generally required to power construction equipment, and therefore is not anticipated during construction phases. Electricity use would fluctuate according to the phase of construction. Additionally, it is anticipated that most electric-powered construction equipment would be hand tools (e.g., power drills, table saws, compressors) and lighting, which would result in minimal electricity usage during construction activities.

Development projects would also temporarily increase demands for energy associated with transportation. Transportation energy use depends on the type and number of trips, vehicle miles traveled (VMT), fuel efficiency of vehicles, and travel mode. Energy use during construction would come from the transport and use of construction equipment, delivery vehicles and haul trucks, and construction employee vehicles that would use diesel fuel or gasoline. The use of energy resources by these vehicles would fluctuate according to the phase of construction and would be temporary. It is anticipated that most off-road construction equipment, such as those used during demolition and grading, would be gas or diesel powered. In addition, all operation of construction equipment would cease upon completion of project construction.

Furthermore, the construction contractors would be required to minimize nonessential idling of construction equipment during construction in accordance with the California Code of Regulations Title 13, Article 4.8, Chapter 9, Section 2449. Such required practices would limit wasteful and unnecessary energy consumption. Moreover, future development projects accommodated under TOP 2050 would be similar to projects currently in development in Ontario. The types of land uses accommodated under TOP 2050 would also be similar to the land uses accommodated under the Approved Project. Thus, the construction processes for future development projects accommodated under the Proposed Project would be similar to the construction processes of current development projects and projects accommodated under the Approved Project.

TOP 2050 would not result in wasteful, inefficient, or unnecessary consumption of fuel use during construction. The Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to that of the Approved Project.

Long-Term Impacts During Operation

Operation of new development projects accommodated under the Proposed Project would create additional demands for electricity and natural gas compared to existing conditions. Operational use of electricity and natural gas would include heating, cooling, and ventilation of buildings; water heating; operation of electrical systems; use of on-site equipment and appliances; and lighting.

Nontransportation Energy

Electrical service to the City is provided by SCE through connections to existing off-site electrical lines and new on-site infrastructure. As shown in Table 5.6-4, *Year 2050 Forecast Electricity Consumption*, in Section 5.6, *Energy*, of the Draft SEIR, by horizon year 2050, electricity use in the City would decrease by 32,244,780 kilowatt-hours per year, or approximately 9 percent, from existing conditions.

As shown in Table 5.6-5, *Year 2050 Forecast Natural Gas Consumption*, in Section 5.6, *Energy*, natural gas use under the Approved Project totals 100,249,150 therms annually. By 2050, natural gas use in the City would increase by 3,624,970 therms annually, or approximately 4 percent, from existing conditions.

While the electricity demand would decrease and natural gas demand would increase for the City compared to existing conditions, developments accommodated under the Proposed Project would be required to comply with the current and future updates to the Building Energy Efficiency Standards and CALGreen, which would contribute in reducing the energy demands shown in Tables 5.6-4 and

5.6-5. New and replacement buildings in compliance with these standards would generally have greater energy efficiency than existing buildings. It is anticipated that each update to the Building Energy Efficiency Standards and CALGreen would result in greater building energy efficiency and move closer to buildings achieving zero net energy.

In addition to the Building Energy Efficiency Standards and CALGreen, TOP 2050 includes the goals and policies to increase energy efficiency and reduce wasteful, inefficient use of energy resources. The Environmental Resources Element policies focus on coordinating with agencies to pursue energy-efficient goals and strategies, promoting energy-efficient development patterns and site designs, and expanding renewable energy strategies (Environmental Resources Element policies ER-3.2, ER-3.3, ER-3.4, and ER-3.6). Policies ER-3.2 and ER-3.4 would require the best practices identified in green community rating systems to guide development in new communities and promote renewable energy sources for public- and private-sector development. Policy ER-3.3 would require energy-efficient building and site design strategies for future development projects. Policy ER-3.4 would require all new and substantially renovated City buildings of 10,000 square feet and greater to achieve Leadership in Energy and Environmental Design (LEED) Silver Certification standard. Encouraging sustainable and energy-efficient building practices and using more renewable energy strategies will further reduce energy consumption in the City and move closer to achieving zero net energy.

Transportation Energy

The growth accommodated under TOP 2050 would consume transportation energy from the use of motor vehicles (e.g., gasoline, diesel, compressed natural gas, and electricity). Table 5.6-6, *Operation-Related Annual Fuel Usage*, in Section 5.6, *Energy*, shows the net change in VMT, fuel usage, and fuel efficiency of the Proposed Project compared to the Approved Project.

As shown in Table 5.6-6, when compared to the Approved Project, the Proposed Project would result in an overall increase in VMT and fuel usage for gasoline-, diesel-, compressed natural gas- and electricity-powered vehicles. Therefore, the Proposed Project would result in an increase in annual VMT and fuel usage for all vehicles, primarily due to the increase in projected population growth. Fuel efficiency will be the same as the Approved Project, and implementation of the Proposed Project would not result in less efficiency in transportation fuel usage.

The overall VMT shown in the table would be primarily attributable to the increase in population compared to the Approved Project. Although fuel efficiency between the Proposed Project and the Approved Project would be the same, the VMT per service personnel rate (VMT/SP) decreases under the Proposed Project (see Section 5.17, T*ransportation*, Table 5.17-4, *VMT Comparison of TOP 2050 to the Approved TOP*, criterion 1, of the Draft SEIR). A decrease in VMT/SP indicates fewer vehicle trips and shorter trip distances with the growing service population, which accounts for residents and employees who lives and/or works in Ontario. This could be caused by multiple factors, such as better jobs-housing ratio, implementation of more public transit options in the City, and amenities closer to where residents live.

Although VMT associated with electric vehicles and thus electricity usage would increase under the with-project horizon year 2050 scenario when compared to existing Approved Project, it is also anticipated that electric vehicles will improve in energy efficiency. In conjunction with the regulatory

(i.e., Renewables Portfolio Standard [RPS], Senate Bill [SB] 350, and SB 100) and general trend toward increasing the supply and production of energy from renewable sources, it is anticipated that a greater share of electricity used to power electric vehicles will be from renewable sources in future years (e.g., individual photovoltaic systems, purchased electricity from a community choice aggregation, and/or purchased electricity from SCE that is generated from renewable sources).

In addition to regulatory compliance that would contribute to more fuel-efficient vehicles and less demand in fuels, the Proposed Project includes policies that will contribute to minimizing overall VMT, and thus fuel usage associated with the City. These proposed policies focus on minimizing VMT through land use and transportation planning efforts that work in combination. TOP 2050 includes Mobility Element policy M-3.3 and Land Use Element policies LU-1.2, LU-1.4, LU-1.5, and LU-1.6. These policies focus on situating residential development near commercial land uses to promote public transit use. Placing residential and nonresidential uses near each other to create self-sustaining communities and neighborhoods and offering mixed-used developments could result in shorter distances traveled between where people work and live and to amenities. The shorter distances reduce VMT by reducing the average vehicle trip distance traveled. It also encourages people to forego vehicle travel altogether and either bike, walk, or take public transportation, which would also contribute to minimizing VMT.

Furthermore, proposed policies under TOP 2050 include improving public transportation and active transit (e.g., biking and walking) infrastructure in the City (e.g., Mobility Element policies M-2.1, M-2.2, M-2.3, and M-2.4; Community Design Element policy CD-3.2). Improving the public transportation and active transit infrastructure in conjunction with creating more self-sustaining neighborhoods would encourage less travel by single-occupancy-passenger vehicle, which would further contribute to minimizing VMT. Moreover, TOP 2050 Environmental Resources Element policy ER-3.5 focuses on increasing the use of clean fuel and electric vehicles by purchasing more fuel-efficient alternative energy vehicles.

Summary

Overall, regulatory compliance (e.g., Building Energy Efficiency Standards, CALGreen, RPS, and Corporate Average Fuel Economy [CAFE] standards) will increase building energy efficiency and vehicle fuel efficiency and reduce building energy demand and transportation-related fuel usage. Additionally, the Proposed Project includes policies related to land use and transportation planning and design, energy efficiency, public and active transit, and renewable energy generation that will contribute to minimizing building and transportation-related energy demands overall and demands on nonrenewable sources of energy. Implementation of proposed policies under TOP 2050 and Community Climate Action Plan (CCAP) in conjunction with regulatory requirements would ensure that energy demand associated with growth under TOP 2050 would not be inefficient, wasteful, or unnecessary. Therefore, the Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project.

Finding. The Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to wasteful, inefficient, or unnecessary consumption of energy resources. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.6.13)

Impact 5.6-2: Implementation of TOP 2050 would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. [Threshold E-2]

The 2010 Certified EIR did not identify impacts related to consistency with plans for renewable energy or energy efficiency because this was not a threshold in the CEQA Guidelines Appendix G checklist at the time. Applicable plans relevant to the Proposed Project include the California RPS Program.

The state's electricity grid is transitioning to renewable energy under California's RPS Program. Renewable sources of electricity include wind, small hydropower, solar, geothermal, biomass, and biogas. In general, California has RPS requirements of 33 percent renewable energy by 2020 (SB X1-2), 40 percent by 2024 (SB 350), 50 percent by 2026 (SB 100), 60 percent by 2030 (SB 100), and 100 percent by 2045 (SB 100). SB 100 also establishes RPS requirements for publicly owned utilities that consist of 44 percent renewable energy by 2024, 52 percent by 2027, and 60 percent by 2030. The statewide RPS requirements do not directly apply to individual development projects, but to utilities and energy providers such as SCE, whose compliance with RPS requirements would contribute to the State of California objective of transitioning to renewable energy. The land uses accommodated under the Proposed Project would comply with the current and future iterations of the Building Energy Efficiency Standards and CALGreen.

Furthermore, TOP 2050 includes Environmental Resources Element policies ER-3.1, ER-3.2, ER-3.3, ER-3.4, ER-3.5, and ER-3.6 and Safety Element policies S-9.1, S-9.2, and S-9.3, which would support the statewide goal of transitioning the electricity grid to renewable sources and employ best practices regarding energy-saving standards. Therefore, implementation of TOP 2050 would not conflict with or obstruct implementation of California's RPS program. The Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project.

Finding. The Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to conflict with or obstruction of a state or local plan for renewable energy or energy efficiency. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.6.14)

7. Geology and Soils[4]

Impact 5.7-1: Development of TOP 2050 would adhere to the California Building Code to ensure residents, employees, or visitors in Ontario would not be adversely affected by potential seismic-related hazards. [Threshold G-1]

The 2010 Certified EIR found that policies of the Approved Project, and state regulations would ensure that the potential impacts from seismic-related hazards would be less than significant.

[4] Impact 5.7-6 is addressed in Section D, *Findings on Significant Environmental Impacts that Can be Reduced to a Less than Significant Level.*

Earthquakes

The Upper Santa Ana River Valley and vicinity contain a number of known earthquake faults, which are described above in Table 5.7-1, *Estimated Maximum Earthquake Magnitude and Associated Peak Ground Acceleration for Faults in and Near Ontario*, and shown on Figure 5.7-2, *Regional Faults and Fault Zones*, in Section 5.7, *Geology and Soils*, of the Draft SEIR. The City of Ontario is not within any Alquist-Priolo Earthquake Fault Zone. Of the faults listed, the southern section of the San Andreas Fault is estimated to be capable of generating the greatest magnitude earthquake, 8.0. The most intense peak horizontal ground acceleration that any of these faults is estimated to be capable of generating in Ontario is approximately 0.54 g by the Chino Fault, which passes approximately four miles from the southwestern City boundary. Projects considered for approval under TOP 2050 would be required to comply with seismic safety provisions of the California Building Code (CBC; Title 24, Part 2 of the California Code of Regulations). Such compliance would reduce hazards arising from ground shaking to less than significant.

Liquefaction

Based on the groundwater levels throughout the City being greater than 50 feet below ground surface, there is currently no potential for liquefaction.

Seismically Induced Settlement

The entire Ontario area is underlain by young, unconsolidated alluvial deposits and artificial fill that may be susceptible to seismically induced settlement (see Figure 5.7-1, *Geologic Map*, in Section 5.7, *Geology and Soils*, of the Draft SEIR). Implementation of TOP 2050 could indirectly increase the numbers of persons and structures in the City that could be subjected to earthquake-related hazards. Projects developed pursuant to TOP 2050 would be required to meet the most current seismic safety requirements in the CBC. Chapter 16 of the CBC contains requirements for design and construction of structures to resist loads, including earthquake loads. Chapter 18 contains requirements for excavation, grading, and fill; load-bearing values of soils; and foundations, footings, and piles. Compliance with those requirements would ensure that there would not be substantial impacts related to ground shaking, liquefaction, or seismic settlement. Furthermore, TOP 2050 includes the following policies regarding seismic-related 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.

- **S-1.2: Entitlement and Permitting Process.** We follow state guidelines and the California Building Code to determine when development proposals must conduct geotechnical and geological investigations.

- **S-1.3: Continual Update of Technical Information.** We maintain up-to-date California Geological Survey seismic hazard maps.

- **S-1.4**: **Seismically Vulnerable Structures.** We conform to state law regarding unreinforced masonry structures and coordinate with not-for-profits to facilitate seismic retrofits in environmental justice areas and for low-income households.

TOP 2050 would have similar seismic hazards as the current TOP. This is because while the Proposed Project would result in an increase in land use intensity, TOP 2050 would not result in development of new, previously undeveloped areas of the City. After compliance with the safety provisions of the CBC, implementation of TOP 2050 would have less-than-significant impacts from seismic hazards. The Proposed Project would not result in new impacts or a substantial increase in the magnitude of impacts to geology and soils compared to the Approved Project.

Finding. The Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to seismic-related hazards. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.7.19)

Impact 5.7-2: Implementation of TOP 2050 would not result in substantial soil erosion or the loss of topsoil. [Threshold G-2]

The 2010 Certified EIR found that policies of the Approved Project and state regulations would ensure that the potential impacts from erosion or the loss of topsoil would be less than significant.

Erosion

The young alluvial sediment and wind-blown sand underlying the City are generally granular, poorly consolidated, and very susceptible to erosion. Grading increases the potential for erosion by removing protective vegetation, changing natural drainage patterns, and constructing slopes. However, compliance with the CBC and review of grading plans for individual projects by the City Engineer would ensure no significant impacts would occur. In addition, construction activities on project sites larger than one acre are required to prepare a Stormwater Pollution Prevention Plan (SWPPP) that details Best Management Practices (BMPs) to reduce the potential for erosion during construction activities.

Furthermore, TOP 2050 includes the following policies regarding erosion and loss of topsoil:

- **ER-1.6: Urban Run-off Quantity.** We encourage the use of low impact development strategies, including green infrastructure, to intercept run-off, slow the discharge rate, increase infiltration, and ultimately reduce discharge volumes to traditional storm drain systems.

- **ER-1.7: Urban Run-Off Quality.** We require the control and management of urban runoff, consistent with Regional Water Quality Control Board regulations.

- **S-5.1: Dust Control Measures.** We require the implementation of Best Management Practices for dust control at all excavation and grading projects.

- **S-5.2: Grading in High Winds**. We prohibit excavation and grading during strong wind conditions, as defined by the Building Code.

TOP 2050 would have similar soil erosion as the current TOP. This is because while the Proposed Project would result in an increase in land use intensity, TOP 2050 would not result in development of new, previously undeveloped areas of the City. After compliance with the safety provisions of the CBC implementation of TOP 2050 would have less-than-significant impacts from soil erosion. The Proposed Project would not result in new impacts or a substantial increase in the magnitude of impacts to erosion and topsoil loss compared to the Approved Project.

Finding. The Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to erosion and loss of topsoil. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.7-20)

Impact 5.7-3: The City of Ontario would not exacerbate geologic hazards in the City, such as on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. [Threshold G-3]

The 2010 Certified EIR found that policies of the Approved Project, and state regulations would ensure that the potential impacts from geology and soils hazards would be less than significant.

Ground Subsidence

The thick alluvial deposits comprising the Chino Subbasin may be susceptible to compaction, with resulting subsidence at the surface, in the event of rapid groundwater withdrawal. Surface subsidence of up to 2.5 feet and ground fissuring from groundwater extraction have been reported in Chino. Projects considered for approval under TOP 2050 could expose structures or persons to potentially significant hazards from ground subsidence. However, compliance with the CBC and review of grading plans for individual projects by the City Engineer would ensure no significant impacts would occur.

Compressible Soils

The young sediments underlying the City are generally dry and loose in the upper few feet, and therefore are susceptible to compression. Much of the Ontario Ranch has been intensively farmed and is especially susceptible to compression. Developments approved pursuant to TOP 2050 could expose persons or structures to potentially significant hazards from compressible soils. However, compliance with the CBC and review of grading plans for individual projects by the City Engineer would ensure no significant impacts would occur. Furthermore, TOP 2050 includes policies regarding geology and soils hazards.

TOP 2050 would have similar geological hazards as the current TOP. This is because while the Proposed Project would result in an increase in land use intensity, TOP 2050 would not result in development of new, previously undeveloped areas of the City. After compliance with the safety provisions of the CBC implementation of TOP 2050 would have less-than-significant impacts from geologic hazards. The Proposed Project would not result in new impacts or a substantial increase in the magnitude of impacts to geology and soils compared to the Approved Project.

Finding. The Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to geologic hazards. Accordingly, no changes or alterations to the Proposed Project

were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.7-21)

Impact 5.7-4: Development associated with TOP 2050 would not be located on expansive soil, as defined in Table 18-1B of the Uniform building Code (1994), creating substantial direct or indirect risks to life or property. [Threshold G-4]

The 2010 Certified EIR found that policies of the Approved Project, and state regulations would ensure that the potential impacts from geology and soils hazards would be less than significant.

Expansive Soils

Expansive soils are likely in the southern parts of the City, where there are silts, sandy silts, and silty clays. Near-surface soils in the northern and central parts of the City are primarily granular, that is, silty sand, sand, and gravel; such sediments are usually nonexpansive or have very low expansion potential. Projects in the southern part of the City under TOP 2050 could expose persons or structures to potentially significant hazards from expansive soils. However, compliance with the CBC and review of grading plans for individual projects by the City Engineer would ensure no significant impacts would occur. Additionally, TOP 2050 includes policies regarding geology and soils hazards.

TOP 2050 would have similar impacts from expansive soils as the current TOP. This is because while the Proposed Project would result in an increase in land use intensity, TOP 2050 would not result in development of new, previously undeveloped areas of the City. After compliance with the safety provisions of the CBC implementation of TOP 2050 would have less-than-significant impacts from expansive soils. The Proposed Project would not result in new impacts or a substantial increase in the magnitude of impacts to geology and soils compared to the Approved Project.

Finding. The Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to expansive soils. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.7-21)

Impact 5.7-5: Implementation of TOP 2050 would not result in use of septic tanks or alternative waste water disposal systems that would not be supported by soils in the City. [Threshold G-5]

The 2010 Certified EIR found that policies of the Approved Project, and state regulations would ensure that the potential impacts from geology and soils hazards would be less than significant. Wastewater from Ontario is treated at wastewater treatment facilities owned and operated by the Inland Empire Utilities Agency (IEUA). Use of septic tanks would be limited to existing septic tanks, and new septic tanks would be constricted to areas not in practical proximity to existing sewer mains, dependent on approval by the Santa Ana Regional Water Quality Control Board (RWQCB) on a case-by-case basis. The Proposed Project would not result in new impacts or a substantial increase in the magnitude of impacts to geology and soils compared to the Approved Project.

Finding.. The Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to septic tanks and alternative waste water disposal systems. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.7-22)

8. Greenhouse Gas Emissions

Impact 5.8-1: Implementation of TOP 2050 with the CCAP is projected to result in emissions below those of the Approved Project and meet the GHG reduction target established under SB 32 and Executive Order S-03-05 and progress toward the State's carbon neutrality goal. [Threshold GHG-1]

The 2010 Certified EIR identified significant GHG emissions impacts associated with the Approved Project as a result of the magnitude of population and employment growth projected by SCAG and TOP. Development under the Proposed Project would contribute to global climate change through direct and indirect emissions of GHG from land uses within the city. A general plan does not directly result in development without additional approvals. Before any development can occur in the city, it must be analyzed for consistency with TOP 2050, zoning requirements, and other applicable local and State requirements; comply with the requirements of CEQA; and obtain all necessary clearances and permits.

Horizon Year 2050 Emissions Forecast

TOP 2050 is an update to TOP to guide the city's development and conservation through 2050. The Proposed Project is a focused effort, with particular emphasis on conducting technical refinements to the Policy Plan to comply with state housing mandates; conform with new state laws related to community health, environmental justice, climate adaption, resiliency, and mobility; and bring long-term growth and fiscal projections into alignment with current economic conditions. The community GHG emissions inventory for TOP 2050 compared to TOP is shown in Table 5.8-7, *GHG Emission Forecast,* in Section 5.8, *Greenhouse Gas Emissions*, of the Draft SEIR. As shown in this table, the increase in residential units and population associated with the Approved Project compared to the Proposed Project results in an increase in residential building energy use and a slight increase in solid waste and water/wastewater generation compared to the current TOP. However, the GHG emissions efficiency of the Proposed Project, expressed in GHG emissions per service population, improves compared to the Approved Project. Overall, GHG emissions associated with the Proposed Project would be slightly higher compared to those of the Approved Project in the absence of local measures identified in the CCAP and would not meet the 2050 GHG target of 2.0 $MTCO_2e$ per capita.

Table 5.8-7 includes reductions from state measures that have been adopted to reduce GHG emissions, including:

- The RPS requires increases in renewable electricity supplies.
- The Clean Car Standards require increased fuel efficiency of on-road vehicles and decreased carbon intensity of vehicle fuels.

- The updated Title 24 Building Energy Efficiency Standards require new buildings to achieve increased energy efficiency targets.
- The LCFS mandates reduced carbon intensity of fuels used in off-road equipment.
- The short-lived climate pollutants law (SB 1383) proposes a comprehensive strategy to reduce methane and other emissions of short-lived greenhouse gases through regulations on dairy operations and urban landfills, including higher diversion rates of food waste from landfills.

Local GHG Reduction Measures

The City of Ontario has been implementing the GHG reduction measures identified in the 2014 CCAP to reduce GHG emissions in the city.

To improve energy efficiency of municipal buildings and operations, the City launched the Smart Ontario initiative, which involves an energy audit, comprehensive upgrade of municipal utility infrastructure, and implementation of energy infrastructure improvements. As of March 2022, the City has retrofitted all citywide street lights with LED light fixtures and all interior and exterior light fixtures in city buildings (approximately 15,000); has replaced over 100 heating, ventilation, and air conditioning (HVAC) components in city facilities; and replaced 350 thermostats in all city buildings. The City has installed 1.8 megawatt solar photovoltaic systems at the Ontario Convention Center and the Ontario Police Department, generating 2,571,125 kilowatt-hours of energy in 2019. To reduce the GHG emissions of newly constructed city buildings, City policies support all new municipal buildings to be Leadership in Energy and Environmental Design (LEED) certified by the U.S. Green Building Council. In compliance with the California Building Standards Code of Title 24, in November 2019, the City passed an ordinance to amend the municipal code and adopt by reference the 2019 California Green Building Standards Code.

The City has also implemented numerous projects to reduce GHG emissions from the transportation sector, including the installation of 21 electric vehicle (EV) charging stations, adoption of an Active Transportation Master Plan, synchronization of 30 percent of traffic signals through the Traffic Management Center, and completion of pedestrian and bicycle infrastructure improvements through Safe Routes to School and Active Transportation Program grants. Future projects include a citywide e-scooter share program (launching in March 2023), the Multimodal Transportation Center (needs assessment completed in March 2022), and the West Valley Corridor Bus Rapid Transit, a zero-emission bus line (completion expected in 2024).

The Proposed Project includes implementation of the CCAP update. The 2022 update to the CCAP draws upon strategies from the 2014 CCAP and the San Bernadino GHG Reduction Plan, with new strategies to address current state regulations and local issues of concern. The CCAP identifies GHG emissions reductions targets for the City of Ontario that would ensure consistency with the State GHG reduction goals of EO S-03-05 and substantial progress toward the State's carbon neutrality goals under EO B-55-18. Table 5.8-8, *2022 CCAP GHG Reduction Measures*, in Section 5.8, *Greenhouse Gas Emissions*, of the Draft SEIR shows the GHG reduction measures and reductions associated with the local measures in the draft CCAP at buildout of TOP 2050 that would help achieve those reductions.

Table 5.8-9, *TOP 2050 GHG Emissions Reduction Target Analysis with the CCAP*, in Section 5.8, *Greenhouse Gas Emissions*, of the Draft SEIR shows that the City would achieve the GHG reduction targets for year 2050 with implementation of the CCAP.

Furthermore, TOP 2050 includes policies that would reduce GHG associated with development projects.

- Land Use Element policies LU-2.1 through LU-2.5 would regulate new development impacts on nearby sensitive land uses.
- Environmental Resources Element policies ER-1.1 through ER-1.8 would reduce GHG emissions from water use and wastewater generation.
  - Policies ER-2.1 through ER-2.3 would reduce GHG emissions from solid waste disposal.
  - Policies ER-3.1 through ER-3.6 would ensure that new development is energy efficient.
  - Policies ER-4.1 through ER-4.9 would reduce air pollution from new development.
- Community Design Element policy CD-2.7 would ensure that sustainability is considered in the design of new projects.
- Mobility Element policies M-1.4 (complete streets), M-3.1through M-3.11 (transit), and M-2.1 through M-2.4 (bicycle and pedestrian) would reduce VMT.

With implementation of the CCAP, TOP 2050 would result in a decrease in emissions from the Approved Project (see Table 5.8-10, *GHG Emissions Forecast with CCAP Implementation*, in Section 5.8, *Greenhouse Gas Emissions*, of the Draft SEIR). Further, as shown in Table 5.8-8, with implementation of the CCAP, the city would achieve the EO S-03-05 GHG emissions reduction targets, resulting in an 80 percent decrease in GHG emissions in the city by 2050 from existing conditions, and would make substantial progress toward the State's carbon neutrality goals under EO B-55-18. Therefore, TOP 2050, which includes the CCAP, would reduce GHG emissions impacts compared to the current TOP. The Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project.

Finding. The Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to the generation of greenhouse gas emissions that may have a significant impact on the environment. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.7-26)

Impact 5.8-2: Impact 5.8-2: Implementation of TOP 2050 would not conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing GHG emissions. [Threshold GHG-2])

The 2010 Certified EIR identified that the Approved Project was consistent with statewide strategies adopted for the purpose of reducing GHG emissions. Applicable plans adopted for the purpose of

reducing GHG emissions include CARB's Scoping Plan and SCAG's Connect SoCal. A consistency analysis with these plans is presented below.

CARB Scoping Plan

The CARB Scoping Plan is applicable to state agencies but is not directly applicable to cities/counties and individual projects (i.e., the Scoping Plan does not require local jurisdictions to adopt its policies, programs, or regulations to reduce GHG emissions). However, new regulations adopted by the State agencies from the Scoping Plan result in GHG emissions reductions at the local level. So local jurisdictions benefit from reductions in transportation emissions rates, increases in water efficiency in the building and landscape codes, and other statewide actions that affect a local jurisdiction's emissions inventory from the top down. Statewide strategies to reduce GHG emissions include the LCFS and changes in the corporate average fuel economy standards.

Project GHG emissions shown in Table 5.8-8 includes reductions associated with statewide strategies that have been adopted since AB 32 and SB 32. Development projects accommodated under TOP 2050 are required to adhere to the programs and regulations identified by the Scoping Plan and implemented by state, regional, and local agencies to achieve the statewide GHG reduction goals of AB 32 and SB 32. Future development projects would be required to comply with these state GHG emissions reduction measures because they are statewide strategies. For example, new buildings associated with land uses accommodated by implementing TOP 2050 would be required to meet the CALGreen and Building Energy Efficiency Standards in effect at the time when applying for building permits. Furthermore, as discussed under the discussion for Impact 5.8-1, TOP 2050 includes goals, policies, and programs that would help reduce GHG emissions and therefore help achieve GHG reduction goals. Impacts associated with the Approved Project and Proposed Project are similar. Implementation of TOP 2050 would not obstruct implementation of the CARB Scoping Plan, and impacts would be less than significant. The Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to that of the Approved Project.

SCAG's Connect SoCal

Connect SoCal is Southern California's regional transportation plan to achieve the passenger vehicle emissions reductions identified under SB 375. Connect SoCal was adopted in September 2020. Connect SoCal's "core vision" centers on maintaining and better managing the transportation network for moving people and goods while expanding mobility choices by locating housing, jobs, and transit closer together and increasing investment in transit and complete streets. Moreover, Connect SoCal identifies areas in the region that can house near-term and long-term growth and support a diverse economy and workforce. By integrating the Forecast Development Pattern with a suite of financially constrained transportation investments, Connect SoCal can reach the regional target of reducing GHGs from autos and light-duty trucks by 8 percent per capita by 2020, and 19 percent by 2035 (compared to 2005 levels) (SCAG 2020).

As demonstrated in Section 5.11, *Land Use and Planning*, and Section 5.17, *Transportation*, TOP 2050 would be consistent with the Connect SoCal goals. Mobility Element policies M-1.4 (complete streets), M-3.1through M-3.11 (transit), and M-2.1 through M-2.4 (bicycle and pedestrian) would reduce VMT per service population consistent with the regional goals. Furthermore, as discussed in Section 5.14,

Population and Housing, implementation of the Proposed Project would improve and maintain the jobs-housing balance in the City. Thus, TOP 2050 would provide for residents to both live and work in the City instead of commuting to other areas, which would contribute to minimizing VMT and reducing VMT per service population. Therefore, TOP 2050 would not interfere with SCAG's ability to implement the regional strategies in Connect SoCal, and no impact would occur. The Proposed Project would not result in new impacts or a substantial increase in the magnitude of impacts compared to the Approved Project.

Finding. The Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to conflict with applicable plans, policies, or regulations adopted for the purpose of reducing the emissions of greenhouse gases. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.8-27)

9. Hazards and Hazardous Materials

Impact 5.9-1: Implementation of TOP 2050 would involve the transport, use, and/or disposal of hazardous materials, but existing regulations and TOP 2050 Policies would ensure no adverse impacts on the environment. [Thresholds H-1, H-2, and H-3]

The 2010 Certified EIR identified that implementation of the policies in the Safety Element in addition to existing regulations would ensure less than significant impacts from transport, use, and/or disposal of hazardous materials.

TOP 2050 involves the designation of commercial, industrial, and residential land uses in Ontario, as well as continued redevelopment and large amounts of infill development. Development associated with TOP 2050 would result in a concentration of commercial, hospitality, office, and industrial uses around ONT and numerous mixed-use projects throughout the City. Implementation of TOP 2050 would increase the number of businesses and residents in the City, thereby increasing the amount of hazardous materials being transported, stored, and manufactured, and the number of people exposed to these materials. Buildout in accordance with TOP 2050 would result in an increase in the frequency of transport, use, and disposal of hazardous materials associated with commercial and industrial growth in Ontario, especially in the Ontario Ranch and around ONT. Though businesses and users are required by federal, state, and local regulations to properly transport, use, and dispose of hazardous material, it is possible that upset or accidental conditions may arise that result in the release of hazardous materials into the environment.

The City also has a number of pipelines and electrical lines that run through it. A major high-pressure distribution pipeline, operated by Kinder Morgan, serves ONT with jet fuel. Although this pipeline is registered with the EPA as a large-quantity generator of hazardous materials, the number of tons of material it generates is not known at this time. This pipeline and others running throughout the City are monitored by pipeline operators who are responsible for the upkeep of pipelines and the authorization of excavations around pipeline locations. Buildout of TOP 2050 would increase the exposure of people and the environment to potential hazards related to pipeline or electrical line

rupture. As with all development in California, development in Ontario would be required to follow the procedural requirements of the Underground Service Alert of Southern California, or DigAlert.

The City of Ontario has around 127 facilities or sites that generate, transport, treat, store, and/or dispose of hazardous waste, as recorded by the national Resource Conservation Recovery Act Envirofacts Database. Tables 5.9-1, *Hazardous Materials Sites in the City*, and 5.9-2, *EPA Hazardous Waste Transporters in Ontario in 2021*, in Section 5.9, *Hazards and Hazardous Materials*, of the Draft SEIR show the known contaminated sites and facilities in Ontario based on the Comprehensive Environmental Response, Compensation, and Liability Information System and EnviroStor databases. An increase in the transport of hazardous waste from an increased demand for transport, use, and disposal within or outside the City could result in more accidents leading to the release of hazardous materials. An increase in the transport of hazardous materials as a result of the proposed project would be limited to areas along interstates and rail lines, where commercial and industrial uses would be concentrated. Some transport of hazardous materials may occur near small commercial pockets proposed throughout various areas of the City.

Furthermore, demolition activities that have the potential to expose construction workers and/or the public to asbestos-containing materials or lead-based paint will be conducted in accordance with applicable regulations, including, but not limited to: South Coast AQMD's Rule 1403; California Health and Safety Code (Section 39650 et seq.); California Code of Regulations (Title 8, Section 1529); California Occupational Safety and Health Administration regulations (California Code of Regulations, Title 8, Section 1529 [Asbestos] and Section 1532.1 [Lead]); and Code of Federal Regulations (Title 40, Part 61 [asbestos], Title 40, Part 763 [asbestos], and Title 29, Part 1926 [asbestos and lead]).

In conclusion, current federal and state regulations, City ordinances, and TOP 2050 policies would regulate the handling of hazardous substances to reduce potential releases; exposure; and risks of transporting, storing, treating, and disposing of hazardous materials and wastes. Compared to the Approved Project, TOP 2050 would have similar impacts because the Proposed Project would result in an increase in land use intensity rather than development of new, previously undeveloped areas of the City that would require substantial landform modification. Therefore, like the Approved Project, additional hazardous waste transport, use, and/or disposal that would occur upon the buildout of TOP 2050 would be less than significant with adherence to the existing regulations. The Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project.

Finding. The Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to transport, use, and disposal of hazardous materials, to release of hazardous materials, and to emission and handling of hazardous materials, substances, or waste. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.9-37)

Impact 5.9-2: Land uses in Ontario are on a list of hazardous materials sites; however, existing regulations and Safety Element policies of TOP 2050 would ensure that development would not exacerbate existing hazards. [Threshold H-4]

The 2010 Certified EIR identified that implementation of the policies in the Safety Element in addition existing regulations ensured that development of the Approved Project would not exacerbate existing hazards associated with existing hazardous materials sites.

Development in accordance with TOP 2050 would involve redevelopment and reuse of some sites listed as hazardous materials sites on environmental databases.

The listings document the presence of hazardous materials on those sites but do not document hazardous releases. Redevelopment of these sites could potentially expose future residents and workers to hazards from known hazardous materials releases on and near the sites.

Site assessments for hazardous materials and remediation of hazardous materials releases would be required for redevelopment projects developed in accordance with TOP 2050 and the regulations and policies of the agency assigned to the site (i.e., Department of Toxic Substances Control, Water Quality Control Board, Certified Unified Program Agencies, EPA). There are several TOP policies that address development on and around known hazardous waste sites. These policies include:

- **LU-2.1: Land Use Decisions.** We minimize adverse impacts on adjacent properties when considering land use and zoning requests.
- **LU-2.3: Hazardous Uses.** We regulate the development of industrial and similar uses that use, store, produce, or transport toxic substances, air emissions, other pollutants, or hazardous materials.
- **LU-2.9: Methane Gas Sites.** We require sensitive land uses and new uses on former dairy farms or other methane-producing sites be designed to minimize health risks.
- **S-6.2: Response to Hazardous Materials Releases.** We respond to hazardous materials incidents and coordinate these services with other jurisdictions.
- **S-6.5: Location of Hazardous Material Facilities.** We regulate facilities that will be involved in the production, use, storage, or disposal of hazardous materials, pursuant to federal, state, county, and local regulations, so that impacts to the environment and sensitive land uses are mitigated. We prohibit new hazardous waste facilities in close proximity to sensitive land uses and environmental justice areas.
- **S-6.6: Location of Sensitive Land Uses.** We prohibit new sensitive land uses from locating within airport safety zones and near existing sites that use, store, or generate large quantities of hazardous materials.

- **S-6.8: Mitigation and Remediation of Groundwater Contamination.** We actively participate in local and regional efforts directed at both mitigating environmental exposure to contaminated groundwater and taking action to clean up contaminated groundwater once exposure occurs.

- **S-6.9: Remediation of Methane.** We require development to assess and mitigate the presence of methane, per regulatory standards and guidelines.

Compared to the Approved Project, TOP 2050 would have similar impacts because the Proposed Project would result in an increase in land use intensity rather than development of new, previously undeveloped areas of the City that would require substantial landform modification. Therefore, like the Approved Project, buildout of TOP 2050 would not expose people to substantial hazards from hazardous materials sites listed on environmental databases. The Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project.

Finding. The Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to location on a site which is included on a list of hazard materials. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.9-39)

Impact 5.9-3: TOP 2050 is within the airport influence area of the Ontario International Airport and Chino Airport; however, land uses are consistent with the airport safety zones. [Threshold H-5]

Airport safety hazards include hazards posed to aircraft and hazards posed by aircraft to people and property on the ground. With proper land-use planning, aircraft safety risks can be reduced, primarily by avoiding incompatible land uses. The Federal Aviation Administration (FAA) and California Department of Transportation (Caltrans) Division of Aeronautics provide guidance for land use safety near airports. With adherence to these guidelines, high concentrations of people are not exposed to potential airplane accidents along runways or near airports while airplanes are departing and arriving. There are also guidelines on the placement of housing, schools, and other sensitive land uses near airports because of the noise pollution caused by airplanes. The 2010 Certified EIR identified that the Approved Project would have a less than significant impact associated with consistency with the ONT Airport Land Use Compatibility Plan (ALUCP) and the Caltrans 2011 California Airport Land Use Planning Handbook for Chino Airport. Ontario International Airport – Inter Agency Collaborative (ONT-IAC) made a determination of consistency for the Approved Project with the ALUCP, and no comments from Chino Airport were received.

Ontario International Airport

ONT has the capacity to provide regional air traffic for domestic and international commercial and cargo service, and the necessary support facilities for major and smaller airlines. It operates as a medium-hub, full-service airport serving major US cities and international cities with an average of 67 daily departures. The City of Ontario prepared an ALUCP for ONT in accordance with the Caltrans Division of Aeronautics' California Airport Land Use Planning Handbook.

The Land Use Element of TOP 2050 states that all new developments surrounding ONT should be consistent with the adopted ALUCP and should meet standards and recommendations of Part 77 of the FAA, adopted through Ordinance 2758 in the Ontario Municipal Code. A consistency determination analysis for the ONT was prepared by the City and submitted to ONT-IAC and found that TOP 2050 is consistent with ALUCP for ONT. Therefore, like the Approved Project, TOP 2050 is consistent with the ALUCP for ONT because the general land use designations within the airport influence area are the same.

Chino Airport

The Chino Airport is predominantly a recreational airport. Because the airport is not planned for expansion and would remain primarily recreational, and only lower elevation buildings surround it and would continue to surround it upon project implementation, the Chino Airport poses no unique hazards. Buildout of TOP 2050 would involve development within the Chino Airport influence area. The proposed land uses include Medium Density Residential, Mixed Use, Business Park, Industrial, and Open Space–Recreation.

Projects accommodating TOP 2050 in this area would be required to meet the conditions of the Chino Airport Authority and the 2011 Caltrans Airport Land Use Planning Handbook, including those determining appropriate land uses, maximum population density, maximum site coverage, height restrictions, and required notification/disclosure areas based on the noise contours and runway protection, approach, and Part 77 zones of the adopted Chino Airport Master Plan. Additionally, implementation of TOP 2050 would result in a beneficial impact for land use compatibility near Chino Airport as a result of the change from residential and business park to warehouse/industrial land uses.

The Airport Planning section of TOP 2050 Land Use Element includes policies that would ensure airport planning compatibility and consistency. These policies include:

- **LU-5.1: Coordination with Airport Authorities.** We collaborate with FAA, Caltrans Division of Aeronautics, airport owners, neighboring jurisdictions, and other shareholders in the preparation, update, and maintenance of airport-related plans.

- **LU-5.2: Airport Planning Consistency.** We coordinate with airport authorities to ensure The Ontario Plan is consistent with state law, federal regulations, and/or adopted master plans, and airport land use compatibility plans for ONT and Chino Airport.

- **LU-5.3: Airport Impacts.** We work with agencies to maximize resources to mitigate the impacts and hazards related to airport operations – their homes.

- **LU-5.4: ONT Growth Forecast.** We support and promote an ONT that accommodates 30 million annual passengers and 1.6 million tons of cargo per year, as long as the impacts associated with that level of operations are planned for and mitigated.

- **LU-5.5: Airport Compatibility Planning for ONT.** We create and maintain the Airport Land Use Compatibility Plan for ONT.

- **LU-5.6: Alternative Process.** We fulfill our responsibilities and comply with state law with regard to the Alternative Process for proper airport land use compatibility planning.

- **LU-5.7: ALUCP Consistency with Land Use Regulations.** We comply with state law that requires general plans, specific plans, and all new development to be consistent with the policies and criteria set forth within an Airport Land Use Compatibility Plan for any public-use airport.

- **LU-5.8: Chino Airport.** We will support the creation and implementation of the Airport Land Use Compatibility Plan for Chino Airport.

- **M-5.2. Land Use Compatibility with Regional Transportation Facilities.** We work with ONT, railroads, Caltrans, SBCTA, and other transportation agencies to minimize impacts.

Consequently, TOP 2050 ensures compatibility with ONT and Chino Airport.

The Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project.

Finding. The Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to safety hazard or excessive noise for people residing or working in the project area located within an airport land use plan. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.9-41)

Impact 5.9-4: Implementation of TOP 2050 would not impair implementation of or physically interfere with an adopted emergency response plan. [Threshold H-6]

The 2010 Certified EIR found that the Approved Project would not interfere with an emergency evacuation plan. According to the Vulnerability Analysis conducted as part of TOP 2050, the threat of flood is Ontario's greatest hazard as large portions of the City are within the flood zone. The majority of the population growth associated with TOP 2050 would occur in Ontario Ranch. As identified in the City's Roadway Classification map (see Figure 5.17-3, *Roadway Classifications*, in Section 5.17, *Transportation*, of the Draft SEIR), there is substantial improvements in transportation infrastructure planned to accommodate the increase in population in the City in the event of an emergency. A review of emergency access is included as part of the City's Design Review process. According to the City's 2018 Local Hazard Mitigation Plan (LHMP), interstate highways would serve as major emergency response and evacuation routes (see Figure 5.17-6, *Evacuation Routes*, in Section 5.17, *Transportation*, of the Draft SEIR). Additionally, the Ontario Fire Department (OFD) reviews development applications to ensure that adequate emergency accessibility is provided based on local and state guidance. The Proposed Project would not result in new impacts or a substantial increase in the magnitude of impacts compared to the Approved Project.

Finding. Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to impairment of or interference with adopted emergency response plans or emergency evacuation plans. Accordingly, no changes or alterations to the Proposed Project were required to

avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.9-41)

Impact 5.9-5: TOP 2050 would not result exacerbate wildfire risks in Ontario. [Threshold H-7]

The 2010 Certified EIR found that the Approved Project would result in less than significant risks from wildfire hazards. The City is outside of the state responsibility area, and California Department of Forestry and Fire Protection (CAL FIRE) has determined that the City contains no areas subject to very high wildfire risk (see Figure 5.20-2, *Fire Hazard Severity Zones*, in Section 5.20, *Wildfire*, of the Draft SEIR). However, the City recognizes that even though fuel loading is light and fire risk comes primarily from urban fires, not wildfires, there is some risk related to wildfires.

There are many resources available to address wildland fires should they arise, including the CAL FIRE 2019 Strategic Fire Plan for California, the California Fire Code (CFC), County of San Bernardino Multi-jurisdiction Hazard Management Plan (MJHMP), the Ontario LHMP, and fire services from the OFD. With adherence to these building practices, development and infrastructure associated with TOP 2050 would not exacerbate risk or result in post-wildfire hazards (e.g., landslides, mudflows, and flooding).

In addition, the Safety Element contains the following policies to prevent wildfire hazards and support the community during wildfire events:

- **S-3.4: Special Team Services.** We maintain effective special rescue services.
- **S-3.6: Interagency Cooperation.** In order to back up and supplement our capabilities to respond to emergencies, we participate in the California Fire Rescue and Mutual Aid Plan.
- **S-3.8: Fire Prevention through Environmental Design.** We require new development to incorporate fire prevention consideration in the design of streetscapes, sites, open spaces, and buildings.
- **S-3.9: Resource Allocation.** We analyze fire data to evaluate the effectiveness of our fire prevention and reduction strategies and allocate resources accordingly.
- **S-8.3: Emergency/Disaster Training and Exercises.** We conduct training and exercises to prepare for and evaluate emergency/disaster response and recovery procedures.
- **S-8.5: Interdepartmental Coordination.** We utilize all City departments to help support emergency/disaster mitigation, preparedness, response, mitigation, and recovery.
- **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.

The Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to that of the Approved Project.

Finding. The Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to wildland fires. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.9-42)

10. Hydrology and Water Quality

Impact 5.10-1: The Proposed Project would not violate water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. [Threshold HYD-1]

The 2010 Certified EIR identified less than significant impacts related to water quality from development activities associated with the Approved Project. Nearly the entire OMC is developed, and implementation of TOP 2050 would not substantially alter the amount of developed land in the OMC. Most of Ontario Ranch, however, is agricultural land which is designated for future urban use development by the current TOP and TOP 2050.

Construction

Clearing, grading, excavation, and construction activities associated with TOP 2050 have the potential to impact water quality through soil erosion and increasing the amount of silt and debris carried in runoff. Additionally, the use of construction materials, such as fuels, solvents, and paints, may present a risk to surface water quality. Finally, the refueling and parking of construction vehicles and other equipment on-site during construction may result in oil, grease, or related pollutant leaks and spills that may discharge into the storm drain system.

To minimize these potential impacts, future development associated with TOP 2050 would require compliance with the State Water Resources Control Board (SWRCB) Construction General Permit (CGP) Water Quality Order 2009-0009-DWQ as amended by Order No. 2010-0014-DWQ and 2012-006-DWQ. The SWRCB mandates that projects that disturb one or more acres of land must obtain coverage under the Statewide CGP. The CGP also requires that prior to the start of construction activities, the project applicant must file permit registration documents (PRDs) with the SWRCB, which includes a notice of intent, risk assessment, site map, annual fee, signed certification statement, and SWPPP.

A SWPPP requires the incorporation of BMPs to control sediment, erosion, and hazardous materials contamination of runoff during construction and prevent contaminants from reaching receiving water bodies. The construction contractor is always required to maintain a copy of the SWPPP at the site and implement all construction BMPs identified in the SWPPP during construction activities. Prior to the issuance of a grading permit, the project applicant is required to provide proof of filing of the PRDs with the SWRCB, which include preparation of SWPPP.

In addition, the City of Ontario requires that an erosion and sediment control plan be submitted prior to grading plan approval and the issuance of a grading permit. Implementation of the erosion control plan would address any potential erosion issues associated with proposed grading and site preparation activities associated with future buildout under TOP 2050.

Submittal of the PRDs and implementation of the SWPPP and the erosion control plan throughout the construction phase of the Proposed Project would address anticipated and expected pollutants of concern as a result of construction activities. The Proposed Project would comply with all applicable water quality standards and waste discharge requirements. As a result, water quality impacts associated with TOP 2050 construction activities would be less than significant.

Operation

Pollutants from the post-construction phases of projects include sediment, metals, nutrients, pesticides, and hydrocarbons. TOP 2050 includes policies ER-1.5, ER-1.6, and ER-1.7 direct the City to reduce pollutants in the City's stormwater system. Projects approved under TOP 2050 would be required to control pollutants in discharges of stormwater from postconstruction activities under National Pollutant Discharge Elimination System (NPDES) Permit No. CAS618036 through preparation of a Water Quality Management Plan (WQMP) identifying BMPs for prevention of stormwater pollution during the post-construction phase, including site-design, source-control, and/or treatment BMPs.

Site design BMPs are measuring for reducing or eliminating runoff—such as maximizing permeable areas and natural drainage systems such as swales and using stormwater detention and retention basins. Source control BMPs are designed to minimize the potential for pollutants to contact stormwater, which would limit the potential for water quality impacts downstream. Structural source control measures minimize stormwater pollution by such means as paving trash storage areas and fueling areas with impervious surfaces and grading such areas to redirect run-on. Nonstructural source control measures are intended to minimize stormwater pollution through such means as education of owners, tenants, and occupants; employee training; activity restrictions, including prohibiting the discharging of fertilizers, pesticides, or waste to streets or storm drains; and a spill contingency plan. Treatment control BMPs (single or in combination) remove pollutants of concern from on-site runoff. All treatment BMPs would be designed in accordance with the procedures and spreadsheets in the "San Bernardino County Technical Guidance Document for WQMPs."

TOP 2050 would continue policies of the Approved Project to reduce pollutants from entering the City's stormwater system, and future development projects associated with TOP 2050 would be required to control pollutants in discharges of stormwater from post-construction activities through WQMP preparation and implementation. Therefore, water quality standards and waste discharge requirements would not be exceeded, and surface water and groundwater quality would not be degraded.

The Proposed Project would not result in a new or a substantial increase in the magnitude of impacts related to water quality associated with development activities compared to the Approved Project.

Finding. The Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to surface or groundwater quality. Accordingly, no changes or alterations to the

Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.10-21)

Impact 5.10-2: The Proposed Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin. [Threshold HYD-2]

The 2010 Certified EIR identified less than significant impacts related to groundwater recharge and supply for the Approved Project. Buildout of TOP 2050 is forecast to increase residential units by 25,399 and increase nonresidential square footage by 1,092,508 square feet compared to the Approved Project. Future development would increase the amount of impermeable surfaces in the City and reduce the amount of permeable surfaces available for groundwater recharge.

Nearly all of the OMC is developed with urban uses and not available for groundwater recharge. Therefore, most of the increase in impermeable surfaces in the City would result from development of the Ontario Ranch in accordance with land use designations in TOP 2050. Planned drainage improvements in Ontario Ranch would increase the capability of conveying stormwater to the county's existing regional storm drain system and minimize the potential for flooding to occur in City streets. Many of these projects have already been completed, as documented in Table 5.19-10, *Proposed Storm Drain Improvements*, in Section 5.19, *Utilities and Service Systems*, of the Draft SEIR. Projects considered for approval under the Approved Project and TOP 2050 would have to meet the following requirements for limiting impacts to groundwater recharge:

- BMPs for compliance with NPDES regulations, for instance, preservation of existing vegetation.
- Preparation of project-specific hydrology studies estimating project impacts on drainage, in accordance with procedures in the *San Bernardino County Technical Guidance Document for WQMPs* (2013).

TOP 2050 contains policies that would promote infiltration of runoff and groundwater recharge, including Policies ER-1.5 and ER-1.6. Policy ER-1.6 encourages use of Low Impact Development (LID) strategies to intercept runoff, slow the discharge rate, increase infiltration, and ultimately reduce discharge volumes to traditional storm drain systems. Potential LID strategies that could be implemented by development in the City include bioretention, dry wells, filter strips, grassed swales, infiltration trenches, inlet pollution removal devices, permeable pavement, permeable pavers, rain barrels and cisterns, soil amendments, tree box filters, vegetated buffers, and vegetated roofs.

In compliance with the Chino Basin Watermaster'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, which requires permitting from San Bernardino County Health Department. A copy of the permit and Form DWR 188 Well Completion Form shall be provided to

the City's Community Development Engineering Department and the Ontario Municipal Utilities Company (OMUC) 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 for that use prior to issuance of permits for any construction activity. Upon approval, the developer shall enter into an agreement with the City and pay any applicable fees.

Future urban development in Ontario Ranch would be served by domestic water provided by the City. Approximately 46 percent of the City's water supply is groundwater pumped by the City from the Chino Groundwater Basin; groundwater pumping is managed by OMUC. so that domestic demands do not exceed the safe yield for the basin, consistent with the Chino Basin Watermaster's Optimum Basin Management Program, commonly called the "OBMP Peace Agreement". The City also recharges stormwater and recycled water into the Chino Groundwater Basin and therefore is entitled to groundwater recharge credits.

With the implementation of City policies that promote LID and infiltration for new development projects and compliance with the Chino Basin Watermaster's safe yield restrictions, the potential for the project to substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin is considered less than significant.

The Proposed Project would not result in a new or a substantial increase in magnitude of impacts that would impede sustainable groundwater management of the basin compared to the Approved Project. The Chino Groundwater Basin is adjudicated and is considered by Department of Water Resources to be a very low priority groundwater basin. Each water purveyor has an allotted amount of water that can be pumped from the basin so that the safe yield is not exceeded. The City has access to additional water supplies that can accommodate the proposed increase in growth with buildout of the TOP and would not interfere with sustainable management of the groundwater basin. Therefore, impacts would be less than significant.

Finding. The Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to impediment of sustainable groundwater management of the basin. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.10-23)

Impact 5.10-3: The Proposed Project would increase impervious surfaces but would not substantially increase the rate or amount of surface runoff in a manner which would impact water quality or cause flooding. [Threshold HYD-3]

The 2010 Certified EIR identified less than significant impacts related to increased surface runoff for the Approved Project.

Erosion and Siltation

Similar to the Approved Project, future development associated with TOP 2050 would involve site improvements that require grading, excavation, and soil exposure during construction, with the

potential for erosion or siltation to occur. If not controlled, the transport of these materials to local waterways could temporarily increase suspended sediment concentrations and release pollutants attached to sediment particles. To minimize this impact, the project would be required to comply with the requirements in the State's CGP, including preparation of a notice of intent and SWPPP prior to the start of construction activities. The SWPPP would describe the BMPs to be implemented during the project's construction activities. The implementation of the BMPs during the construction phase would include the following measures to minimize erosion and siltation:

- Minimize disturbed areas of the site.
- Install on-site sediment basins to prevent off-site migration of erodible materials.
- Implement dust control measures, such as silt fences and regular watering of open areas.
- Stabilize construction entrances/exits.
- Install storm drain inlet protection measures.
- Install sediment control measures around the site, including silt fences or gravel bag barriers.

In addition, the City of Ontario requires preparation of an erosion and sediment control plan and implementation of BMPs to control erosion, debris, and construction-related pollutants. This would further reduce the potential for erosion and siltation during the construction phase.

For post-construction, projects approved under TOP 2050 would be required to control stormwater discharges under NPDES Permit No. CAS618036 through preparation of a WQMP identifying BMPs for reducing or eliminating runoff. Additionally, TOP 2050 policies ER-1.5, ER-1.6, and ER-1.7 direct the City to incorporate strategies to capture, slow, or treat run-off that would reduce the potential for erosion and siltation during the operational phase of future development projects.

Collectively, implementation of BMPs outlined in SWPPPs, erosion and sediment control plans, WQMPs, and TOP 2050 policies would address anticipated erosion and siltation impacts. Therefore, the project would not result in substantial erosion or siltation on- or off-site.

Flooding On- and Off-Site

Buildout of TOP 2050 is forecast to increase residential units by 25,399 and increase nonresidential square footage by 1,092,508 square feet, compared to the Approved Project. Future development would increase the amount of impermeable surfaces in the City, which could result in future on- and off-site flooding. Future development projects would implement BMPs outlined in SWPPPs to reduce flooding impacts due to runoff during construction and BMPs included in WQMPs to reduce the potential for post-construction flooding impacts. The City's standard conditions of approval for new development also require the preparation of hydrology studies and drainage analyses that document the peak runoff rates from the developed site and evaluate the capacity of the storm drain system to accept these flow rates. Additionally, TOP 2050 policies ER-1.6, ER-1.7, S-2.1, S-2.5 and S-2.6 direct the City to incorporate strategies to capture, slow, or treat run-off and to reduce the flooding potential down-gradient of new development. These policies would reduce the potential for on- and off-site

flooding during the operational phase of future development projects. Therefore, the project would not result in flooding on- or off-site.

Surface Runoff and Capacity of Storm Drain System

There are three major regional drainage channels that convey stormwater runoff from the City's storm drain system—San Antonio Channel, Cucamonga Channel, and Day Creek Channel. There are also several flood retentions and spreading basins in the City that are used to retain flood flows and recharge the Chino Groundwater Basin.

Projects considered for approval under TOP 2050 would be required to prepare project-specific hydrology and hydraulic studies as required by the City. The methodology for these studies is provided in the San Bernardino County Hydrology Manual, which describes the approach for estimating stormwater runoff and peak flow rates, for the 100-year storm event.

In compliance with the Municipal Separate Storm Sewer System (MS4) Permit and San Bernardino County Stormwater Program, new development projects would also be mandated to install stormwater treatment BMPs that retain the 2-year, 24-hour rainfall event. Furthermore, the City, under TOP 2050 policy ER-1.6, would encourage the use of LID strategies to intercept runoff, slow the discharge rate, increase infiltration, and ultimately reduce discharge volumes to traditional storm drain systems. The City, through TOP 2050 policy S-2.5, would maintain and improve the storm drain system to minimize flooding, thus reducing the impacts of any increases in surface water flows that enter the storm drainage systems. Because new development in the City would be required to prepare a hydrology study and drainage analysis in accordance with the San Bernardino County Hydrology Manual, no significant impacts would occur.

Flood Flows

On the current FIRM for Ontario, only small portions of the City adjacent to flood control channels, detention basins, and creeks are in the 100-year floodplain (see Figure 5.10-2, *Flood Hazard Zones*, in Section 5.10, *Hydrology and Water Quality*, of the Draft SEIR). The western portion of Ontario Ranch is labeled Zone D—undetermined flood hazard—and no hazard analysis has been completed for this area. Thus, implementation of the Approved Project and TOP 2050 could result in development in areas subject to flooding.

Under TOP 2050 policies, the City would take the following actions to reduce impacts of potential developments within 100-year flood zones:

- **S-2.1: Entitlement and Permitting Process.** We require hydrological studies prepared by a State-certified engineer when new development is located in a 100-year or 500-year floodplain to assess the impact that the new development will have on the flooding potential of existing development down-gradient.

- **S-2.2: Floodplain Mapping.** We require any new development partially or entirely in 100-year flood zones to provide detailed floodplain mapping for 100- and 200-year storm events as part of the development approval process.

- **S-2.3: Facilities that Use Hazardous Materials.** We comply with state and federal law and do not permit facilities using, storing, or otherwise involved with substantial quantities of onsite hazardous materials to be located in the 100-year flood zone or 500-year flood zone unless all standards of elevation, floodproofing, and storage have been implemented to the satisfaction of the Building Department.

- **S-2.4: Prohibited Land Uses.** We prohibit the development of new essential and critical facilities in the 100-year floodplain and discourage the development of new essential and critical facilities in the 500-year floodplain unless all standards of elevation and flood proofing demonstrate that a facility can be safe and operational during a flood event, implemented to the satisfaction of the Building Department.

- **S-2.5: Stormwater Management.** We maintain and improve the storm drain system to convey a 100-year storm, when feasible, and encourage environmental site design practices to minimize flooding and increase groundwater recharge, including natural drainage, green infrastructure, and permeable ground surfaces.

In addition to these policies, the Ontario Municipal Code, Chapter 13, *Flood Damage Prevention Program*, requires that a development permit be obtained prior to development in a special flood hazard area to ensure that the site is reasonably safe from flooding and flood hazards. The City requires that all new structures in a special flood hazard area have elevations above the base flood elevation. Therefore, with implementation of existing policies, the potential for the project to impede or redirect flood flows is considered less than significant.

The Proposed Project would not result in a new or a substantial increase in magnitude of impacts related to flood hazards compared to the Approved Project.

Finding. The Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to alteration or addition of impervious surfaces. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.10-26)

Impact 5.10-4: The Proposed Project would not exacerbate risk of flood hazards, tsunamis, or seiches or risk release of pollutants due to inundation. [Threshold HYD-4]

The 2010 Certified EIR identified less than significant impacts related to flood hazards, tsunamis, seiches, or dam inundation with the Approved Project. As shown on Figure 5.10-2, *Flood Hazard Zones*, in Section 5.10, *Hydrology and Water Quality*, of the Draft SEIR, only small portions of the City are in the 100-year floodplain, adjacent to flood control channels, detention basins, and creeks. Under TOP 2050 policies, the City would take the following actions to reduce impacts of potential developments within 100-year flood zones:

- **S-2.2: Floodplain Mapping.** We require any new development partially or entirely in 100-year flood zones to provide detailed floodplain mapping for 100- and 200-year storm events as part of the development approval process.

- **S-2.3: Facilities that Use Hazardous Materials.** We comply with state and federal law and do not permit facilities using, storing, or otherwise involved with substantial quantities of onsite hazardous materials to be located in the 100-year flood zone or 500-year flood zone unless all standards of elevation, floodproofing, and storage have been implemented to the satisfaction of the Building Department.

The western and southern portions of the City are in the dam inundation zone of San Antonio Dam (see Figure 5.10-3, *Dam Inundation Zones*, in Section 5.10, *Hydrology and Water Quality*, of the Draft SEIR). The dam is owned and operated by the USACE and functions as a flood control and debris dam for San Antonio Creek. Additionally, there are several debris basins in the surrounding areas that impact the northern and eastern parts of the City. The probability of dam failure is very low, and Ontario has never been impacted by a major dam failure. In addition, dam owners are required to maintain emergency action plans that include procedures for damage assessment and emergency warnings. An emergency action plan (EAP) identifies potential emergency conditions at a dam and specifies preplanned actions to help minimize property damage and loss of life should those conditions occur. EAPs contain procedures and information that instruct dam owners to issue early warning and notification messages to downstream emergency management authorities, such as the OFD. In addition, flooding would be minimal if any of the debris basins were to fail. Because the likelihood of catastrophic failure of the San Antonio Dam is very low and the City has EAP notification procedures, impacts of release of pollutants due to dam inundation are considered less than significant.

There are no large bodies of water that would result in a seiche during seismic activity. Additionally, the reservoirs/aboveground water tanks within the City are enclosed, thereby minimizing the possibility of a seiche. The project site is inland and approximately 30 miles from the ocean and is not at risk of flooding due to tsunamis.

Therefore, impacts associated with the release of pollutants due to inundation would be less than significant. The Proposed Project would not result in a new or a substantial increase in magnitude of impacts related to flood hazards compared to the Approved Project.

Finding. The Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to risk of release of pollutants due to project inundation. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.10-27)

Impact 5.10-5: The Proposed Project would not obstruct or conflict with the implementation of a water quality control plan or sustainable groundwater management plan. [Threshold HYD-5]

The 2010 Certified EIR identified less than significant impacts related to water quality or groundwater issues. The City's groundwater supplies are from the Chino Groundwater Basin, which is adjudicated and managed by the Chino Basin Watermaster. The Chino Basin is exempt from legislative requirements under the Sustainable Groundwater Management Act because it is an adjudicated basin and is not required to prepare a groundwater sustainability plan. Adjudicated basins have determined

the safe yield for the basin and have assigned individual pumping allocations to limit groundwater production to the safe yield.

Adherence to the State CGP, implementation of the SWPPP, and adherence to the City's Erosion and Sediment Control Plan requirements would ensure that surface and groundwater quality are not adversely impacted during construction. Projects approved under TOP 2050 would be required to comply with the Santa Ana River Basin Plan and to control pollutants in discharges of stormwater from postconstruction activities under NPDES Permit No. CAS618036 through preparation of a WQMP identifying BMPs for prevention of stormwater pollution during the post-construction phase, including site-design, source-control, and/or treatment BMPs. Therefore, the project would not obstruct or conflict with the RWQCB's Basin Plan or any groundwater management plan, and impacts would be less than significant.

The Proposed Project would not result in a new or a substantial increase in magnitude of impacts related to consistency with a water quality control plan or sustainable groundwater management plan.

Finding. The Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to conflict with or obstruction of a water quality control plan or sustainable groundwater management plan. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.10-27)

11. Land Use and Planning

Impact 5.11-1: Project implementation would not divide an established community. [Threshold LU-1]

The 2010 Certified EIR found that the Approved Project's land use plan would not divide an established community.

Implementation of TOP 2050 would guide future growth within the City of Ontario. Table 3-1, *Approved TOP Buildout Projections,* and Table 3-4, *Comparison of Approved TOP to TOP 2050*, in Chapter 3, *Project Description*, of the Draft SEIR detail the buildout statistics associated with the current TOP and TOP 2050.

The changes in land use that would occur upon the implementation of TOP 2050 Land Use Plan would not result in the physical division of an established community. In the OMC, residential, commercial, and industrial land uses would remain similar to existing residential land uses. In Ontario Ranch, land use changes include residential to employment or mixed use, commercial to residential, and increased density residentials, but would not divide established communities. Most of the agricultural land uses in Ontario Ranch are in decline and the establishment of new urban developments would create a sense of community. The mixed-use designations would also bring entertainment, activity, and diversity to housing, retail, and workplace land uses in the City, which would help create attractive communities for local citizens and visitors. The Land Use Element of TOP 2050 contains policies and programs that encourage the preservation or enhancement of the existing, primarily residential community through infill development, open space opportunities, and development of compatible uses that would

reduce the amount of conflict between contradicting land uses and enhance the existing character of Ontario.

Additionally, the TOP 2050 Land Use and Housing Elements have specific policies that encourage neighborhood identity and preservation. Some of these policies include, but are not limited to:

- **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-1.2: Sustainable Community Strategy.** We integrate state, regional, and local Sustainable Community/Smart Growth principles into the development and entitlement process.
- **LU-1.3: Adequate Capacity.** We require adequate infrastructure and services for all development.
- **LU-2.1: Land Use Decisions.** We minimize adverse impacts on adjacent properties when considering land use and zoning request.
- **LU-2.2: Buffers.** We require new uses to provide mitigation or buffers between existing uses where potential adverse impacts could occur. Additional mitigation is required when new uses could negatively impact environmental justice areas.
- **LU-2.6: Infrastructure Compatibility.** We require infrastructure to be aesthetically pleasing and in context with the community character.
- **LU-2.7: Inter-jurisdictional Coordination.** We maintain an ongoing liaison with ONT, Caltrans, Public Utilities Commission, the railroads, and other agencies to help minimize impacts and improve the operations and aesthetics of their facilities.
- **LU-2.10: Sensitive Uses.** We monitor and share information with the community about stationary and non-stationary emission sources. We encourage siting and design of facilities to minimize health and safety risks on existing and proposed sensitive uses, especially in environmental justice areas.
- **LU-2.11: Context-Aware Transitions and Connections**. We require new development projects and land-planning efforts to provide context-aware and appropriate transitions and connections between existing and planned neighborhoods, blocks, sites, and buildings.
- **LU-3.1: Development Standards.** We maintain clear development standards that allow flexibility to achieve our Vision and provide objective standards that ensure predictability and deliver the intended physical outcomes.
- **LU-3.3: Land Use Flexibility.** We consider uses not typically permitted within a land use category if doing so improves livability, reduces vehicular trips, creates community gathering places and activity nodes, and helps create identity.

- **LU-4.2: Interim Development.** We allow development in urban, mixed-use, and transit-oriented Place Types that is not immediately reflective of our ultimate Vision for the Place Type, provided it can be modified or replaced when circumstances are right to support development aligned with the Place Type Vision. We will not allow development that impedes, precludes, or compromises our ability to achieve our Vision.

- **LU-4.3: Infrastructure Timing.** We require that the necessary infrastructure and services be in place prior to or concurrently with development.

- **LU-4.4: Shared Infrastructure.** We encourage and facilitate the use of shared infrastructure (including shared or managed parking) in urban, mixed-use, and transit-oriented Place Types.

- **H-1.2: Neighborhood Conditions.** We direct efforts to improve the long-term sustainability of neighborhoods through comprehensive planning, provision of neighborhood amenities, rehabilitation and maintenance of housing, and community building efforts.

- **H-1.5: Neighborhood Identity.** We strengthen neighborhood identity through creating parks and recreational outlets, sponsoring neighborhood events, and encouraging resident participation in the planning and improvement of their neighborhoods.

Consequently, TOP 2050 would avoid conflicting land uses and would not divide an established community.

The Proposed Project would not result in new impacts or a substantial increase in the magnitude of impacts to the division of a community compared to the Approved Project.

Finding. The Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to physical division of an established community. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.11-6)

Impact 5.11-2: Project implementation would not conflict with applicable plans adopted for the purpose of avoiding or mitigating an environmental effect. [Threshold LU-2]

The 2010 Certified EIR found that buildout of the Approved Project would not conflict with applicable plans adopted for the purpose of avoiding or mitigating an environmental effect.

TOP 2050 is meant to be a framework for planning and development in Ontario for the next 30 or more years. As described in Section 5.14, *Population and Housing*, of the Draft SEIR, buildout of TOP 2050 Land Use Plan would provide sufficient dwelling units, population, and employment capacity to exceed SCAG's projections for 2050.

The preparation of TOP 2050 and the City's vision must be consistent with the policies and regulations of existing regional and local plans that are meant to prevent environmental impacts related to population growth and land use conflicts.

Consistency with SCAG's Regional Plans and Policies

The consistency of TOP 2050 with SCAG's Connect SoCal is shown in Table 5.11-1, *Consistency with SCAG Connect SoCal*, in Section 5.11, *Land Use and Planning*, of the Draft SEIR. Connect SoCal is a major advisory plan prepared by SCAG that addresses important regional issues like housing, traffic/transportation, water, and air/quality. Connect SoCal serves as an advisory document to local agencies in the Southern California region for their information and voluntary use for preparing local plans and handling local issues of regional significance. Connect SoCal is advisory only and cannot be used for intergovernmental review. TOP 2050 is consistent with the majority of Connect SoCal's goals (see Section 5.14, *Population and Housing*, of the Draft SEIR for a discussion on consistency with SCAG demographic projections). The elements of TOP 2050 are the Community Design (CD), Community Economics (CE), Environmental Resources (ER), Housing (H), Land Use (LU), Mobility (M), Parks and Recreation (PR), Safety (S), and Social Resources (SR) Elements. Policies from these elements are included in the consistency table.

As summarized in the table above, implementation of TOP 2050 would not result in significant land use impacts related to SCAG's Connect SoCal.

Airport Plans

Airport operations and their accompanying noise and safety hazards require careful land use planning on adjacent lands to ensure the safety of residents and passengers, and to protect Ontario businesses and property owners from the potential hazards that could be created by airport operations. The FAA and Caltrans Division of Aeronautics provide guidance for land use safety near airports. With adherence to these guidelines, high concentrations of people are not exposed to potential airplane accidents along runways or near airports while airplanes are departing and arriving. There are also guidelines on the placement of housing, schools, and other sensitive land uses near airports because of the noise pollution caused by airplanes.

Ontario International Airport

ONT has the capacity to provide regional air traffic for domestic and international commercial and cargo service, and the necessary support facilities for major and smaller airlines. It operates as a medium-hub, full-service airport serving major US cities and international cities with an average of 67 daily departures. The City of Ontario has prepared an ALUCP for ONT in accordance with the Caltrans Division of Aeronautics' California Airport Land Use Planning Handbook.

The Land Use Element of TOP 2050 states that all new developments surrounding ONT should be consistent with the adopted ALUCP and should meet standards and recommendations of Part 77 of the FAA, adopted through Ordinance 2758 in the Ontario Municipal Code. A consistency determination analysis for the ONT was prepared by the City, submitted to the ONT-IAC Technical Advisory Committee, and found that TOP 2050 is consistent with ALUCP for ONT.

Chino Airport

Chino Airport is operated by the San Bernardino County Department of Airports and is designated a reliever airport for ONT and San Bernardino International Airport. It operates on 1,100 acres and serves private, business, and corporate tenants and customers from the Inland Empire. The Chino

Airport Master Plan was implemented by San Bernardino County in 2003. Buildout of TOP would involve development within the Chino Airport influence area. Land uses within the Chino Airport Overlay include Medium Density Residential, Mixed Use, Business Park, Industrial, and Open Space – Recreation.

Projects accommodating TOP 2050 in this area would be required to meet the conditions of the Chino Airport Authority and the 2011 Caltrans Airport Land Use Planning Handbook, including those determining appropriate land uses, maximum population density, maximum site coverage, height restrictions, and required notification/disclosure areas based on the noise contours and runway protection, approach, and Part 77 zones of the FAA. Additionally, implementation of TOP 2050 would result in a beneficial impact for land use compatibility near Chino Airport as a result of the change from residential and business park to warehouse/industrial land uses.

The Airport Planning section of the TOP 2050 Land Use and Mobility Elements include policies that would ensure airport planning compatibility and consistency. These policies include:

- **LU-5.1: Coordination with Airport Authorities.** We collaborate with FAA, Caltrans Division of Aeronautics, airport owners, neighboring jurisdictions, and other shareholders in the preparation, update, and maintenance of airport-related plans.

- **LU-5.2: Airport Planning Consistency.** We coordinate with airport authorities to ensure The Ontario Plan is consistent with state law, federal regulations, and/or adopted master plans, and airport land use compatibility plans for ONT and Chino Airport.

- **LU-5.3: Airport Impacts.** We work with agencies to maximize resources to mitigate the impacts and hazards related to airport operations – their homes.

- **LU-5.4: ONT Growth Forecast.** We support and promote an ONT that accommodates 30 million annual passengers and 1.6 million tons of cargo per year, as long as the impacts associated with that level of operations are planned for and mitigated.

- **LU-5.5: Airport Compatibility Planning for ONT.** We create and maintain the Airport Land Use Compatibility Plan for ONT.

- **LU-5.6: Alternative Process.** We fulfill our responsibilities and comply with state law with regard to the Alternative Process for proper airport land use compatibility planning.

- **LU-5.7: ALUCP Consistency with Land Use Regulations.** We comply with state law that requires 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.

- **LU-5.8: Chino Airport.** We will support the creation and implementation of the Airport Land Use Compatibility Plan for Chino Airport.

- **M-5.2: Land Use Compatibility with Regional Transportation Facilities.** We work with ONT, railroads, Caltrans, SBCTA, and other transportation agencies to minimize impacts.

Therefore, TOP 2050 ensures compatibility with ONT and Chino Airport.

The Proposed Project would not result in new impacts or a substantial increase in the magnitude of impacts to the conflict of applicable plans compared to the Approved Project.

Finding. The Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to conflict with land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.11-11)

12. Mineral Resources

Impact 5.12-1: Project implementation would not result in the loss of availability of a known mineral resource. [Thresholds M-1 and M-2]

There are two areas in Ontario that are designated Mineral Resource Zone 2 (MRZ-2), where significant mineral resources are known or are likely. The remainder of the City is designated Mineral Resource Zone 3 (MRZ-3), where the significance of mineral deposits is unknown. Development in an MRZ-3 area would not result in significant impacts because mineral resources of statewide or local importance are not identified on the California Geological Survey's Production-Consumption maps.

Prior to permitting a use that would threaten the potential to extract minerals in an MRZ-2 area, the City of Ontario is required under the Surface Mining and Reclamation Act to prepare a statement specifying its reasons for permitting the proposed use and to consider the importance of these minerals to their market region as a whole and not just their importance to the City.

Mineral Resource Sectors D-3 and D-5 have been completely developed, as have portions of D-2. As shown in Figure 3-5, *Proposed Land Use Plan Map*, in Chapter 3, *Project Description*, of the Draft SEIR, the Proposed Project would not change the existing land use designations for these areas. Additionally, the parts of the City that are designated MRZ-2 but are outside of Mineral Resource Sectors are developed with urban uses and would continue to be designated for urban uses by TOP 2050. Areas designated MRZ-2 outside of Mineral Resource Sectors are not available for extraction of mineral resources, and the Proposed Project would not result in changes to the existing conditions of these areas. Therefore, the Proposed Project would not result in the loss of availability of a known mineral resource in Ontario, and impacts to mineral resources would be less than significant.

Additionally, TOP 2050 includes a goal to protect mineral-resource-extraction activities that are compatible with adjacent development (see also Policy ER-5.5). The Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project.

Finding. The Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to availability of a known mineral resource and to the availability of locally-important mineral resource recovery site. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.12-6)

13. Noise[5]

Impact 5.13-2: Implementation of TOP 2050 would not result in long-term operation-related noise that would exceed established standards. [Threshold N-1]

Stationary Noise

The 2010 Certified EIR found TOP stationary-source noise impacts to be less than significant. TOP 2050 would also result in an increase in residential, commercial, industrial, and overall development and growth in Ontario. Primary stationary noise sources would be from landscaping, maintenance activities, air handline units (residential and commercial), and loading and unloading activities at commercial business parks and smaller retail stores. TOP 2050 would not result in new types of stationary noise sources than under the Approved Project. Furthermore, TOP 2050 includes Safety Element Policy S-4.1, Noise Mitigation, which utilizes the City's Noise Ordinance, building codes, and subdivision and development code regulations to reduce noise from future development projects. The Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project. Impacts would be less than significant.

Transportation Noise

The 2010 Certified EIR found that traffic noise associated with the Approved Project would result in a substantial noise increase in the vicinity of noise-sensitive receptors that would exceed the City's noise standards; impacts were significant and unavoidable.

Table 5.13-10, *TOP 2050 Net Traffic Noise Level Increases*, in Section 5.13, *Noise*, of the Draft SEIR shows the ADT volumes for the Approved Project, the Proposed Project, and the net Community Noise Equivalent Level (CNEL) change along study roadway segments. A graphical representation of the future contours is shown on Figure 5.13-4, *Future Noise Contours,* in Section 5.13, *Noise*, of the Draft SEIR.

As shown in this table, traffic noise increases with implementation of the Proposed Project would be below the tiered thresholds. Traffic noise on State Street east of Vine Street, Sultana Avenue, and Campus Avenue is anticipated to increase by up to 3.3 A-weighted decibel (dBA) CNEL where the Approved Project ambient environment based on traffic noise modeling is between 63.7 and 67.2 dBA CNEL. However, these East State Street segments are parallel and adjacent to railroad tracks where ambient noise measurement LT-2 was conducted. The traffic noise model does not take into consideration other noise sources such as rail. Based on ambient noise monitoring, the existing noise environment at East State Street, east of Vine Street, Sultana Avenue, and Campus Avenue is 87 dBA CNEL (see Table 5.13-5, *Long-Term Noise Measurement Summary*, in Section 5.13, *Noise*, of the Draft SEIR). The traffic noise contribution would be negligible when compared to rail noise in this location. Therefore, the Proposed Project traffic noise level increase along this roadway segment would not result in the exceedance of the significance threshold.

[5] Impacts 5.13-1, 5.13-3, and 5.13-4 are addressed in Section E, *Significant and Unavoidable Significant Impacts that Cannot be Mitigated to Below the Level of Significance.*

Additionally, TOP 2050 includes the following Safety Element Policies that would minimize traffic noise impacts:

- **S-4.2: Coordination with Transportation Authorities.** We collaborate with airport owners, FAA, Caltrans, SBCTA, SCAG, neighboring jurisdictions, and other transportation providers in the preparation and maintenance of, and updates to transportation-related plans to minimize noise impacts and provide appropriate mitigation measures.
- **S-4.4: Truck Traffic.** We manage truck traffic to minimize noise impacts on sensitive land uses.
- **S-4.5: Roadway Design.** We design streets and highways to minimize noise impacts.

The Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project. Traffic noise impacts would be less than significant.

Finding. The Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to long-term operation-related noise. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.13-32)

14. Population and Housing

Impact 5.14-1: TOP 2050 would directly result in population growth in the City of Ontario. [Threshold P-1]

The 2010 Certified EIR identified less than significant impacts associated with population and housing. One of the purposes of TOP 2050 is to adequately plan and accommodate future growth. Implementation of TOP 2050 accommodates population growth through land use designations, goals, and policies that provide a vision and guide growth in the City.

The proposed TOP includes minor changes in land use, with the majority of changes concentrated in four growth areas and the Ontario Ranch (defined as the area south of Riverside Drive and divided into the Ontario Ranch East and West by the Cucamonga Channel):

- Downtown Growth Area
- West Holt Growth Area
- East Holt Growth Area
- Ontario Airport Metro Center (OAMC)
- Ontario Ranch East
- Ontario Ranch West

Land use changes outside of these growth areas include converting shopping centers to mixed-use and increasing residential density in existing residential areas and religious properties. These land use changes are intended to improve growth areas by encouraging the use of alternative forms of transportation, promote healthier communities through land use planning that encourages walking and

biking, promote vibrant communities, put residents in proximity to resources (i.e., jobs, grocery stores, retail), and align growth with planned infrastructure improvements and regional transportation goals.

Table 5.14-8, *Buildout Comparison of Approved TOP to TOP 2050*, in Section 5.14, *Population and Housing*, of the Draft SEIR compares the buildout potential of TOP 2050 compared to the currently Approved Project. As shown in this table, TOP 2050 would increase population, dwelling units, and nonresidential buildings but would result in a small decrease in employment when compared to the Approved Project.

Table 5.14-9, *Buildout Comparison of Approved TOP and TOP 2050 to SCAG Projections*, in Section 5.14, *Population and Housing*, of the Draft SEIR compares the City's buildout projections for population, housing, and jobs to SCAG projections, and includes buildout projections under both the Approved Project and TOP 2050. SCAG projects the City to be jobs-rich, with a jobs-housing ratio of 2.2 in 2045. In comparison, the Proposed Land Use Plan under TOP 2050 would result in a slightly higher jobs-housing ratio of 2.3. TOP 2050 projections would represent a more balanced jobs-housing balance than the Approved Project, which would result in a jobs-housing ratio of 3.0. The City's jobs-housing ratio would therefore be more closely aligned to SCAG projections under TOP 2050 than under the Approved Project.

SCAG's Connect SoCal identifies several types of Priority Growth Areas in Ontario, including High-Quality Transit Areas, Transit Priority Areas, Neighborhood Mobility Areas, and Livable Corridors. TOP 2050 would promote growth consistent with these Priority Growth Areas, as proposed land use changes under TOP 2050 are intended to encourage walking and biking, put residents in proximity to resources, and align future growth in Ontario with planned infrastructure improvements and regional transportation goals. In addition, TOP 2050 includes several policies that promote strategic growth in support of sustainability goals.

- **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-1.2: Sustainable Community Strategy.** We integrate state, regional, and local Sustainable Community/Smart Growth principles into the development and entitlement process.

- **LU-1.3: Adequate Capacity.** We require adequate infrastructure and services for all development.

- **LU-1.5: Jobs-Housing Balance.** We coordinate land use, infrastructure, and transportation planning and analysis with the regional, county, and other local agencies to further regional and subregional goals for jobs-housing balance.

- **LU-4.3: Infrastructure Timing.** We require that the necessary infrastructure and services be in place prior to or concurrently with development.

- **H-2.1: Corridor Housing.** We revitalize transportation corridors by encouraging the production of higher density residential and mixed-uses that are architecturally, functionally, and aesthetically suited to corridors.

Although the increase in population, housing, and employment under TOP 2050 would exceed SCAG's regional forecasts for the City of Ontario, TOP 2050 would improve the job-housing balance when compared to the Approved Project. Furthermore, TOP 2050 accommodates future growth by providing for infrastructure and associated public services to accommodate the projected growth of the City (see also Section 5.10, *Hydrology and Water Quality*, Section 5.15, *Public Services*, Section 5.17, *Transportation*, and Section 5.19, *Utilities and Service Systems,* of the Draft SEIR). Lastly, TOP 2050 is consistent with SCAG's Connect SoCal (see Section 5.11, *Land Use and Planning*, of the Draft SEIR). Consequently, while buildout in accordance with the Proposed Land Use Plan would substantially increase both population and employment in the City, impacts would be less than significant.

The Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project.

Finding. The Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to population growth. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.14-11)

Impact 5.14-2: Buildout of TOP 2050 would not displace people or housing and would not necessitate the construction of replacement housing. [Threshold P-2]

One of the purposes of TOP 2050 is to adequately plan and accommodate future growth through the distribution, location, balance, and extent of land uses. Implementation of TOP 2050 would accommodate population growth through land use designations, goals, and policies that provide a vision and guide growth in the City. Land use changes under the Proposed Land Use Plan would increase opportunities for housing in the City—for example, by converting shopping centers to mixed-use and increasing residential density in existing residential areas and religious properties. The Proposed Land Use Plan would provide land use designations for a variety of housing types and provide for additional residential opportunities throughout Ontario. TOP 2050 includes the following policies supporting an increase in the provision of housing and diversity of housing opportunities in the City:

- **H-2.4: Ontario Ranch.** We support a premier lifestyle community in the Ontario Ranch, distinguished by diverse housing, highest design quality, and cohesive and highly amenitized neighborhoods.

- **H-2.6: Infill Development.** We support the revitalization of neighborhoods through the construction of higher-density residential developments on underutilized residential and commercial sites.

- **ER-4.1: Land Use.** We reduce GHG and other local pollutant emissions through compact, mixed-use, and transit-oriented development and development that improves the regional jobs-housing balance.

- **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.

The Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project.

Finding. The Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to displacement of people and housing. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.14-12)

15. Public Services

Impact 5.15-1: The Ontario Fire Department would expand in response to the demand for fire protection facilities and personnel caused by the introduction of new structures, residents, and workers into the City's boundaries upon buildout of the Proposed Project. [Threshold FP-1]

The 2010 Certified EIR did not identify any significant impacts to fire service and facilities from implementation of the Approved Project. As shown in Table 3-4, *Comparison of Approved TOP to TOP 2050,* in Chapter 3, *Project Description*, of the Draft SEIR, the Proposed Project would result in an increase in development and population in comparison to the Approved Project, which would result in increased demand on fire protection services. Based on correspondence with the OFD, existing conditions would not be adequate to meet such increased demands from the Proposed Project or the Approved Project.

The OFD's recommendation is that three additional fire stations would be needed in the Ontario Ranch to meet projected needs while maintaining response times and meeting National Fire Protection Association recommendations for levels of service. Currently, the OFD has three potential focus areas in the Ontario Ranch for site acquisition that could support new fire stations, although these are not definitive at this time. While the construction of future facilities could result in potential environmental impacts, future environmental review would occur once specific locations have been determined. Without a definitive location for the development of future facilities, analysis of potential impacts is too speculative to conduct. Future projects would be reviewed by the City and the OFD on an individual basis and would be required to comply with requirements in effect at the time building permits are issued, including the payment of development impact fees that contribute to funding for additional staffing, facilities, and equipment. The Governance Manual of TOP 2050 is meant to bring collaboration between City departments, programs, and other involved agencies to achieve the City's development goals in phases, working within the budget and infrastructure constraints of the City. Following this process and similar to the Approved Project, sufficient revenue would be available for necessary service improvements to provide for adequate fire facilities, equipment, and personnel upon buildout of the Proposed Project, and impacts would be less than significant.

The Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project.

Finding. The Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to fire protection services. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.15-3)

Impact 5.15-2: The Ontario Police Department would expand in response to the demand for police protection facilities and personnel caused by the introduction of new structures, residents, and workers into the City's boundaries upon buildout of the Proposed Project. [Threshold PP-1]

The 2010 Certified EIR identified less than significant impacts to police services and facilities. Buildout of the Proposed Project would result in increased population and development in comparison with the Approved Project, and would result in an increased demand on police protection services. According to correspondence with the Ontario Police Department (OPD) as part of this project, the OPD currently has enough staffing to meet current demands, but would require additional staffing as population increases to accommodate the Approved Project and Proposed Project. The OPD participates in mutual aid agreements with the San Bernardino County Sherriff and various jurisdictions surrounding Ontario to help participating jurisdictions when resources are inadequate to meet current service demands at a particular time.

Additionally, there are current plans to add a substation near the Entertainment District in Downtown Ontario, and the OPD anticipates needing to add a substation/multiuse facility in the Ontario Ranch. The development of these facilities would help to reduce impacts from increased population as part of the Proposed Project.

Future development under the Proposed Project would also be subject to development impact fees which pay for police services. Police services would receive adequate funding through the City's general fund to cover project needs, and the Governance Section of TOP 2050 would encourage collaboration between City departments, programs, and other involved agencies to achieve the City's development goals in phases that are within the fiscal and infrastructure limitations of the City. The police services required to cover the new development and population growth for Ontario would be assessed and acquired appropriately based on the needs of the City. It is possible that buildout of the Proposed Project would require additional facilities to support the OPD, the construction of which could result in potential environmental impacts. Such facilities would have to complete applicable environmental review under CEQA at that time, and locations and sizes of potential future facilities, if needed, is not known at this time. Without a definitive location for the development of future facilities, analysis of potential impacts is too speculative to conduct. Future projects would also be reviewed by the City of Ontario on an individual basis and required to comply with regulations in effect at the time building permits are issued. As with the Approved Project, the need for additional structures and personnel would be financed through the City's development impact fee program, and the impacts of the Proposed Project on police services would be less than significant.

Therefore, the Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project.

Finding. The Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to police protection services. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.15-7)

Impact 5.15-3: TOP 2050 would generate new students who would impact the school enrollment capacities of area schools, and construction of new schools and/or classroom facilities for additional students generated by buildout of the Proposed Project would be accommodated through assessment of school impact fees. [Threshold SS-1]

The 2010 Certified EIR identified impacts to school facilities and services as less than significant upon payment of SB 50 fees. As part of the development of this SEIR, the City reached out to the five school districts that serve residents of Ontario to obtain existing conditions information and information on potential impacts of the Proposed Project. Responses were received from four of the five school districts—Chaffey Joint Union High School District (CJUHSD), Chino Valley Unified School District (CVUSD), Mountain View School District (MVSD), and Ontario-Montclair School District (OMSD). Based on the responses received, CJUHSD schools have capacity to accommodate increased population projected as part of the Proposed Project. CVUSD and MVSD schools also have capacity to accommodate the Proposed Project. Current enrollment for all three of these school districts is below capacity, and the capacity of the schools in addition to any already planned construction projects would be able to accommodate the increased population of the Proposed Project.

The OMSD indicated that any increase in residential development will impact OMSD school facilities; however, further assessment would be needed to ensure accommodations for increased populations. While information provided by OMSD shows that most of its schools can accommodate the District's projections for the next 10 years, some schools would not be able to accommodate projected increased capacity over the next 10 years. As such, it is possible that OMSD would need additional facilities by the horizon year of the Proposed Project, 2050; Cucamonga School District could be similarly impacted by increased student populations.

Each school district that serves the City of Ontario assesses its needs individually based on student generation rates from residential development, and charges development impact fees accordingly. Residential development in Ontario under the Proposed Project would require payments to corresponding school districts, which would go towards the construction of new facilities when and if they are needed. School districts determine their own development impact fees, often dependent on student generation rates for that district. These payments accommodate the need for new facilities based on the increase in student population in each district.

Developers would be required to pay the impact fees levied by each school district, set within the limits of SB 50. This funding program has been found by the Legislature to constitute "full and complete mitigation of the impacts" on the provision of adequate school facilities (Government Code Section 65995[h]). SB 50 establishes three potential limits for school districts, depending on the availability of new school construction funding from the state and the particular needs of the individual school districts. The school districts serving Ontario qualify for Level 1 fees, in which each district

justifies their development fees for each land use and cannot request payment of development fees for school facility construction exceeding the amount of the statutory fees expressed in Education Code Section 17620. If school districts conduct a school facility needs assessment and qualify for participation in the State Funding Program by the State Allocation Board, among meeting other requirements, they can be eligible for Level 2 and Level 3 Fees.

The majority of school districts within Ontario have existing capacity to accommodate the buildout and population increase of the Proposed Project. Although the increased demand on school facilities would have the potential to impact one or more of the school districts that serve Ontario, payment of impact fees in compliance with SB 50 would reduce the impacts to an acceptable level. Therefore, the Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project.

Finding. The Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to school services. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.15-14)

Impact 5.15-4: The Ontario library system would expand in response to the demand for library services and facilities and personnel caused by the introduction of new structures, residents, and workers into the City's boundaries upon buildout of the Proposed Project. [Threshold LS-1]

The 2010 Certified EIR identified less than significant impacts to library services and facilities. Based on the analysis for library services in the 2010 Certified EIR, the Approved Project would result in the Ontario library system not reaching its goal of 0.6 square feet of library facilities per capita. Based on information in the library's most recent Library Facility Master Plan, it currently still does not meet this standard. However, the Facility Master Plan does outline strategies for the library to expand services as population in Ontario continues to increase. While the Proposed Project projects to a horizon year of 2050, which is 15 years further than the Library Facility Master Plan currently projects to, the City's library system would continue to evaluate library needs based on facilities, staffing, and resources provided as population continues to increase. To allow more resources for the City's population, the Ontario library system also offers interlibrary exchanges with the Inland Library System as well as with participating libraries throughout the country.

TOP 2050 policies that reduce impacts of the Proposed Project on library services include the following:

- **SR-4.1: Community Needs.** We identify and monitor community needs for library services, technology, and facilities, and tailor them to effectively meet those needs.

- **SR-4.2: Interagency Coordination.** We leverage relationships with outside agencies, educational institutions, and neighboring jurisdictions to share the library resources to the benefit of Ontario residents.

- **SR-4.4: Coordination with other Community Services.** We coordinate library programs with other recreational and community programs and facilities.

- **SR-4.5: Focal Points of the Community.** We design and program Ontario's libraries as focal points of community engagement, including public outreach and community engagement.

Buildout of the Proposed Project would result in an increase in demand for library services in the City of Ontario based on an increase in population. New facilities, books, and personnel would be necessary to maintain and reach adequate levels of service. Environmental impacts could result from the construction of future facilities; however, the location and size of potential future facilities is currently unknown, and each project would have to complete applicable environmental review under CEQA when it is determined. Future projects would also be reviewed by the City of Ontario on an individual basis and would be required to comply with requirements in effect at the time building permits are issued (i.e., payment of development impact fees). Since adequate services would be provided and payment of development impact fees would offset the costs associated with library services, impacts on library services would be less than significant. The Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project.

Finding. The Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to library services. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.15-18)

16. Recreation

Impact 5.16-1: Implementation of TOP 2050 would generate additional residents that would increase the use of existing park and recreational facilities, but park dedications and payment of in-lieu fees would ensure impacts are less than significant. [Threshold R-1]

The 2010 Certified EIR found that buildout of the Approved Project's Land Use Plan would generate additional residents, increasing the use of existing park and recreational facilities. However, it would not result in a significant impact, as development of park facilities would keep pace with the anticipated increase in population from buildout of the Approved Project.

Currently, the City of Ontario uses the established parkland standard of three acres per 1,000 residents but strives for five acres per 1,000 residents for parks in Ontario Ranch. The City has approximately 481 acres of parkland (see Table 5.16-1, *Recreational Facility Development Impact Fees,* in Section 5.16, *Recreation*, of the Draft SEIR). Based on a population of 179,597 (see Table 4-1 *City of Ontario Existing Land Use*, in Chapter 4, *Environmental Setting*, of the Draft SEIR), the City currently requires 539 acres of parkland.[6]

Buildout of TOP 2050 would generate additional residents in the City, most of whom would be concentrated in the southern portion of the City. Future growth in the City in accordance with buildout

[6] (179,597 people / 1,000) x 3.0 acres per person = 538.79

of TOP 2050 would increase the demand for parks and increase existing park usage. The Quimby Act is a funding mechanism for parkland acquisition. Under this Act and pursuant to the City's Municipal Code, residential subdivisions must dedicate parkland or pay in lieu fees to enable the City to acquire a ratio of three acres of parkland per 1,000 residents. Based on this ratio and a projected buildout population of 357,957 by 2050, the current TOP would result in a demand of 1,074 acres of parkland.[7] For the Proposed Project, which has projected buildout population of 410,492 by 2050, a total of 1,231 acres of parkland would be required at buildout.[8] As a result, the Proposed Project would result in an increased demand of 158 acres of parkland compared to the Approved Project.

TOP 2050 addresses the need for recreation and parkland to preserve natural assets and environmentally sensitive lands. The Parks and Recreation Element contains relevant policies and programs to acquire additional parkland; integrate new park and recreation facilities with existing and future trails, bikeways, and easements; and conduct regular reviews and updates of the City's parks and trails plans to keep pace with demographic trends and recreational needs of Ontario's residents. The policies and regulations are intended to meet the TOP's standard parkland acreage ratio. However, the extent to which the City of Ontario can plan and implement parks, trails, and other recreational facilities is related to the availability of funding. TOP 2050 would designate approximately 900 acres for recreational uses under the Open Space – Recreation (OS-R) land use designation. The Proposed Land Use Plan includes designation of a community park, the Great Park, near Eucalyptus Avenue and a public park southwest of the intersection of Grove Avenue and Riverside Drive as OS-R.

Based on TOP 2050's future buildout projections, the 900 acres designated OS-R falls short of the City's existing Park Dedications and In-Lieu Fee Regulations for parkland acquisition by 331 acres.[9] However, the City strives to have new development in Ontario Ranch provide an additional two acres per 1,000 residents for private parks in addition to the City's three acres per 1,000 residents for public parks. Ontario Ranch is estimated grow from the existing population of 22,286 to TOP 2050's population projection of 192,258, an increase of 169,972. This would mean an addition of approximately 340 acres of private parks.[10] Additionally, there are at least 180 acres of regional recreational facilities, joint-use agreements with school districts, and private recreational opportunities providing services that cannot be accommodated by existing facilities. Prado Regional Park also provides approximately 2,000 acres that would offset recreational demands.

TOP 2050 provides land use opportunities for public parks to be developed in line with future development. The proposed Parks and Recreation Element contains relevant goals, policies, and programs that support a regular review of the City's parks and trails plans to keep pace with demographic trends and recreational needs of Ontario's residents (see Policies PR-1.1 through PR-1.16). In addition, under TOP 2050's Parks and Recreation Element, Policy PR-1.5 strives to provide five acres of parkland per 1,000 residents, and Policy PR-1.6 provides a minimum of two acres of developed private park space per 1,000 residents in addition to the three acres per 1,000 persons standard.

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7 (357,957 people / 1,000) x 3.0 acres per person = 1,073.87
8 (410,492 people / 1,000) x 3.0 acres per person = 1,231.48
9 TOP 2050 parkland demand of 1,231.48 acres – 900 acres of parkland = 331.48
10 (169,972 people / 1,000) x 2.0 acres per person = 339.94

As a result, development of park facilities would keep pace with the anticipated increase in population from buildout of TOP 2050.

The Proposed Project would not result in new impacts or a substantial increase in the magnitude of impacts to the use of existing park and recreational facilities compared to the Approved Project.

Finding. The Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to substantial physical deterioration of recreational facilities. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.16-14)

Impact 5.16-2: Project implementation would result in environmental impacts to provide new and/or expanded recreational facilities but would not result in a significant impact. [Threshold R-2]

The 2010 Certified EIR found that implementation of the Approved Project would result in environmental impacts from the provision of new and/or expanded recreational facilities, but impacts would not be considered significant.

TOP 2050 guides growth in development within the City and is not a development project. The Proposed Project includes expansion of the equestrian and hiking trails and improved bikeways throughout the City. The City has 481 acres of parkland, and buildout of TOP 2050 would provide 900 acres. Including the Great Park, TOP 2050 would result in an additional 419 acres of park facilities. As a result of these planned park facilities, TOP 2050 may result in the construction of new or expansion of existing recreational facilities in Ontario. The majority of these facilities would be in Ontario Ranch, including the Great Park. Development and implementation of the Great Park may have an adverse physical effect on the environment, such as lighting, biological resources, noise, traffic, etc. However, it is speculative to determine the location of proposed park facilities in the City and impacts arising from development of individual park projects. Existing federal, state, and local regulations as well as goals, policies, and actions in TOP 2050 would mitigate potential adverse impacts to the environment that may result from buildout of TOP 2050, including expansion of parks, recreational facilities, and multiuse trails. Furthermore, subsequent environmental review would be required for development of park projects under the Proposed Land Use Plan. Consequently, TOP 2050 would not result in significant impacts in this regard.

The Proposed Project would not result in new impacts or a substantial increase in the magnitude of impacts to the use of existing park and recreational facilities compared to the Approved Project.

Finding. The Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to construction or expansion of recreational facilities. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.16-14)

17. Transportation[11]

Impact 5.17-1: The Proposed Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. [Threshold T-1]

The 2010 Certified EIR found that the recommended circulation plan of the Approved Project would comply with adopted policies, plans, and programs for alternative transportation. TOP 2050 includes additional goals and policies to address alternative transportation systems. Section 5.11, *Land Use and Planning*, of the Draft SEIR includes a consistency analysis with SCAG's Connect SoCal.

Transit

The Public Transit Plan (see Figure 5.17-2, *Public Transit*, in Section 5.17, *Transportation*, of the Draft SEIR) is focused on providing efficient connectivity and integration via coordinated bus transfer centers and multimodal terminals. Elements identified include collaborating with regional transit agencies to provide for more extensive and frequent basic local bus service, higher-speed bus rapid transit corridors for longer trips, more Metrolink trains in all directions, convenient transfer centers, and future land use patterns that are more suitable for transit users.

Additional alternative transportation elements include support for rail or high-speed rail systems and supporting feeder and distribution systems to move people to and from the rail stations.

TOP 2050 includes the following policies to encourage and provide access to the regional transit network.

- **M-3.1. Transit Partners.** We maintain a proactive working partnership with transit providers to ensure that adequate public transit service is available, cost-efficient, and convenient, particularly for residents in environmental justice areas.
- **M-3.2. Alternative Transit Facilities at New Development**. We require new development adjacent to an existing or planned transit stop to contribute to the creation of transit facilities, such as bus shelters, transit bays and turnouts, and bicycle facilities, such as secure storage areas.
- **M-3.3. Transit-Oriented Development.** We may provide additional development-related incentives to those inherent in the Land Use Plan for projects that promote transit use and reduce vehicle miles traveled.
- **M-3.4. Bus Rapid Transit (BRT) Corridors.** We work with regional transit agencies to implement BRT service and reduce vehicle miles traveled by targeting destinations and corridors with the highest number of potential riders.
- **M-3.5. Light Rail.** We support the extension of the Metro Rail Gold Line to Ontario, and will work to secure station locations at the proposed multimodal transit center.

[11] Impact 5.17-2 is addressed in Section E, *Significant and Unavoidable Significant Impacts that Cannot be Mitigated to Below the Level of Significance.*

- **M-3.6. Metrolink Expansion.** We advocate expansion of Metrolink service to include the Downtown and the multimodal transit center.

- **M-3.7. High-Speed Rail.** We encourage the development of high-speed rail systems that would enhance regional mobility in Southern California and serve the City of Ontario.

- **M-3.8. Feeder Systems.** We work with regional transit agencies to secure convenient feeder service from the Metrolink station and the proposed multimodal transit center to employment centers in Ontario.

- **M-3.9. Ontario Airport Metro Center Circulator.** We will explore the development of a convenient mobility system, including but not limited to shuttle service, people mover, and shared car system, for the Ontario Airport Metro Center.

- **M-3.10. Multimodal Transportation Center.** We intend to ensure the development of a multimodal transportation center near ONT airport to serve as a transit hub with amenities for transit riders, pedestrians, and bicyclists transitioning to local buses, BRT, the Gold Line, high-speed rail, the proposed Ontario Airport Metro Center Circulator, and other future transit modes. We support locations for the multimodal transportation center that are north of ONT airport, between Vineyard Avenue and Interstate 15.

- **M-3.11. Transit and Community Facilities.** We require the future development of community-wide serving facilities to be sited in transit-ready areas that can be served and made accessible by public transit. Conversely, we plan (and coordinate with other transit agencies to plan) future transit routes to serve existing community facilities.

Therefore, implementation of TOP 2050 would not interfere with or obstruct the implementation and usage of transit systems.

Nonmotorized Transportation

TOP 2050 would create a comprehensive system of on- and off-street bikeways that connect residential areas, businesses, schools, parks, and other destination points (see Figure 5.17-4, *Multipurpose Trails & Bikeways*, in Section 5.17, *Transportation*, of the Draft SEIR). The recommended strategies and approaches for transit and nonmotorized transportation would expand alternative transportation options in Ontario (see TOP 2050 Mobility Element). The City's goal is to provide an off-street multipurpose pedestrian and bicycle trail system, a Class II on-street striped bicycle system, and a Class III on-street signed bicycle system. The Class III bikeways would be used to connect multipurpose trails and Class II bikeways. In addition, development of mixed-use areas would provide more walkable communities and would require infrastructure improvements that encourage both walking and bicycle trips. Furthermore, mixed-use developments would reduce the distance traveled between services and amenities, and higher density areas would better utilize public transit and nonmotorized transportation due to the critical mass required to make these viable options for people. Overall, integrating these two approaches to transit and nonmotorized transportation in conjunction with the development of mixed-use areas would contribute to reducing VMT in Ontario.

TOP 2050 includes the following policies to enhance connectivity to the City's nonmotorized transportation network:

- **M-1.4. Complete Streets.** We work to provide a complete, balanced, context-aware, multimodal transportation network that meets the needs of all users of streets, roads, and highways, including motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation. We prioritize implementation of complete streets improvements in environmental justice areas to facilitate opportunities for residents to use active transportation systems.

- **M-2.1. Active Transportation.** We maintain our Active Transportation Master Plan to create a comprehensive system of on- and off-street bikeways and pedestrian facilities that are safe, comfortable, and accessible and connect residential areas, businesses, schools, parks, and other key destination points.

- **M-2.2. Bicycle System.** We provide off-street multipurpose trails and Class II bikeways as our preferred paths of travel and use the Class III for connectivity in constrained circumstances. When truck routes and bicycle facilities share a right-of-way we prefer Class I or Class IV bicycle facilities. We require new development to include bicycle facilities, such as bicycle parking and secure storage areas.

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

- **M-2.4. Network Opportunities.** We use public rights-of-way and easements, such as utility easements, levees, drainage corridors, road rights-of-way, medians, and other potential options to maintain and expand our bicycle and pedestrian network. In urban, mixed-use, and transit-oriented Place Types, we encourage the use of underutilized public and private spaces to expand our public realm and improve pedestrian and bicycle connectivity.

Therefore, implementation of TOP 2050 would not interfere with or obstruct the implementation and usage of nonmotorized transportation.

Connect SoCal

TOP 2050 is consistent with Connect SoCal, as shown in Section 5.11, *Land Use and Planning,* of the Draft SEIR. The goals of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) focus on transit, transportation and mobility, and protection of the environment and health of residents.

TOP 2050 proposes the following changes to the Mobility Element that have the potential to affect infrastructure projects identified in the RTP:

- **RTP ID 4A04220.** *Widen Schaefer Ave from Euclid Avenue to Haven Avenue from zero to four lanes*. TOP 2050 would eliminate the bridge connection on Schaefer Avenue between Ontario Avenue and Archibald Avenue. A VMT forecast with and without removal of the Schaefer Bridge was

conducted with the Boundary Method to determine whether this change would increase or decrease VMT. The results indicated that VMT in Ontario would decrease by 8,729 VMT per weekday within the city limits. This indicates that removing this project would result in a benefit to VMT in the City.

- **RTP ID 4160063.** *Widen State Street from Bon View Avenue to Grove Avenue from two to four lanes.* TOP 2050 would retain State Street as a two-lane facility.

- **RTP ID 4A07327.** *Widen four-lane bridge on Holt Boulevard over Cucamonga Creek to six lanes.* TOP 2050 would retain Holt Boulevard as a four-lane facility east of Vineyard Avenue.

- **RTP ID 2002160-20150201.** *Widen Grove Avenue between Fourth Street and State Street/Airport Drive from four to six lanes.* TOP 2050 would retain Grove Avenue as a four-lane facility north of State Street.

The Proposed Project would not result in a new or a substantial increase in magnitude of impacts related to consistency with transit, bicycle, and pedestrian plans compared to the Approved Project.

Finding. The Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to conflict with a program, plan, ordinance, or policy addressing the circulation system. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.17-23)

Impact 5.17-3: The Mobility Element adequately addresses potentially hazardous conditions (sharp curves, etc.), potential conflicting uses, and emergency access. [Thresholds T-3 and T-4]

The 2010 Certified EIR found that circulation improvements under the recommended circulation plan would be designed to adequately address potential hazardous conditions, potential conflicting uses, and emergency access.

The majority of the population growth associated with TOP 2050 would occur in Ontario Ranch. As identified in the City's Roadway Classification map (see Figure 5.17-3, *Roadway Classification*, in Section 5.17, *Transportation*, of the Draft SEIR), there is substantial improvements in transportation infrastructure planned to accommodate the increase in population in the City in the event of an emergency. The City has adopted roadway classification standards in Policy M-1.1 that include roadway design standards as part of TOP 2050, precluding the construction of any unsafe features.

- **M-1.1. Roadway Design and Maintenance.** We require our roadways to: 1) Comply with federal, state, and local design and safety standards; 2) Meet the needs of multiple transportation modes and users; 3) Handle the capacity envisioned in the City of Ontario Master Plan of Streets and Highways; 4) Be maintained in accordance with best practices; 5) Be compatible with the streetscape and surrounding land uses; and 6) Promote the efficient flow of all modes of traffic through the implementation of intelligent transportation systems and travel demand implementation strategies.

Additionally, a review of emergency access is included as part of the City's Design Review process. According to the City's 2018 LHMP, interstate highways would serve as major emergency response and evacuation routes (see Figure 5.17-5, *Evacuation Routes*). Additionally, the OFD reviews development applications to ensure that adequate emergency accessibility is provided based on local and state guidance.

The Proposed Project would not result in new impacts or a substantial increase in the magnitude of impacts to transportation hazards and emergency access compared to the Approved Project.

Finding. The Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to increased hazards due to a geometric design feature or incompatible uses and to inadequate emergency access. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.17-26)

18. Tribal Cultural Resources[12]

19. Utilities and Service Systems

Impact 5.19-1: Project-generated wastewater could be adequately treated by the wastewater service provider for the project and would not require the construction of new wastewater treatment facilities or the expansion of existing facilities or exceed wastewater treatment requirements of the Regional Water Quality Control Board. [Thresholds U-1, U-2 (part), and U-5]

The 2010 Certified EIR concluded that the Approved Project would generate additional wastewater, which would be adequately treated in accordance with the Santa Ana RWQCB and California Department of Public Health requirements.

The Proposed Project would result in an overall increase in the number of residential dwellings and nonresidential square footage compared to the Approved Project. The breakdown for the increases in wastewater flows is provided in Table 5.19-3, *Projected Wastewater Flow Rates,* in Section 5.19, *Utilities and Service Systems*, of the Draft SEIR.

Sewer Infrastructure

The Proposed Project would have the potential to increase sewer flows by 2.55 mgd within the City and by 166 mgd in the growth areas. The largest increase in wastewater flow rates would be in the OAMC at 18 percent; the second highest increase would be in the Ontario Ranch Great Park Corridor at 10 percent.

There are four proposed capital improvement projects in two of the growth areas:

[12] Impact 5.18-1 is addressed in Section D*, Findings on Significant Environmental Impacts that Can be Reduced to a Less than Significant Level.*

- **East Holt Corridor.** One project at the intersection of Holt Boulevard and Grove Avenue consists of replacing existing pipe with 12-inch and 15-inch pipe. The other project is construction of a new 21-inch sewer main to divert flow from Vineyard Avenue.

- **Ontario Airport Metro Center.** One project south of I-10 and west of Archibald Avenue would involve upsizing 8-inch diameter pipes to 12-inch pipes. The other project is along Old Guasti Road between Turner Avenue and Archibald Avenue and would upsize 8-inch pipes to 12-inch diameter pipes.

For the Ontario Ranch, sewer flows are anticipated to increase by 10 percent when comparing the current TOP to the proposed TOP. The City has confirmed that the sewer infrastructure in this area has been sized to accommodate sewer flows associated with the TOP 2050. Therefore, no adverse impacts on sewer infrastructure is anticipated in this area.

Additionally, the TOP 2050 has policies in place to require improvements to sewer infrastructure as part of new development and redevelopment projects and has processes in place to ensure that any sewer improvement projects are implemented prior to or during new development (LU-1.3, LU-4.3, and ER-1.8). The City also has the discretion to require additional sewer capacity studies for new development and redevelopment and is currently performing site-specific studies of certain areas of the sewer system. Based on the results of these studies, the City can require development fees to fund infrastructure improvements that are required for the proposed new developments.

The City regularly updates its Sewer Master Plan and capital improvement program (CIP) and has a process to assess local sewer impacts on a project-by-project basis. The draft 2020 Sewer Master Plan serves as an infrastructure planning tool to make decisions as to when CIP projects are warranted. The OMUC regularly provides and prioritizes sewer projects for inclusion in the latest CIP, which includes a budget for wastewater infrastructure improvements over a five-year planning horizon.

In summary, the City's wastewater collection system is adequate to convey the additional 2.55 mgd that would occur with implementation of the Proposed Project. The City has indicated that the sewer infrastructure will be able to accommodate sewer flows associated with the TOP 2050. A description of proposed regional and City improvements is provided in Tables 5.19-1, *IEUA Capital Projects,* and 5.19-2, *2021 Draft Sewer Master Plan: Recommended Capacity Improvement Projects*, in Section 5.19, *Utilities and Service Systems*, of the Draft SEIR. With funding from sewer connection/usage fees and the CIP budget, the City would continue to expand and improve the sewer infrastructure to accommodate new development and future growth. Therefore, there would be no significant impacts on wastewater infrastructure.

Wastewater Treatment Capacity

With respect to wastewater treatment, IEUA has two facilities that serve the City of Ontario: RP-1 and RP-5. The current combined capacity of these two facilities is 60.3 mgd and would increase to 66.5 mgd once the expansion project that is currently under construction at RP-5 is completed. IEUA can route flows to either of the two facilities as needed. In 2020, RP-1 treated an average wastewater flow of 25 mgd, and RP-2 treated an average wastewater flow of 8 mgd. Therefore, these two wastewater treatment plants (WWTPs) have a current combined treatment rate of 33 mgd. Current and future

WWTP capacities are summarized in Table 5.19-4, *IEUA WWTP Flow Rates and Capacities,* in Section 5.19, *Utilities and Service Systems*, of the Draft SEIR.

The excess capacity for the two facilities is 27.3 mgd under current conditions. After the expansion project at RP-5 is complete in 2025, excess capacity would increase to 33.5 mgd. There are additional plans to increase the treatment capacity of RP-5 to 30 mgd by 2040; the combined treatment capacity of both WWTPs would be 74 mgd.

The 2021 wastewater flow rate for Ontario is estimated to be 10.4 mgd, and the wastewater flow rate for the TOP 2050 buildout is estimated to be 37.1 mgd. The additional flow with implementation of the Proposed Project would be 26.7 mgd (37.1 – 10.4). Since the excess capacity of the two WWTPs in 2025 is 33.5 mgd, the additional flow rate from the Proposed Project of 26.7 mgd would not exceed the capacity of the wastewater treatment providers.

In addition, IEUA has seen a decrease in the volume of sewage flows of approximately 10 percent since 2013, even as the population has increased. This is a result of a decrease in indoor water consumption with the installation of more efficient plumbing fixtures and compliance with CALGreen Building Standards Code for new developments. IEUA projects a significant increase in the growth of its service area in the next ten years, with 40 percent of the growth resulting from new development in Ontario. The projected increase in population growth rates and corresponding increase in wastewater flows have been accounted for in IEUA's capital improvement projects, with expansions of both RP-1 and RP-5 scheduled for completion by 2035.

IEUA also assesses monthly wastewater sewer fees and one-time sewer connection fees to provide funds for future upgrades and expansion of its infrastructure and WWTPs. In addition, IEUA continually updates its Wastewater Facilities Master Plans for RP-1 and RP-5 and includes plans for expansion of these facilities to meet the growth within the service area through year 2060.

IEUA uses an average factor of 270 gpd per equivalent dwelling unit (EDU) in its projection of wastewater flows. Recent flow measurements indicate that with water conservation efforts and compliance with the CALGreen Building Standards Code for new construction, actual flow rates are now around 200 gpd/EDU. Therefore, even with future increases in population and wastewater flows in the service area, IEUA could continue to provide wastewater treatment to all its customers.

The quality of wastewater is overseen by two agencies: the Santa Ana RWQCB and the California Department of Public Health. The Santa Ana RWQCB has regional permitting authority over water quality issues, and the California Department of Public Health oversees standards and health concerns. Title 22 of the California Code of Regulations provides the regulatory setting for drinking water quality in California and is followed by these agencies when they assess water quality. The wastewater treated in IEUA's regional plants meets or exceeds the standards for recycled water quality set by Title 22. RP-1 and RP-5 would continue to meet the water quality standards of the Santa Ana RWQCB and the California Department of Public Health as well as the wastewater discharge limitations in the RWQCB NPDES permit. Therefore, there would be no significant impacts on wastewater collection and treatment.

The Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project.

Finding. The Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to project-generated wastewater, to construction and/or expansion of wastewater treatment facilities, and to wastewater treatment requirements. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.19-11)

Impact 5.19-2: Water supply and delivery systems are adequate to meet project requirements. [Thresholds U-2 (part) and U-4]

The 2010 Certified EIR concluded that the Approved Project would have less than significant impacts associated with water storage and/or supply.

Water Infrastructure

The Proposed Project would result in an overall increase in the number of residential dwelling units and nonresidential square footage compared to the Approved Project. The breakdown for the increase in water demand is provided in Table 5.19-9, *Projected Water Demand Rates,* in Section 5.19, *Utilities and Service Systems*, of the Draft SEIR. Full implementation of TOP 2050 has the potential to increase water demand by 1.8 mgd in the growth areas and by 3 mgd in the City overall. This accounts for an increase of approximately 6 percent from the current TOP to TOP 2050. The growth areas represent about 60 percent of the proposed increased in water demand. The largest increase in water demand is in the OAMC.

To accommodate needed infrastructure expansion and improvements, the City has prepared a Water Master Plan (WMP) and CIP. It also requires development impact fees and has construction requirements based on a completed evaluation of existing and projected water demands. The potable water demand factors in the WMP are conservative and are used for sizing water pipes to convey average and peak daily flow rates. Therefore, they do not reflect the State's requirements to reduce residential indoor water demand to 55 gallons/person/day by 2025 and 50 gallons/person/day after 2030. An extensive list of planned capital improvement projects is provided in the WMP.

Because the planned development in the City for the current TOP and TOP 2050 would result in an increase in demand for potable and recycled water, the City and the IEUA have made plans for infrastructure expansion and improvement. As part of the land development approval process, the City determines a project's fair-share costs and connection fees. Through the use of connection fees and agreements, the City maintains and expands its water distribution system as necessary and is able to ensure that new developments pay their fair-share costs. The City has the discretion to require water capacity studies associated with new development and redevelopment and currently requires site-specific studies to determine a project's impact throughout the water system. Therefore, impacts related to infrastructure expansion and improvement caused by the implementation of TOP 2050 would be less than significant.

Water Demand

Total water demand associated with the Proposed Project would be 78,128 acre-feet per year (afy), which is an increase of approximately 6 percent compared to the City's 2020 Urban Water Management Plan (UWMP) calculated water demand of 73,688 afy for the years 2040 and 2045. The 2020 UWMP considered the buildout projections for the current TOP; therefore, the increase of 6 percent is the same as comparing the current TOP to TOP 2050.

The water demand factors used in the 2020 UWMP are conservative because they are based on the City's water demand factors from the WMP, which don't consider declining per capita water use in future years, the City's continuing conservation efforts, and the increased use of recycled water. Recent State laws, changes in the building code, and water service costs are anticipated to substantially lower water demand rates in the future:

- SB 606 and AB 1668 establish indoor water use standards (55 gallons/person/day until 2025, 50 gallons/ person/day after 2030), outdoor water standards, and water loss standards that water suppliers must meet by 2025.
- New construction is subject to the latest CALGreen building code, which typically results in a 20 percent reduction in indoor water use.
- SB 407 requires all buildings in California to meet current plumbing fixture standards within this decade, which will require retrofitting of existing homes and businesses.
- Increases in water service costs, which will provide an incentive for additional water-saving practices and the use of recycled water, which is less costly, for nonpotable uses.

Applying these more conservative water demand factors by implementing a future water demand factor of 50 gallon/person/day for all residential uses and a 20 percent reduction in nonresidential uses (compliance with CALGreen and new building code requirements), the calculated water demand for the Proposed Project buildout would be approximately 60,000 afy, which is well below the UWMP estimate of 73,688 afy for the years 2040 and 2045. The calculations to support the reduced water demand are provided in Appendix G.

In addition, when a proposed project triggers the criteria for preparing a water supply assessment, such as a residential project with more than 500 dwelling units, the project must demonstrate that adequate supplies of water are available to meet the demand of the new development. Also, the mitigation measures from the 2010 Certified EIR have been incorporated into the City's policies and municipal code.

TOP 2050 policies LU-1.3 and LU-4.3 ensure that the infrastructure and services for all development are adequate and that the necessary infrastructure and services are in place prior to or concurrent with development. The goal of Policy ER-1.1 is to increase local water supplies to reduce dependence on imported water. Policy ER-1.2 states the water supply and quality should match the appropriate use and Policy ER-1.3 requires conservative strategies that reduce water usage. Policy ER-1.4 requires that water supply and demands be balanced and ER-1.5 relates to water quality protection, pollution

prevention, and existing contamination and remediation. Policy S-3.7 requires monitoring the water supply system to ensure that there are adequate supplies for firefighting needs.

The 2020 UWMP states that there are sufficient water supplies through 2045 to meet projected demands in normal years, single dry years, and multiple dry years through 2045. Although the Proposed Project at buildout is estimated to generate a 6 percent increase in water demand using conservative water demand factors, new State requirements as listed above and City policies and code requirements would result in enhanced water efficiency and conservation. Applying these measures to the Proposed Project water demand estimates would result in total water demand below the projections in the 2020 UWMP for year 2045. Therefore, there would be sufficient water supplies to meet the demand for TOP 2050 buildout.

The Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project.

Finding. The Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to water supply and delivery systems. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.19-31)

20. Wildfire

Impact 5.20-1: The Mobility Element adequately addresses emergency access. [Threshold W-1]

The 2010 Certified EIR found that circulation improvements under the recommended circulation plan would be designed to adequately address emergency access.

The majority of the population growth associated with TOP 2050 would occur in Ontario Ranch. As identified in the City's Roadway Classification map (see Figure 5.17-3, *Roadway Classification*, in Section 5.17, *Transportation*, of the Draft SEIR), there is substantial improvements in transportation infrastructure planned to accommodate the increase in population in the City in the event of an emergency. The City has adopted roadway classification standards in Policy M-1.1 that include roadway design standards as part of TOP 2050, precluding the construction of any unsafe features.

- **M-1.1: Roadway Design and Maintenance.** We require our roadways to: 1) Comply with federal, state, and local design and safety standards; 2) Meet the needs of multiple transportation modes and users; 3) Handle the capacity envisioned in the City of Ontario Master Plan of Streets and Highways; 4) Be maintained in accordance with best practices; 5) Be compatible with the streetscape and surrounding land uses; and 6) Promote the efficient flow of all modes of traffic through the implementation of intelligent transportation systems and travel demand management strategies.

Additionally, a review of emergency access is included as part of the City's Design Review process. According to the City's 2018 LHMP, interstate highways would serve as major emergency response

and evacuation routes. Additionally, the OFD reviews development applications to ensure that adequate emergency accessibility is provided based on local and state guidance.

The Proposed Project would not result in new impacts or a substantial increase in the magnitude of impacts to transportation hazards and emergency access compared to the Approved Project.

Finding. The Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to impairment of an adopted emergency response plan or emergency evacuation plan. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.20-15)

Impact 5.20-2: TOP 2050 would not result exacerbate wildfire risks or expose people or structures to significant risks that may occur following a wildfire (e.g., landslides, mudflows, and flooding). [Thresholds W-2, W-3, and W-4]

The 2010 Certified EIR found that the Approved Project would result in less-than-significant risks from wildfire hazards. The City is outside of the State Responsibility Area, and CAL FIRE has determined that the City contains no areas subject to very high wildfire risk. However, the City recognizes that even though fuel loading is light in Ontario and fire risk comes primarily from urban fires, not wildfires, there is some risk related to wildfires.

There are many resources available to address wildland fires should they arise—CAL FIRE's *2019 Strategic Fire Plan for California*, the CFC, County of San Bernardino MJHMP, City of Ontario LHMP, and fire services from the OFD. With adherence to these building practices, development and infrastructure associated with TOP 2050 would not exacerbate risk or result in post-wildfire hazards (e.g., landslides, mudflows, and flooding).

In addition, the TOP 2050 contains the following policies to prevent wildfire hazards and support the community during wildfire events:

- **S-3.4: Special Team Services.** We maintain effective special rescue services.
- **S-3.6: Interagency Cooperation.** In order to back up and supplement our capabilities to respond to emergencies, we participate in the California Fire Rescue and Mutual Aid Plan.
- **S-3.8: Fire Prevention through Environmental Design.** We require new development to incorporate fire prevention considerations in the design of streetscapes, sites, open spaces, and buildings.
- **S-3.9: Resource Allocation.** We analyze fire data to evaluate the effectiveness of our fire prevention and reduction strategies and allocate resources accordingly.
- **S-8.3: Emergency/Disaster Training and Exercises.** We conduct training and exercises to prepare for and evaluate emergency/disaster response and recovery procedures.
- **S-8.5: Interdepartmental Coordination.** We utilize all City departments to help support emergency/disaster mitigation, preparedness, response, mitigation, and recovery.

- **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.

The Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to that of the Approved Project.

Finding. The Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to wildfire risks. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.20-16)

C. FINDINGS ON SIGNIFICANT ENVIRONMENTAL IMPACTS THAT CAN BE REDUCED TO A LESS THAN SIGNIFICANT LEVEL

The following summary describes impacts of the Proposed Project that, without mitigation, would result in significant adverse impacts. The City Council hereby finds that Mitigation Measures have been identified in the EIR and these Findings that will avoid or substantially lessen the following potentially significant environmental impacts to a less than significant level. Upon implementation of the mitigation measures provided in the EIR, these impacts would be considered less than significant.

1. Cultural Resources

Impact 5.5-2: Implementation of TOP 2050 could impact archaeological resources. [Threshold C-2]

The 2010 Certified EIR found that buildout of the Approved Project could impact archeological resources or paleontological resources. However, the 2010 Certified EIR identified that existing federal, state, and local regulations in addition to Mitigation Measure 5-2 would reduce impacts to archeological resources to less than significant.

As previously discussed, the records review at the South Central Coastal Information Center identified 17 archeological resources in the City. Based on the results of the research, there is potential archaeological sensitivity throughout the City.

Adoption of TOP 2050 would not directly affect archaeological resources. TOP 2050 is a regulatory document that sets the framework for future growth and development but does not result in development in and of itself. However, long-term implementation of TOP 2050 land use plan could allow development (e.g., new development, infill development, redevelopment, and revitalization/restoration), including grading, of known and unknown sensitive areas. Grading and construction activities of undeveloped areas or redevelopment that requires more intensive soil excavation than in the past could potentially cause the disturbance of archeological resources. Therefore, future development that would be accommodated by TOP 2050 could potentially unearth previously unrecorded resources.

Existing federal, state, and local regulations address the provisions of studies to identify archaeological resources, review application for projects that would potentially involve land disturbance, provide a project-level standard condition of approval that addresses unanticipated archeological discoveries and enforces requirements to develop specific mitigation measures if resources are encountered during any development activity. The Historic Preservation section of TOP 2050 Community Design Element addresses the management of artifacts through Policy CD-4.1, Cultural Resources Management, and the collaboration and promotion of public involvement in preservation through Policies CD-4.2, Collaboration with Property Owners and Developers; CD-4.6, Promotion of Public Involvement in Preservation; and CD-4.7, Public Outreach.

Archaeological sites are also protected by a wide variety of state policies and regulations under the California Public Resources Code. Cultural resources are recognized as nonrenewable and therefore receive protection under the California Public Resources Code and CEQA. Review and protection of archaeological resources are afforded by CEQA for individual development projects accommodating TOP 2050, subject to discretionary actions that are implemented in accordance with the land use plan of TOP 2050. According to CEQA, the lead agency is required to determine whether a development project may have a significant effect on archaeological resources (PRC Section 21083.2). If the lead agency determines that the project may have a significant effect on unique archaeological resources, the project-level CEQA document being prepared for the development project is required to address and mitigate the impacts of those resources.

The Proposed Project would not result in new impacts or a substantial increase in the magnitude of impacts to archeological resources compared to the Approved Project.

Mitigation Measure

The following mitigation measure was included in the Draft SEIR and the Final SEIR in an abundance of caution, and is applicable to the Proposed Project. The measure as provided includes any revisions incorporated in the Final SEIR.

MM 5-2 In areas of documented or inferred from evident archaeological and/or paleontological resource presence, City staff shall require applicants for development permits to provide studies to document the presence/absence of such resources. On properties where resources are identified, such studies shall provide a detailed mitigation plan, including a monitoring program and recovery and/or in situ preservation plan, based on the recommendations of a qualified cultural preservation expert. The mitigation plan shall include the following requirements:

a) Archaeologists and/or paleontologist shall be retained for the project and will be on call during grading and other significant ground-disturbing activities.

b) Should any cultural resources be discovered, no further grading shall occur in the area of the discovery until the Planning Director or designee is satisfied that adequate provisions are in place to protect these resources.

c) Unanticipated discoveries shall be evaluated for significance by a San Bernardino County Certified Professional Archaeologist/Paleontologist. If significance criteria are met, then the project shall be required to perform data recovery, professional identification, radiocarbon dates, and other special studies; submit materials to a museum for permanent curation; and provide a comprehensive final report including a catalog with museum numbers.

Finding

Changes or alterations have been required in, or incorporated into, the Proposed Project that avoid or substantially lessen the significant environmental effect as identified in the Draft SEIR. These changes are identified in the form of the mitigation measure above. The City of Ontario hereby finds that implementation of the mitigation measure is feasible, and the measure is therefore adopted.

Rationale for Finding

Mitigation Measure 5-2 would require preservation and curation of archeological resources if uncovered during development. Mitigation Measure 5-2 would reduce potential impacts to archeological resources to a level that is less than significant. Impact 5.5-2 would be less than significant with mitigation. (Draft SEIR pg. 5.5-23)

2. Geology and Soils

Impact 5.7-6: Implementation of TOP 2050 could directly or indirectly destroy a unique paleontological resource. [Threshold G-6]

The 2010 Certified EIR found that buildout of the Approved Project would not result in impacts to paleontological resources with mitigation.

Geologic Features

The geologic units exposed at the surface in Ontario consist of sediments less than 11,000 years old (Holocene) deposited either by water or wind. Such geology is common throughout the City and region and is not considered unique.

Paleontological Resources

Ontario is underlain by deposits of Quaternary and upper-Pleistocene sediments deposited during Pliocene and early Pleistocene time. Quaternary Older Alluvial sediments may contain significant, nonrenewable, paleontological resources and are therefore considered to have high sensitivity. Older Pleistocene alluvial sediments can yield fossil remains, often found at depths of 10 feet or more below existing ground surface. As previously discussed, for the Approved TOP, the San Bernardino County Museum, Division of Geological Sciences, conducted the paleontological records search and found one previously known paleontological resource locality recorded by the Regional Paleontologic Locality Inventory, a computer database with positional and contextual data for more than 3,000 fossil localities throughout California and the southwestern United States. This review found one paleontological locality for the City area (SBCM 5.1.8). This locality yielded the remains of a mammoth

from approximately 20 feet below the ground surface. As a result, the possibility of finding additional paleontological resources within City boundaries is moderate to high at depths of 10 feet or more below ground surface.

Long-term implementation of TOP 2050 would allow development (e.g., new development, infill development, redevelopment, and revitalization/restoration), including grading, of known and unknown sensitive areas. Grading and construction activities of undeveloped areas or redevelopment that requires more intensive soil excavation than in the past could potentially cause the disturbance of paleontological resources. Therefore, future development that would be accommodated by TOP 2050 could potentially unearth previously unrecorded resources.

Existing federal, state, and local regulations address the provisions of studies to identify paleontological resources, review applications for projects that would potentially involve land disturbance, provide a project-level standard condition of approval that addresses unanticipated paleontological discoveries, and enforces requirements to develop specific mitigation measures if resources are encountered during any development activity. The Historic Preservation section of the Community Design Element contains policies that address the management of artifacts (see Policy CD-4.1) and the collaboration, promotion of public involvement in preservation, and public outreach (see Policies CD-4.2, CD-4.6, and CD-4.7) of cultural resources.

Paleontological resources are recognized as nonrenewable; and therefore, receive protection under the California Public Resources Code (Section 21083.2) and CEQA. Review and protection of paleontological resources are also afforded by CEQA for individual development projects that would be accommodated by TOP 2050, subject to discretionary actions that are implemented in accordance with the land use plan of TOP 2050. Compared to the Approved Project, TOP 2050 would have similar impacts because the Proposed Project would result in an increase in land use intensity rather than development of new, previously undeveloped areas of the City which would require substantial landform modification. However, the potential to uncover undiscovered archeological and paleontological resources is high. Therefore, like the Approved Project, paleontological resources impacts of TOP 2050 would be potentially significant.

Mitigation Measure

The Proposed Project would not result in new impacts or a substantial increase in the magnitude of impacts to paleontological resources compared to the Approved Project. The following mitigation measure was included in the Draft SEIR and the Final SEIR in an abundance of caution, and is applicable to the Proposed Project. The measure as provided includes any revisions incorporated in the Final SEIR.

MM 5-2 In areas of documented or inferred from evident archaeological and/or paleontological resource presence, City staff shall require applicants for development permits to provide studies to document the presence/absence of such resources. On properties where resources are identified, such studies shall provide a detailed mitigation plan, including a monitoring program and recovery and/or in situ preservation plan, based on the recommendations of a qualified cultural preservation expert. The mitigation plan shall include the following requirements:

a) Archaeologists and/or paleontologist shall be retained for the project and will be on call during grading and other significant ground-disturbing activities.

b) Should any cultural resources be discovered, no further grading shall occur in the area of the discovery until the Planning Director or designee is satisfied that adequate provisions are in place to protect these resources.

c) Unanticipated discoveries shall be evaluated for significance by a San Bernardino County Certified Professional Archaeologist/Paleontologist. If significance criteria are met, then the project shall be required to perform data recovery, professional identification, radiocarbon dates, and other special studies; submit materials to a museum for permanent curation; and provide a comprehensive final report including a catalog with museum numbers.

Finding

Changes or alterations have been required in, or incorporated into, the Proposed Project that avoid or substantially lessen the significant environmental effect as identified in the Draft SEIR. These changes are identified in the form of the mitigation measure above. The City of Ontario hereby finds that implementation of the mitigation measure is feasible, and the measure is therefore adopted.

Rationale for Finding

Mitigation Measure 5-2 requires that in the event of an unanticipated discovery of paleontological resources during grading and excavation of the site, a qualified paleontologist would assess the find and develop a course of action to preserve the find. Therefore, Mitigation Measure 5-2 would reduce potential impacts to paleontological resources to a level that is less than significant. (Draft SEIR pg. 5.7-25)

3. Tribal Cultural Resources

Impact 5.18-1: Tribal cultural resources could be adversely impacted by grading activities associated with the Proposed Project. [Threshold TRC-1]

The 2010 Certified EIR found that under the Approved Project, impacts to prehistoric archeological resources, which include TCRs, would be less than significant with mitigation.

Conducting consultation early in the CEQA process allows tribal governments, public lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to TCRs, and reduce the potential for delay and conflict in the environmental review process.

Sacred Lands File Search and Consultation

The City requested a local government tribal consultation list from the Native American Heritage Commission (NAHC) on June 9, 2021. The tribal consultation list was requested in accordance with SB 18 and AB 52 requirements. The NAHC responded on June 22, 2021, and provided a list of tribes

for the City to contact regarding potential consultation. The NAHC also notified the City that the result of the Sacred Lands File check conducted through the NAHC was negative. The City sent initial notification letters to California Native American tribes and tribal contacts on July 2, 2021, via certified mail.

SB 18 and AB 52 Consultation

In accordance with AB 52 and SB 18 requirements, the City sent invitation letters to the Native American contacts provided by the NAHC on July 2, 2021, formally inviting tribes to consult with the City on the general plan update. The intent of consultations is to provide an opportunity for interested Native American contacts to work with the City during the project planning process to identify and protect TCRs. Response letters were received from the following tribes (see also Appendix L, *Tribal Consultation Responses*, of the Draft SEIR).

- **Agua Caliente Band of Cahuilla Indians.** The Agua Caliente Band of Cahuilla Indians responded on July 9 and August 3 that the City is not within the tribe's traditional use area, and it therefore defers to other tribes in the area.

- **Gabrieleño Band of Mission Indians–Kizh Nation.** Gabrieleño Band of Mission Indians–Kizh Nation responded on July 6 stating that the tribal government concurs with the updated plan. However, in the event of future construction or any ground disturbance, the tribal government would like to consult with the lead agency.

- **Quechan Tribe of the Fort Yuma Reservation.** Quechan Tribe of the Fort Yuma Reservation responded on July 9 and July 21 stating that the City is not within the tribe's traditional use area, and it therefore defers to other tribes in the area.

- **San Manuel Band of Mission Indians.** San Manuel Band of Mission Indians responded on July 13 and August 2 stating that TOP 2050 may impact projects in Serrano ancestral territory, and therefore is of interest to the tribe. The tribe requested additional information concerning whether the general plan updates would include any plans for museums, cultural centers, or interpretive sites. The tribe sees no conflicts with the zoning changes; however, when specific projects are planned and implemented, it might have comments and/or request formal consultation with the lead agency pursuant to CEQA (as amended, 2015) and PRC 21080.3.1.

TOP 2050 a regulatory document that sets the framework for future growth and development in the City and does not result in development in and of itself. However, future development as a result of the implementation of TOP 2050 could include grading in portions of the City with sensitivity to TCRs. Though the Proposed Project would not result in new impacts or a substantial increase in the magnitude of impacts to TCRs compared to the Approved Project, grading and construction activities in undeveloped areas or redevelopment that requires deeper soil excavation than in the past could potentially disturb TCRs. Therefore, future development could potentially unearth previously unknown/unrecorded TCRs.

Mitigation Measure

The Proposed Project would not result in new impacts or a substantial increase in the magnitude of impacts to tribal cultural resources compared to the Approved Project. The following mitigation measures were included in the Draft SEIR and the Final SEIR in an abundance of caution, and is applicable to the Proposed Project. The measure as provided includes any revisions incorporated in the Final SEIR. Mitigation Measure (MM) indicates existing mitigation measures from the Approved Project that are also applicable to the Proposed Project, while Tribal Cultural Resource (TRC) indicates a new mitigation measure included as part of the Proposed Project.

MM 5-3 Upon receipt of an application for a proposed project subject to CEQA and within the City's jurisdiction, the City's representative shall consult with the relevant tribe(s)' representative(s) to determine if the proposed project is within a culturally sensitive area to the tribe. If sufficient evidence is provided to reasonably ascertain that the site is within a [tribal] culturally sensitive area, an archaeologist shall prepare a cultural resources assessment. The findings of the cultural resources assessment shall be incorporated into the CEQA documentation. A copy of the report shall be forwarded to the tribe(s). If mitigation is recommended in the CEQA document, the procedure described in Mitigation Measure 5-4 shall be followed.

MM 5-4 Prior to the issuance of grading permits for a proposed project for which the CEQA document defines cultural resource mitigation for potential tribal resources, the project applicant shall contact the designated tribe(s) to notify them of the grading, excavation, and monitoring program. The applicant shall coordinate with the City of Ontario and the tribal representative(s) to develop mitigation measures that address the designation, responsibilities, and participation of tribal monitors during grading, excavation, and ground-disturbing activities; scheduling; terms of compensation; and treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site. The City of Ontario shall be the final arbiter of the conditions for projects within the City's jurisdiction.

TCR-1 **Tribal Cultural Resources Monitoring**. The project archaeologist, in consultation with interested tribes, the developer, and the City of Ontario, shall develop an archaeological monitoring plan (AMP) to address the details, timing, and responsibility of archaeological and cultural activities that will occur on the project site. Details in the AMP shall include:

1. Project-related ground disturbance (including, but not limited to, brush clearing, grading, trenching, etc.) and development scheduling;

2. The development of a rotating or simultaneous schedule in coordination with the developer and the project archeologist for designated Native American Tribal Monitors from the consulting tribes during grading, excavation and ground disturbing activities on the site: including the scheduling, safety requirements, duties, scope of work, and Native American Tribal Monitors' authority to stop and redirect grading activities in coordination with all project archaeologists (if

the tribes cannot come to an agreement on the rotating or simultaneous schedule of tribal monitoring, the Native American Heritage Commission shall designate the schedule for the onsite Native American Tribal Monitor for the proposed project);

3. The protocols and stipulations that the developer, City, Tribes, and project archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation.

At least 30 days prior to application for a grading permit and before any brush clearance, grading, excavation, and/or ground disturbing activities on the site, the developer shall retain a tribal cultural monitor to monitor all ground-disturbing activities in an effort to identify any unknown archaeological resources.

Pursuant to the AMP, a tribal monitor from the consulting tribe shall be present during the initial grading activities. If tribal resources are found during grubbing activities, the tribal monitoring shall be present during site grading activities.

TCR-2 **Treatment and Disposition of Cultural Resources.** In the event that Native American cultural resources are inadvertently discovered during the course of any ground-disturbing activities, including but not limited to brush clearance, grading, trenching, etc., for the proposed project, the following procedures will be carried out for treatment and disposition of the discoveries:

1. Temporary Curation and Storage: During the course of construction, all discovered resources shall be temporarily curated in a secure location on-site or at the offices of the project archaeologist. The removal of any artifacts from the project site will need to be thoroughly inventoried with tribal monitor oversight of the process;

2. Treatment and Final Disposition: The landowner(s) shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts and nonhuman remains as part of the required mitigation for impacts to cultural resources. The applicant shall relinquish the artifacts through one or more of the following methods and provide the City of Ontario with evidence of same:

    a. Accommodate the process for on-site reburial of the discovered items with the consulting Native American tribes or bands. This shall include measures and provisions to protect the future reburial area from any future impacts. Reburial shall not occur until all cataloging, basic analysis, other analyses as recommended by the project archaeologist and approved by consulting tribes, and basic recordation have been completed; all documentation should be at a level of standard professional practice to allow the writing of a report of professional quality;

b. A curation agreement with an appropriate qualified repository in San Bernardino County that meets federal standards per 36 CFR Part 79, and therefore the resource would be professionally curated and made available to other archaeologists/researchers for further study. The collections and associated records shall be transferred, including title, to an appropriate curation facility in San Bernardino County, to be accompanied by payment of the fees necessary for permanent curation;

c. For purposes of conflict resolution, if more than one Native American tribe or band is involved with the project and cannot come to an agreement as to the disposition of cultural materials, materials shall be curated at the San Bernardino County Museum by default;

d. At the completion of grading, excavation, and ground-disturbing activities on the site, a Phase IV Monitoring Report shall be submitted to the City documenting monitoring activities conducted by the project archaeologist and Native Tribal Monitors within 60 days of completion of grading. This report shall document the impacts to the known resources on the property; describe how each mitigation measure was fulfilled; document the type of cultural resources recovered and the disposition of such resources; provide evidence of the required cultural sensitivity training for the construction staff held during the required pregrade meeting; and, in a confidential appendix, include the daily/weekly monitoring notes from the archaeologist. All reports produced will be submitted to the City, County Museum, and consulting tribes.

Finding

Changes or alterations have been required in, or incorporated into, the Proposed Project that avoid or substantially lessen the significant environmental effect as identified in the Draft SEIR. These changes are identified in the form of the mitigation measure above. The City of Ontario hereby finds that implementation of the mitigation measure is feasible, and the measure is therefore adopted.

Rationale for Finding

Mitigation Measures 5-3 and 5-4 and new Mitigation Measures TCR-1 and TCR-2 would reduce potential impacts associated with TCRs to a level that is less than significant by monitoring, treatment, and final deposition of resources in coordinate with the Tribes. Therefore, no significant unavoidable adverse impacts relating to TCRs remain. (Draft SEIR pg. 5.18-11)

D. SIGNIFICANT AND UNAVOIDABLE SIGNIFICANT IMPACTS THAT CANNOT BE MITIGATED TO BELOW THE LEVEL OF SIGNIFICANCE

The following summary describes the unavoidable adverse impact of the Proposed Project where either mitigation measures were found to be infeasible, or the mitigation measures are under the control of another lead agency. The following impact would remain significant and unavoidable.

1. Air Quality

Impact 5.3-1: The additional population growth forecast for TOP 2050 and the associated emissions would exceed the assumptions of the South Coast AQMD's AQMP. [Threshold AQ-1]

The 2010 Certified EIR identified that TOP had the potential to conflict with the South Coast AQMD Air Quality Management Plan (AQMP). The following describes potential air quality impacts of consistency with the AQMP from implementation of TOP 2050 compared to TOP.

The South Coast AQMD is directly responsible for reducing emissions from area, stationary, and mobile sources in the SoCAB to achieve the National and California Ambient Air Quality Standards (AAQS) and has responded to this requirement by preparing an AQMP. Since the 2010 EIR was certified, the South Coast AQMD Governing Board adopted the 2016 AQMP, which is a regional and multiagency effort (South Coast AQMD, CARB, SCAG, and EPA). In addition, South Coast AQMD will release the 2022 AQMP this year.

A consistency determination with the AQMP plays an important role in local agency project review by linking local planning and individual projects to the AQMP. It fulfills the CEQA goal of informing decision makers of the environmental efforts of the project under consideration early enough to ensure that air quality concerns are fully addressed. It also provides the local agency with ongoing information as to whether they are contributing to the clean air goals in the AQMP.

The two principal criteria for conformance with an AQMP are:

1. Whether the project would exceed the assumptions in the AQMP.

2. Whether the project would result in an increase in the frequency or severity of existing air quality violations, cause or contribute to new violations, or delay timeline attainment of air quality standards.

SCAG is South Coast AQMD's partner in the preparation of the AQMP, providing the latest economic and demographic forecasts and developing transportation measures. Regional population, housing, and employment projects developed by SCAG are based, in part, on general plan land use designations. These projections form the foundation for the emissions inventory of the AQMP.

Criterion 1

Table 5.3-9, *Comparison of Population and Employment Forecast*, in Section 5.3, *Air Quality*, of the Draft SEIR compares the population and employment growth forecast under TOP 2050 to the Approved

Project. The table shows that TOP 2050 would result in more VMT as a result of an increase in population; however, VMT per service population would decrease from the Approved Project. As a result, TOP 2050 provides a more efficient land use plan that reduces VMT per resident and employee. Therefore, the Proposed Project would be consistent with the AQMP under the first criterion.

Criterion 2

The SoCAB is designated nonattainment for ozone (O_3) and fine inhalable particulate matter ($PM_{2.5}$) under the California and National AAQS,[13] nonattainment for nitrogen dioxide (NO_2) along SR-60 under the California AAQS,[14] nonattainment for coarse inhalable particulate matter (PM_{10}) under the California AAQS, and nonattainment for lead (Los Angeles County only) under the National AAQS. Because TOP 2050 involves long-term growth associated with buildout of the City, cumulative emissions generated from operation of individual development projects would exceed the South Coast AQMD regional and localized thresholds. Consequently, emissions generated by development projects in addition to existing sources in the City are considered to cumulatively contribute to the nonattainment designations of the SoCAB. Buildout of the proposed land use plan associated with TOP 2050 could contribute to an increase in frequency or severity of air quality violations and delay attainment of the AAQS or interim emission reductions in the AQMP, and emissions generated from buildout would result in a significant air quality impact. Therefore, like the Approved Project, the Proposed Project would be inconsistent with the AQMP. The Proposed Project would result in a substantial increase in volatile organic compounds (VOC) compared to the Approved Project. Therefore, TOP 2050 would result in a substantial increase in magnitude of impacts compared to the Proposed Project.

Summary

Buildout of TOP 2050 would be consistent with the AQMP under the first criteria. However, air pollutant emissions associated with buildout of TOP 2050 would cumulatively contribute to the nonattainment designations in the SoCAB. Therefore, like the Approved Project, TOP 2050 would be inconsistent with the AQMP. Additionally, because of the substantial increase in population and associated VOC emission, the Proposed Project would result in a substantial increase in magnitude of impacts compared to the Approved Project.

Mitigation Measure

The following mitigation measure was included in the Draft SEIR and the Final SEIR; and in an abundance of caution, is applicable to the Proposed Project. The measure as provided include any revisions incorporated in the Final SEIR. Mitigation Measure (MM) indicates existing mitigation

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[13] The SoCAB is pending a resignation request from nonattainment to attainment for the 24-hour federal $PM_{2.5}$ standards. The 2021 $PM_{2.5}$ Redesignation Request and Maintenance Plan demonstrates that the South Coast meets the requirements of the CAA to allow the EPA to redesignate the SoCAB to attainment for the 65 $\mu g/m^3$ and 35 $\mu g/m^3$ 24-hour $PM_{2.5}$ standards. CARB will submit the 2021 $PM_{2.5}$ Redesignation Request to the EPA as a revision to the California SIP.

[14] On February 21, 2019, CARB's board approved the separation of the area that runs along State Route 60 corridor through portions of Riverside, San Bernardino, and Los Angeles counties from the remainder of the SoCAB for State nonattainment designation purposes. The board designated this corridor as nonattainment. The remainder of the SoCAB remains in attainment for NO_2. CARB is proposing to redesignate SR-60 Near-Road Portion of San Bernardino, Riverside, and Los Angeles Counties in the SoCAB as attainment for NO_2 at the February 24, 2022, board hearing.

measures from the Approved Project that are applicable to the Proposed Project, while Air Quality (AQ) indicates a new mitigation measure included as part of the Proposed Project.

MM 3-2 The City of Ontario shall evaluate new development proposals within the City and require all developments to include access or linkages to alternative modes of transportation, such as transit stops, bike paths, and/or pedestrian paths (e.g. sidewalks).

AQ-1 Prior to discretionary approval by the City of Ontario for development projects subject to CEQA (California Environmental Quality Act) review (i.e., nonexempt projects), project applicants shall prepare and submit a technical assessment evaluating potential project operation-phase-related air quality impacts to the City of Ontario Planning Department for review and approval. The evaluation shall be prepared in conformance with South Coast Air Quality Management District (South Coast AQMD) methodology in assessing air quality impacts. If operation-related air pollutants are determined to have the potential to exceed the South Coast AQMD–adopted thresholds of significance, the City of Ontario Planning Department shall require that applicants for new development projects incorporate mitigation measures to reduce air pollutant emissions during operational activities. The identified measures shall be included as part of the conditions of approval. Possible mitigation measures to reduce long-term emissions could include, but are not limited to the following:

- For site-specific development that requires refrigerated vehicles, the construction documents shall demonstrate an adequate number of electrical service connections at loading docks for plug-in of the anticipated number of refrigerated trailers to reduce idling time and emissions.
- Applicants for manufacturing and light industrial uses shall consider energy storage and combined heat and power in appropriate applications to optimize renewable energy generation systems and avoid peak energy use.
- Site-specific developments with truck delivery and loading areas and truck parking spaces shall include signage as a reminder to limit idling of vehicles while parked for loading/unloading in accordance with California Air Resources Board Rule 2845 (13 CCR Chapter 10 sec. 2485).
- Provide changing/shower facilities as specified in Section A5.106.4.3 of CALGreen (Nonresidential Voluntary Measures).
- Provide bicycle parking facilities per Section A4.106.9 of CALGreen (Residential Voluntary Measures).
- Provide preferential parking spaces for low-emitting, fuel-efficient, and carpool/van vehicles per Section A5.106.5.1 of CALGreen (Nonresidential Voluntary Measures).

- Provide facilities to support electric charging stations per Section A5.106.5.3 and Section A5.106.8.2 of CALGreen (Nonresidential Voluntary Measures; Residential Voluntary Measures).

- Applicant-provided appliances shall be Energy Star–certified appliances or appliances of equivalent energy efficiency (e.g., dishwashers, refrigerators, clothes washers, and dryers). Installation of Energy Star–certified or equivalent appliances shall be verified by the City during plan check.

Finding

Changes or alterations have been required in, or incorporated into, the Proposed Project that avoid or substantially lessen the significant environmental effect as identified in the Draft SEIR. These changes are identified in the form of the mitigation measure above. The City of Ontario hereby finds that implementation of the mitigation measure is feasible, and the measure is therefore adopted.

The City finds that there are no other mitigation measures that are feasible, taking into consideration specific economic, legal, social, technological or other factors, that would mitigate this impact to a less-than-significant level, and further, that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the alternatives identified in the SEIR, as discussed in Section IV of these Findings (Public Resources Code Section 21081(a)(1), (3); Guidelines Section 15091(a)(1), (3)). As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or statewide environmental benefits, of the proposed project outweigh its significant effects on the environment.

Impact 5.3-2: Construction activities associated with future development that would be accommodated under TOP 2050 could generate short-term emissions in exceedance of the South Coast AQMD's threshold criteria. [Thresholds AQ-2 and AQ-3]

The 2010 Certified EIR identified that, due to the scale of development activity associated under the Approved Project, the short-term emissions would likely exceed the South Coast AQMD regional significance thresholds.

Construction activities under TOP 2050 would also temporarily increase PM_{10}, $PM_{2.5}$, VOC, NO_X (nitrous oxides), SO_X (sulfur oxides), and CO (carbon monoxide) regional emissions in the SoCAB. The primary source of NO_X, CO, and SO_X emissions is the operation of construction equipment. The primary sources of particulate matter (PM_{10} and $PM_{2.5}$) emissions are activities that disturb the soil, such as grading and excavation, road construction, and building demolition and construction. The primary sources of VOC emissions are the application of architectural coating and off-gas emissions associated with asphalt paving.

Construction activities associated with TOP 2050 would occur over the buildout horizon of the plan, causing short-term emissions of criteria air pollutants. However, information regarding specific

development projects, soil types, and the locations of receptors would be needed in order to quantify the level of impact associated with construction activity. Due to the scale of development activity associated with buildout of TOP 2050, emissions would likely exceed the South Coast AQMD regional significance thresholds. In accordance with the South Coast AQMD methodology, emissions that exceed the regional significance thresholds would cumulatively contribute to the nonattainment designations of the SoCAB.

Air quality emissions related to construction must be addressed on a project-by-project basis. For TOP 2050, which is a broad-based policy plan, it is not possible to determine whether the scale and phasing of individual projects would exceed the South Coast AQMD's short-term regional or localized construction emissions thresholds. In addition to regulatory measures—e.g., South Coast AQMD Rule 403 for fugitive dust control, Rule 1113 for architectural coatings, and CARB's Airborne Toxic Control Measures—mitigation imposed at the project level may include extension of construction schedules and/or use of special equipment.

Furthermore, TOP 2050 includes Land Use Element Policy LU-2.1, Land Use Decisions, which requires new development to minimize impacts on adjacent properties and would reduce construction emissions associated with development projects. Safety Element Policy S-5.1, Dust Control Measures, requires the implementation of BMPs for dust control at all excavation and grading projects, and Policy S-5.2, Grading in High Winds, prohibits excavation and grading during strong wind conditions.

While individual projects accommodated under TOP 2050 may not exceed the South Coast AQMD regional significance thresholds, the likely scale and extent of construction activities associated with TOP 2050 would likely continue to exceed the relevant South Coast AQMD thresholds for some projects. Compared to the Approved Project, TOP 2050 would have similar impacts because the Proposed Project would result in an increase in land use intensity rather than development of new, previously undeveloped areas of the City which would require substantial landform modification. Therefore, like the Approved Project, construction-related regional air quality impacts of developments that would be accommodated by TOP 2050 would be potentially significant.

Mitigation Measure

The following mitigation measure was included in the Draft SEIR and the Final SEIR; and in an abundance of caution, is applicable to the Proposed Project. The measure as provided include any revisions incorporated in the Final SEIR.

MM 3-1 Prior to discretionary approval by the City of Ontario for development projects subject to CEQA (California Environmental Quality Act) review (i.e., nonexempt projects), project applicants shall prepare and submit a technical assessment evaluating potential project construction-related air quality impacts to the City of Ontario Planning Department for review and approval. The evaluation shall be prepared in conformance with South Coast Air Quality Management District (South Coast AQMD) methodology for assessing air quality impacts. If construction-related criteria air pollutants are determined to have the potential to exceed the South Coast AQMD–adopted thresholds of significance, the City of Ontario Building Department shall require feasible mitigation measures to reduce air quality emissions. Potential

measures shall be incorporated as conditions of approval for a project and may include:

- Require fugitive dust control measures that exceed South Coast Air Quality Management District's Rule 403, such as:
  - Requiring use of nontoxic soil stabilizers to reduce wind erosion.
  - Applying water every four hours to active soil disturbing activities.
  - Tarping and/or maintaining a minimum of 24 inches of freeboard on trucks hauling dirt, sand, soil, or other loose materials.
- Using construction equipment rated by the United States Environmental Protection Agency as having Tier 4 interim or higher exhaust emission limits.
- Ensuring construction equipment is properly serviced and maintained to the manufacturer's standards.
- Limiting nonessential idling of construction equipment to no more than five consecutive minutes.
- Using Super-Compliant VOC paints for coating of architectural surfaces whenever possible. A list of Super-Compliant architectural coating manufactures can be found on the South Coast Air Quality Management District's website at: http://www.aqmd.gov/prdas/brochures/Super-Compliant_AIM.pdf.

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

Finding

Changes or alterations have been required in, or incorporated into, the Proposed Project that avoid or substantially lessen the significant environmental effect as identified in the Draft SEIR. These changes are identified in the form of the mitigation measure above. The City of Ontario hereby finds that implementation of the mitigation measure is feasible, and the measure is therefore adopted.

The City finds that there are no other mitigation measures that are feasible, taking into consideration specific economic, legal, social, technological or other factors, that would mitigate this impact to a less-than-significant level, and further, that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the alternatives identified in the SEIR, as discussed in Section IV of these Findings (Public Resources Code Section 21081(a)(1), (3); Guidelines Section 15091(a)(1), (3)). As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because specific overriding economic, legal, social, technological, or other benefits,

including regionwide or statewide environmental benefits, of the proposed project outweigh its significant effects on the environment.

Impact 5.3-3: Implementation of TOP 2050 would generate additional, long-term emissions in exceedance of South Coast AQMD's threshold criteria and cumulatively contribute to the South Coast Air Basin's nonattainment designations. [Threshold AQ-2]

The 2010 Certified EIR identified that the Approved Project would generate long-term emissions that would exceed the daily South Coast AQMD thresholds for all criteria pollutants and cumulatively contribute to the nonattainment designations in the SoCAB for O_3 and particulate matter (PM_{10} and $PM_{2.5}$) under the National and California AAQS.

TOP 2050 guides growth and development in the City by designating allowed land uses by parcel and through implementation of its goals and policies. New development would increase air pollutant emissions in the City and contribute to the overall emissions in the SoCAB. TOP 2050 sets up the framework for growth and development and does not directly result in development. Before development can occur, it must be analyzed for conformance with the general plan, zoning requirements, and other applicable local and State requirements; comply with the requirements of CEQA; and obtain all necessary clearances and permits.

TOP 2050 Criteria Air Pollutant Emissions Forecast

The emissions inventory for the City under TOP 2050 and Approved TOP is shown in Table 5.3-10, *City of Ontario Regional Criteria Air Pollutant Emissions Forecast,* in Section 5.3, *Air Quality*, of the Draft SEIR. As shown in the table, buildout of TOP 2050 would generate an increase in long-term emissions that exceed the daily South Coast AQMD thresholds for VOC. Emissions of NO_X, CO, PM_{10}, and $PM_{2.5}$ would slightly decrease compared to the Approved Project. Emissions of VOC are a precursor to O_3. The increase in VOC emissions compared to the Approved Project is a result of the increase in residential uses, which result in a greater increase in consumer product use in the City. Emissions of VOC that exceed the South Coast AQMD regional significance thresholds would contribute to the O_3 nonattainment designation of the SoCAB.

Furthermore, TOP 2050 includes policies that would reduce operational emissions associated with development projects. Land Use Element policies LU-2.1 through LU-2.5 would regulate new development impacts on nearby sensitive land uses. Environmental Resources Element policies ER-3.1 through ER-3.6 would ensure that new development is energy efficient. Community Design Element policy CD-2.7 would ensure that sustainability is considered in the design of new projects. Environmental Resources policies ER-4.1 through ER-4.9 would reduce air pollution from new development. Mobility Element policies M-1.4 (complete streets), M-1.6 (VMT), M-2.1 through M-2.4 (bicycle and pedestrian), and M-3.1 through M-3.11 (transit) would reduce VMT.

The 2010 Certified EIR identified significant impacts associated with VOC, NO_X, CO, SO_2 (sulfur dioxide), PM_{10}, and $PM_{2.5}$. Despite the additional policies in Top 2050, because VOC emissions would be substantially greater, TOP 2050 is considered to result in an increase in magnitude of impacts for VOC compared to the Approved Project.

Mitigation Measure

The following mitigation measure was included in the Draft SEIR and the Final SEIR; and in an abundance of caution, is applicable to the Proposed Project. The measure as provided include any revisions incorporated in the Final SEIR. Mitigation Measure (MM) indicates existing mitigation measures from the Approved Project that are applicable to the Proposed Project, while Air Quality (AQ) indicates a new mitigation measure included as part of the Proposed Project.

MM 3-2 The City of Ontario shall evaluate new development proposals within the City and require all developments to include access or linkages to alternative modes of transportation, such as transit stops, bike paths, and/or pedestrian paths (e.g. sidewalks).

AQ-1 Prior to discretionary approval by the City of Ontario for development projects subject to CEQA (California Environmental Quality Act) review (i.e., nonexempt projects), project applicants shall prepare and submit a technical assessment evaluating potential project operation-phase-related air quality impacts to the City of Ontario Planning Department for review and approval. The evaluation shall be prepared in conformance with South Coast Air Quality Management District (South Coast AQMD) methodology in assessing air quality impacts. If operation-related air pollutants are determined to have the potential to exceed the South Coast AQMD–adopted thresholds of significance, the City of Ontario Planning Department shall require that applicants for new development projects incorporate mitigation measures to reduce air pollutant emissions during operational activities. The identified measures shall be included as part of the conditions of approval. Possible mitigation measures to reduce long-term emissions could include, but are not limited to the following:

- For site-specific development that requires refrigerated vehicles, the construction documents shall demonstrate an adequate number of electrical service connections at loading docks for plug-in of the anticipated number of refrigerated trailers to reduce idling time and emissions.
- Applicants for manufacturing and light industrial uses shall consider energy storage and combined heat and power in appropriate applications to optimize renewable energy generation systems and avoid peak energy use.
- Site-specific developments with truck delivery and loading areas and truck parking spaces shall include signage as a reminder to limit idling of vehicles while parked for loading/unloading in accordance with California Air Resources Board Rule 2845 (13 CCR Chapter 10 sec. 2485).
- Provide changing/shower facilities as specified in Section A5.106.4.3 of CALGreen (Nonresidential Voluntary Measures).
- Provide bicycle parking facilities per Section A4.106.9 of CALGreen (Residential Voluntary Measures).

- Provide preferential parking spaces for low-emitting, fuel-efficient, and carpool/van vehicles per Section A5.106.5.1 of CALGreen (Nonresidential Voluntary Measures).

- Provide facilities to support electric charging stations per Section A5.106.5.3 and Section A5.106.8.2 of CALGreen (Nonresidential Voluntary Measures; Residential Voluntary Measures).

- Applicant-provided appliances shall be Energy Star–certified appliances or appliances of equivalent energy efficiency (e.g., dishwashers, refrigerators, clothes washers, and dryers). Installation of Energy Star–certified or equivalent appliances shall be verified by the City during plan check.

Finding

Changes or alterations have been required in, or incorporated into, the Proposed Project that avoid or substantially lessen the significant environmental effect as identified in the Draft SEIR. These changes are identified in the form of the mitigation measure above. The City of Ontario hereby finds that implementation of the mitigation measure is feasible, and the measure is therefore adopted.

The City finds that there are no other mitigation measures that are feasible, taking into consideration specific economic, legal, social, technological or other factors, that would mitigate this impact to a less-than-significant level, and further, that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the alternatives identified in the SEIR, as discussed in Section IV of these Findings (Public Resources Code Section 21081(a)(1), (3); Guidelines Section 15091(a)(1), (3)). As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or statewide environmental benefits, of the proposed project outweigh its significant effects on the environment.

Impact 5.3-4: Operation of industrial and warehousing land uses accommodated under TOP 2050 could expose sensitive receptors to substantial toxic air contaminant concentrations. [Threshold AQ-3]

The 2010 Certified EIR identified that various industrial and commercial development would occur under the Approved Project, but that individual projects would be required to comply with South Coast AQMD Rule 402 to prevent occurrence of and avoid creation of a public nuisance.

Development and operation of new land uses accommodated under TOP 2050 proposed land use plan could generate new sources of localized criteria air pollutant and toxic air contaminants (TACs) in the City from area/stationary sources and mobile sources.

CO Hotspots

Areas of vehicle congestion have the potential to create pockets of CO called hotspots. In 2007, the SoCAB was designated in attainment for CO under both the California AAQS and National AAQS.

The CO hotspot analysis conducted for the attainment by South Coast AQMD did not predict a violation of CO standards at the busiest intersections in Los Angeles during the peak morning and afternoon periods.[15] As identified in South Coast AQMD's 2003 AQMP and the 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan), peak carbon monoxide concentrations in the SoCAB in previous years, prior to redesignation, were a result of unusual meteorological and topographical conditions and not of congestion at a particular intersection.

Under existing and future vehicle emission rates, a project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal air does not mix—in order to generate a significant CO impact. Implementation of TOP 2050 under horizon year conditions would not result in hourly traffic increases of this magnitude. This net increase would be below the screening criteria. Thus, implementation of TOP 2050 would not produce the volume of traffic required to generate a CO hotspot, and CO hotspots impacts would be less than significant. The Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to that of the Approved Project.

Permitted Stationary Sources

Various industrial and commercial processes (e.g., manufacturing, dry cleaning) allowed under the proposed land use plan would be expected to release TACs. Industrial land uses, such as chemical processing facilities, chrome-plating facilities, dry cleaners, and gasoline-dispensing facilities, have the potential to be substantial stationary sources that would require a permit from South Coast AQMD. Emissions of TACs would be controlled by South Coast AQMD through permitting and would be subject to further study and health risk assessment prior to the issuance of any necessary air quality permits under South Coast AQMD Rule 1401, which would ensure less than significant impacts. Additionally, though implementation of TOP 2050 may result in projects that emit TACs throughout the City, the incremental impact of the Proposed Project is the same as the Approved Project. As a result, the Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project.

Warehouse/Industrial Land Uses

New warehousing operations could generate substantial diesel particulate matter (DPM) emissions from off-road equipment use and truck idling. Some warehousing and industrial facilities may also use transport refrigeration units for cold storage. New land uses in the City under TOP 2050 that use trucks, including trucks with transportation refrigeration units, could generate an increase in DPM that would contribute to cancer and noncancer health risk in the SoCAB. These types of facilities could also generate particulate matter (PM_{10} and $PM_{2.5}$) that could cause an exceedance or contribute to the continuing exceedance of the federal and state AAQS. These new land uses could be near existing sensitive receptors. In addition, trucks would travel on regional transportation routes through the SoCAB, contributing to near-roadway diesel particulate matter concentrations.

[15] The four intersections were: Long Beach Boulevard and Imperial Highway; Wilshire Boulevard and Veteran Avenue; Sunset Boulevard and Highland Avenue; and La Cienega Boulevard and Century Boulevard. The busiest intersection evaluated (Wilshire and Veteran) had a daily traffic volume of approximately 100,000 vehicles per day with LOS E in the morning peak hour and LOS F in the evening peak hour.

Implementation of the following TOP 2050 policies would reduce project-level localized impacts from industrial development:

- **ER-4.9: New Localized Air Pollution Sources Near Existing Sensitive Receptors.** We require new developments to conduct a Health Risk Assessment for land uses that generate more than 100 trucks per day or 40 trucks per day by trucks operating transportation refrigeration units (TRU's) within 1,000 feet from sensitive land uses (California Health and Safety Code Section 42705.5(a)(5)). If the health risk assessment determines the new development poses health hazards that increase the incremental cancer risk above the threshold established by the South Coast Air Quality Management District (AQMD), we will only approve permits upon the condition that adequate mitigation measures are proposed and implemented for potential impacts on the sensitive uses around the site and along the route within Ontario taken by the tracks to and from freeways. We require new developments that must perform a health risk assessment to conduct additional public outreach by sending notifications in multiple languages to all residents living within 500 feet, and encourage hosting a public meeting.

Though individual projects would be required to have less than significant impacts, cumulative development in the City would result in an increase in DPM concentrations and could increase the environmental burden on sensitive populations, including environmental justice communities, in the SoCAB.

Regional emissions are divided into two major source categories: stationary and mobile sources. TOP 2050 provides a land use plan that designates land uses for employment-generating uses, including Business Park and Industrial. The Business Park and Industrial land use categories cover a wide variety of potential uses. As a long-range planning document, TOP 2050 lacks sufficient detail on specific development projects that would potentially be developed in the future; therefore, it is not possible to determine what types of TACs would be generated on an individual site. Because the exact nature of the future industrial uses is not known, the quantity of TACs generated by the Proposed Project is also unknown. Furthermore, for warehouse development projects, cancer risk is predominately associated with diesel-powered cargo handling equipment rather than onsite truck idling. There is insufficient information available at this level of analysis to conduct a reasonable or scientifically valid analysis of DPM associated with onsite diesel-powered cargo handling equipment and trucks, or other sources of TACs. Thus, for programmatic, general-plan-level assessments, it is not feasible to conduct regional dispersion modeling to determine the incremental contribution of risks associated with land use changes.

Specific development projects in the City that have the potential to generate potentially significant risks associated with the release of TACs are required to undergo an analysis of their potential health risks associated with TACs based upon the specific details of each individual project (see Policy ER-4.9). Overall, because there are no specific development projects identified or approved under the Proposed Project and the location and exact nature of future development projects are unknown, determining health risk at this time is considered speculative pursuant to Section 15145 of the CEQA Guidelines.

Individual development projects would be required to achieve the incremental risk thresholds established by South Coast AQMD established through Policy ER 4-9. However, implementation of

TOP 2050 would generate TACs that could contribute to elevated levels in the air basin. This effect is more substantial with the Proposed Project compared to the Approved Project because of the increase in industrial land use allowed under the Proposed Project. While individual projects would achieve the project-level risk threshold of 10 per million, they would nonetheless contribute to the higher levels of cancer risk in the SoCAB; and therefore, result in a cumulatively considerable impact.

Finding

The City finds that there are no other mitigation measures that are feasible, taking into consideration specific economic, legal, social, technological or other factors, that would mitigate this impact to a less-than-significant level, and further, that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the alternatives identified in the SEIR, as discussed in Section IV of these Findings (Public Resources Code Section 21081(a)(1), (3); Guidelines Section 15091(a)(1), (3)). As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or statewide environmental benefits, of the proposed project outweigh its significant effects on the environment.

2. Cultural Resources

Impact 5.5-1: Implementation of TOP 2050 could impact a historic resource. [Threshold C-1]

The 2010 Certified EIR found that policies of the Approved Project, state and federal regulations, and the City's historic preservation ordinance would ensure that historical resources classified as Tier I or Tier II would not be impacted on a programmatic level. Implementation of the Approved Project's land use plan could threaten historic resources classified as Tier III, especially within growth focus areas, and impacts would remain significant and unavoidable after Mitigation Measure 5-1.

Historic resources in the City include historic districts (designated, proposed, and potential), historic landmarks or points of historical interest, and other buildings, structures, objects, and sites that appear eligible for listing on the National, California, or local historic registers. Ontario has eight historic districts, and four proposed and five potential historic districts are deemed eligible for listing (see Figure 5.5-1, *Historic Districts*, in Section 5.5, *Cultural Resources*, of the Draft SEIR). The City's Register of Historic Resources shows 1,957 historic resources, 99 of which are designated Historic Landmark properties. The majority of the historic structures are in residential areas of the City's historic districts.

TOP 2050 is a regulatory document that sets the framework for future growth and development of the City and does not directly result in development. All development or redevelopment projects must be analyzed for conformance with TOP 2050, zoning requirements, and other applicable local and state requirements; comply with the requirements of CEQA; and obtain all necessary clearances and permits. Thus, adoption of TOP 2050 in itself would not lead to demolition or material alteration of any of these historic resources. Identified historic structures and sites that are potentially eligible for future historic resources listing may be vulnerable to development accommodating TOP 2050. In addition,

other buildings or structures that could meet the National Register criteria upon reaching 50 years of age might be impacted by development or redevelopment activity under TOP 2050.

Known or future historic sites or resources listed in the national, California, or local registers would be protected through local ordinances, TOP 2050 policies, and state and federal regulations restricting alteration, relocation, and demolition of historical resources. Sensitive historical resources of local interest are protected under Chapter 4 and Chapter 7 of the Ontario Development Code. Policy CD-4.1, Cultural Resource Management, and Policy CD-4.2, Collaboration with Property Owners and Developers, of TOP 2050's Community Design Element would require the City to update and maintain an inventory of historic sites, buildings, and other resources and work with property owners and developers to implement strategies and best practices that preserve the character of the City's historic buildings, streetscape, and neighborhoods. Policy H-1.4, Historic Preservation, of TOP 2050's Housing Element would support the preservation of enhancement of residential structures, properties, street designs, lot configurations, and other reminders of Ontario's past that are considered local historical or cultural resources. Compliance with TOP 2050 policies and state and federal regulations would ensure that development would not result in adverse impacts to identified historic and cultural resources.

At the time a development project is proposed adjacent to or near a known or potential historic structure or resource, the project-level CEQA document of the development project would need to identify any impacts, direct or indirect, that the project could have on the identified historic structure or resource. The CEQA Guidelines require a project that will have potentially adverse impacts on historical resources to conform to the Secretary of the Interior's Standards for the Treatment of Historic Properties.

Chapter 4 of the City's Development Code contains significance criteria and procedures for the designation of historic resources such as Historic Landmarks, Historic Districts, Architectural Conservation Areas, and Automatic Designations; however, not all properties on the City's list of historic resources have been evaluated for significance. To provide a greater level of certainty regarding the City's preservation goals, the ordinance includes a tier system with standard criteria and procedures for evaluating the significance of historic or potentially historic resources threatened by major modifications or demolition.

The Development Code establishes criteria for Tier I, Tier II or Tier III properties, with Tier I and II being of the highest value. The tier system identifies resources that have the highest preservation value in terms of their architectural and/or historical contribution to the City and method to evaluate the significance of their loss in the case of major modification or demolition. The tier system also includes minimum mitigation measures and a mitigation fee structure for each tier. Tier I consists of properties that should not be demolished or significantly altered under any circumstances, regardless of their designation status. Tier II consists of properties where demolition of these properties should be avoided. Given this strong policy of the City and the programmatic nature of TOP 2050 and this EIR, is it not reasonably foreseeable at this time that any projects would be proposed and approved by the City that would 1) require the demolition of Tier II resources, and 2) for which a project alternative avoiding demolition would not be available for adoption instead of the proposed project. Thus, on a programmatic level, implementation of TOP 2050 would not result in significant impacts to Tier II

resources. Tier III consists of all properties that are Designated Historic Landmarks, are contributing structures in Designated Historic Districts, or are Eligible Historical Resources, as defined by the Development Code. Demolition of these properties should be avoided where possible, but may be appropriate under certain circumstances. If demolition occurs, the City requires historic resources to be documented and historic features to be salvaged, and requires a demolition mitigation fee. Therefore, the Development Code does not provide a high level of protection for Tier III resources. As a result, historical resources categorized under the ordinance as Tier III could potentially be impacted with implementation of TOP 2050.

Compared to the Approved Project, TOP 2050 would have similar impact associated with historic resources. The Proposed Project would result in an increase in land use intensity compared to the Approved Project but would not result in development in areas of the City that were not planned for development under the Current TOP. Therefore, like the Approved Project, historical resources categorized under the Development Code as Tier III could potentially be impacted with implementation of the Proposed Land Use Plan and would be potentially significant.

Mitigation Measure

The Proposed Project would not result in new impacts or a substantial increase in the magnitude of impacts to historic resources compared to the Approved Project. The following mitigation measure was included in the Draft SEIR and the Final SEIR; and in an abundance of caution, is applicable to the Proposed Project. The measure as provided include any revisions incorporated in the Final SEIR.

MM 5-1 Historic or potentially historic resources in the City shall be evaluated for historic significance through the City's tier system prior to the issuance of plan or development approvals. Pursuant to City's Development Code (Chapter 4, Permits, Actions, and Decisions, and Chapter 7, Historic Preservation), mitigation measures for all Tier III Historic Resources shall include the following:

a) Each historic resource shall be fully documented and cataloged pursuant to Historic American Building Survey/Historic American Engineering Record (HABS/HAER) standards, to provide a record of the resource, including, but not limited to: [i] the preparation of site plans, floor plans, exterior and interior elevations, and detail drawings of character defining features (such as moldings, stairs, etc.); and [ii] photographs of the resource, including the exterior, interior, and interior and exterior character defining features (such as moldings, light fixtures, trim patterns, etc.).

b) A mitigation fee established pursuant to Section 7.01.030 (Historic Preservation Mitigation Fee) shall be paid to the City prior to the issuance of a demolition permit for Tier III historic resources. Fees for Tier I and II historic resources shall be determined during the Environmental Impact Report process. The fees established for Tier III will be used as a reference point for establishing fees for Tier I and II historic resources.

c) A Certificate of Appropriateness shall not be issued for the demolition of an historic resource, either in whole or in part, until such time that a demolition permit application and a replacement structure has been approved by the City, and appropriate permits have been issued for its construction, unless: [i] a waiver is granted pursuant to Subsection H (Replacement Structure Waiver for Historic Resources Located within Industrial Zoning Districts) of Section 4.02.050; [ii] a deferral of the replacement structure requirement is granted pursuant to Subsection G (Replacement Structure Deferral) of Section 4.02.050; or [iii] demolition is required pursuant to Section 7.01.050 (Unsafe or Dangerous Conditions) of this Development Code.

d) In an effort to preserve features and artifacts from historic resources, a determination whether items within or on the resource should be salvaged must be made by the Planning Department and may include the local historical society prior to the issuance of the demolition permit. The applicant shall be responsible for the removal, relocation, storage, and donation of such items selected for salvaging. The applicant shall provide an inventory of salvaged items to the Planning Department, and shall include a list of each item name, description, and dimension (as necessary), and the location of each item on a floor plan.

Finding

Changes or alterations have been required in, or incorporated into, the Proposed Project that avoid or substantially lessen the significant environmental effect as identified in the Draft SEIR. These changes are identified in the form of the mitigation measure above. The City of Ontario hereby finds that implementation of the mitigation measure is feasible, and the measure is therefore adopted.

The City finds that there are no other mitigation measures that are feasible, taking into consideration specific economic, legal, social, technological or other factors, that would mitigate this impact to a less-than-significant level, and further, that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the alternatives identified in the SEIR, as discussed in Section IV of these Findings (Public Resources Code Section 21081(a)(1), (3); Guidelines Section 15091(a)(1), (3)). As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or statewide environmental benefits, of the proposed project outweigh its significant effects on the environment.

3. Noise

Impact 5.13-1: Construction activities associated with buildout of TOP 2050 would result in temporary noise increases at sensitive receptors during construction activities. [Threshold N-1]

The 2010 Certified EIR identified that TOP buildout could result in individual construction developments near noise sensitive receptors and expose receptors to prolong periods of construction

activity. Mitigation Measure 12-4 was identified to reduce construction noise to the extent feasible. However, construction noise impacts of the Approved Project were significant and unavoidable in the 2010 Certified EIR.

TOP 2050 is an update to TOP and focuses on technical updates to the Policy Plan to comply with state housing mandates and conform with new state laws related to community health, environmental justice, climate adaptation, resiliency, and mobility.

Two types of short-term noise impacts could occur during construction. First, the transport of workers and movement of materials to and from the site could incrementally increase noise levels along local access roads. This amount of construction traffic is typically small in relation to the total daily traffic volumes on those roadway segments. The second type of short-term noise impact is related to demolition, site preparation, grading, and/or physical construction.

The Proposed Project would result in an increase in land use intensity rather than development of new, previously undeveloped areas of the City that would require substantial landform modification. While specific project level data for individual developments for TOP 2050 (such as construction equipment, duration, and phasing) are not available, construction could generate noise levels in excess of 80 dBA equivalent continuous noise level (L_{eq}) and generate noise disturbances for prolonged periods of time at noise-sensitive receptors. Safety Element Policy S-4.1, Noise Mitigation, would help minimize the construction noise impacts through enforcement of the City's Noise Ordinance. This includes Municipal Code Chapter 29, Section 5-29.09, which limits construction, remodeling, digging, grading, demolition, or any other related building activity to between the hours of 7:00 am and 6:00 pm, Monday through Friday, and 9:00 am to 6:00 pm on weekends. The Proposed Project would not result in new or a substantial increase in the magnitude of impacts compared to the Approved Project. Nevertheless, construction-related noise impacts from the Proposed Project would be potentially significant.

Mitigation Measure

The following mitigation measure was included in the Draft SEIR and the Final SEIR; and in an abundance of caution, is applicable to the Proposed Project. The measure as provided include any revisions incorporated in the Final SEIR.

MM 12-4 Construction activities associated with new development that occurs near sensitive receptors shall be evaluated for potential noise impacts. Construction contractors shall implement the following measures for construction activities in the City of Ontario. Construction plans submitted to the City shall identify these measures on demolition, grading, and construction plans. The City of Ontario Planning and Building Departments shall verify that grading, demolition, and/or construction plans submitted include these notations prior to issuance of demolition, grading, and/or building permits.

- Construction activity is limited to the hours between 7:00 am and 6:00 pm Monday through Friday and 9:00 am to 6:00 pm Saturdays and Sundays, as prescribed in Municipal Code Section 5-29.09.

- During the entire active construction period, equipment and trucks used for project construction shall use the best-available noise control techniques wherever feasible (e.g., improved mufflers, equipment re-design, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds).

- Impact tools (e.g., jack hammers and hoe rams) shall be hydraulically or electrically powered wherever possible. Where the use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used along with external noise jackets on the tools.

- Stationary equipment such as generators and air compressors shall be located as far as feasible from nearby noise-sensitive uses.

- Stockpiling shall be located as far as feasible from nearby noise-sensitive receptors.

- Construction traffic shall be limited, to the extent feasible, to approved haul routes established by the City's Engineering Department.

- At least 10 days prior to the start of construction activities, a sign shall be posted at the entrance(s) to the job site, clearly visible to the public, that includes permitted construction days and hours as well as the telephone numbers of the City's and contractor's authorized representatives that are assigned to respond in the event of a noise or vibration complaint. If the authorized contractor's representative receives a complaint, he/she shall investigate, take appropriate corrective action, and report the action to the City.

- Signs shall be posted at the job site entrance(s), within the on-site construction zones, and along queueing lanes (if any) to reinforce the prohibition of unnecessary engine idling. All other equipment shall be turned off if not in use for more than 5 minutes.

- During the entire active construction period and to the extent feasible, the use of noise-producing signals, including horns, whistles, alarms, and bells, shall be for safety warning purposes only. The construction manager shall use smart back-up alarms, which automatically adjust the alarm level based on the background noise level or switch off back-up alarms and replace with human spotters in compliance with all safety requirements and laws.

- Erect temporary noise barriers (at least as high as the exhaust of equipment and breaking line-of-sight between noise sources and sensitive receptors), as necessary and feasible, to maintain construction noise levels at or below the performance standard of 80 dBA L_{eq}. Barriers shall be constructed with a solid material that has a density of at least 1.5 pounds per square foot with no gaps from the ground

to the top of the barrier and may be lined on the construction side with an acoustical blanket, curtain, or equivalent absorptive material.

Finding

Changes or alterations have been required in, or incorporated into, the Proposed Project that avoid or substantially lessen the significant environmental effect as identified in the Draft SEIR. These changes are identified in the form of the mitigation measure above. The City of Ontario hereby finds that implementation of the mitigation measure is feasible, and the measure is therefore adopted.

The City finds that there are no other mitigation measures that are feasible, taking into consideration specific economic, legal, social, technological or other factors, that would mitigate this impact to a less-than-significant level, and further, that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the alternatives identified in the SEIR, as discussed in Section IV of these Findings (Public Resources Code Section 21081(a)(1), (3); Guidelines Section 15091(a)(1), (3)). As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or statewide environmental benefits, of the proposed project outweigh its significant effects on the environment.

Impact 5.13-3: Development in accordance with TOP 2050 could create groundborne vibration and groundborne noise during construction activities in excess of established standards. [Threshold N-2]

Construction Vibration

The 2010 Certified EIR identified that vibration generated during construction activities would be a significant impact despite implementation of Mitigation Measure 12-2.

Construction activity at projects within TOP 2050 plan area would generate varying degrees of ground vibration, depending on the construction procedures and equipment. Operation of construction equipment generates vibrations that spread through the ground and diminish with distance from the source. The effect on buildings in the vicinity of the construction site varies depending on soil type, ground strata, and receptor building construction. The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibrations at moderate levels, to slight structural damage at the highest levels. Vibration from construction activities rarely reaches the levels that can damage structures but can achieve the audible and perceptible ranges in buildings close to the construction site. Table 5.13-11, *Vibration Levels for Construction Equipment*, in Section 5.13, *Noise*, of the Draft SEIR lists reference vibration levels for construction equipment at a distance of 25 feet.

Like the Approved Project, the Proposed Project would have similar impacts because specific project-level data for individual developments for TOP 2050 (such as construction equipment) are not available, and construction could generate excessive vibration levels at sensitive receptor locations.

Vibration-related noise impacts from the Proposed Project that would accommodate buildout of TOP 2050 would be potentially significant.

Operational Vibration

The 2010 Certified EIR found that potential impacts from on-road vehicles would not generate more than 0.8 in/sec peak particle velocity at vibration-sensitive receptors; therefore, impacts associated with the Approved Project were identified as less than significant.

Caltrans has studied the effects of propagation of vehicle vibration on sensitive land uses and notes that heavy trucks and buses generate the highest earth-borne vibrations of normal traffic. Caltrans further notes that the highest traffic-generated vibrations are along freeways and state routes. Its study finds that

> ... vibrations measured on freeway shoulders (five meters from the centerline of the nearest lane) have never exceeded 0.08 inches per second, with the worst combinations of heavy trucks and poor roadway conditions (while such trucks were moving at freeway speeds). This level coincides with the maximum recommended safe level for ruins and ancient monuments (and historic buildings).

The Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to that of the Approved Project. Therefore, like the Approved Project, the Proposed Project impacts would be less than significant.

Commercial and industrial operations would generate varying degrees of ground vibration, depending on the operational procedures and equipment. The 2010 Certified EIR found that the majority of industrial uses would not be immediately adjacent to vibration-sensitive uses, the use of heavy equipment associated with industrial activities would occur indoors, and no significant vibration impacts would occur from vibration generated by industrial uses. Like the Approved Project, the Proposed Project's commercial and industrial operations would not generate significant vibration impacts, and vibration from industrial and commercial operations would be less than significant.

The Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project.

Mitigation Measure

The following mitigation measure was included in the Draft SEIR and the Final SEIR; and in an abundance of caution, is applicable to the Proposed Project. The measure as provided include any revisions incorporated in the Final SEIR.

MM 12-2 Prior to issuance of a building permit, individual projects that involve vibration-intensive construction activities, such as pile drivers, jack hammers, and vibratory rollers near sensitive receptors shall be evaluated for potential vibration impacts. For construction within 135 feet of fragile structures, such as historical resources, within 100 feet of nonengineered timber and masonry buildings (e.g., most residential buildings), or within 75 feet of engineered concrete and masonry (no plaster); or a vibratory roller within 25 feet of any structure, the project applicant shall prepare a

noise and vibration analysis to assess and mitigate potential noise and vibration impacts related to these activities. This noise and vibration analysis shall be conducted by a qualified and experienced acoustical consultant or engineer. The vibration levels shall not exceed Federal Transit Administration (FTA) architectural damage thresholds (e.g., 0.12 inches per second [in/sec] peak particle velocity [PPV] for fragile or historical resources, 0.2 in/sec PPV for nonengineered timber and masonry buildings, and 0.3 in/sec PPV for engineered concrete and masonry). If vibration levels would exceed this threshold, alternative uses shall be used, such as drilling piles as opposed to pile driving and static rollers as opposed to vibratory rollers. If necessary, construction vibration monitoring shall be conducted to ensure vibration thresholds are not exceeded.

Finding

Changes or alterations have been required in, or incorporated into, the Proposed Project that avoid or substantially lessen the significant environmental effect as identified in the Draft SEIR. These changes are identified in the form of the mitigation measure above. The City of Ontario hereby finds that implementation of the mitigation measure is feasible, and the measure is therefore adopted.

The City finds that there are no other mitigation measures that are feasible, taking into consideration specific economic, legal, social, technological or other factors, that would mitigate this impact to a less-than-significant level, and further, that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the alternatives identified in the SEIR, as discussed in Section IV of these Findings (Public Resources Code Section 21081(a)(1), (3); Guidelines Section 15091(a)(1), (3)). As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or statewide environmental benefits, of the proposed project outweigh its significant effects on the environment.

Impact 5.13-4: Implementation of TOP 2050 could expose noise sensitive uses to excessive noise levels from the Ontario International Airport. [Threshold N-3]

The 2010 Certified EIR identified that airport noise impacts of the Approved Project were significant and unavoidable despite implementation of Mitigation Measure 12-1.

Future noise contours were developed based on data provided by the City of Ontario. Figure 5.13-3, *Airport Noise Contours*, in Section 5.13, *Noise*, of the Draft SEIR, show the ONT noise contours identified in the ALUCP. The Chino Airport noise contours do not extend into the City.

The City of Ontario's noise and land use compatibility standards considers a noise environment up to 60 dBA CNEL to be "clearly acceptable" for residential uses. Residential uses in exterior noise environments of up to 65 dBA CNEL are "normally acceptable." Normally acceptable conditions would require an acoustical report for major new residential construction. CBC Part 2, Volume 1,

Chapter 12, Section 1206.4, Allowable Interior Noise Levels, requires that interior noise levels attributable to exterior sources not exceed 45 dBA in any habitable room.

The 2010 Certified EIR found that residents and other sensitive receptors in the noise contour would be exposed to excessive noise levels from airport operations, and consequently indoor and exterior noise environments would be exposed to elevated noise levels from aircraft overflights. Safety Element Policy S-4.6, Airport Noise Compatibility, would minimize impacts. Policy S-4.6 states that information from the ALUCPs shall be utilized to prevent the construction of new noise-sensitive land uses within airport noise impact zones. The Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project. However, impacts would remain potentially significant, and future sensitive uses within an airport 65 dBA CNEL or more contour would be required to conduct a noise assessment and mitigate, as feasible, to achieve an interior noise level 45 dBA CNEL in any habitable room.

Additionally, TOP 2050 includes policies that help minimize airport noise impacts:

- **S-4.2: Coordination with Transportation Authorities.** We collaborate with airport owners, FAA, Caltrans, SBCTA, SCAG, neighboring jurisdictions, and other transportation providers in the preparation and maintenance of, and updates to transportation-related plans to minimize noise impacts and provide appropriate mitigation measures.

- **S-4.3: Airport Noise Mitigation**. We aggressively pursue funding and utilize programs to reduce the effects of aircraft noise in impacted areas of our community.

Mitigation Measure

The following mitigation measure was included in the Draft SEIR and the Final SEIR; and in an abundance of caution, is applicable to the Proposed Project. The measure as provided include any revisions incorporated in the Final SEIR.

MM 12-1 Prior to the issuance of building permits for any project that involves a noise-sensitive use within the 65 dBA CNEL contour of the Ontario International Airport, the project property owner/developers shall retain an acoustical engineer to conduct an acoustic analysis and identify, where appropriate, site design features and/or required building acoustical improvements (e.g., sound transmission class rated windows, doors, and attic baffling), to ensure compliance with the City's Noise Compatibility Criteria and the California State Building Code and California Noise Insulation Standards (Titles 24 and 21 of the California Code of Regulations).

Finding

Changes or alterations have been required in, or incorporated into, the Proposed Project that avoid or substantially lessen the significant environmental effect as identified in the Draft SEIR. These changes are identified in the form of the mitigation measure above. The City of Ontario hereby finds that implementation of the mitigation measure is feasible, and the measure is therefore adopted.

The City finds that there are no other mitigation measures that are feasible, taking into consideration specific economic, legal, social, technological or other factors, that would mitigate this impact to a less-than-significant level, and further, that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the alternatives identified in the SEIR, as discussed in Section IV of these Findings (Public Resources Code Section 21081(a)(1), (3); Guidelines Section 15091(a)(1), (3)). As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or statewide environmental benefits, of the proposed project outweigh its significant effects on the environment.

4. Transportation

Impact 5.17-2: The Proposed Project would generate a substantial increase in total VMT compared to the Approved Project. [Threshold T-2]

Table 5.17-4, *VMT Comparison of TOP 2050 to the Approved TOP*, in Section 5.17, *Transportation*, of the Draft SEIR shows that Boundary VMT is higher under the Proposed Project than the Approved Project within the Ontario city boundary (VMT Threshold 2); however, the origin-destination method VMT/SP is lower under the Proposed Project, indicating more efficient mix of land uses (VMT Threshold a). Since there would be a net increase in total citywide Boundary VMT from Approved TOP to TOP 2050, the Proposed Project is anticipated to result in a significant transportation impact related to VMT. This is primarily due to the increase in population accommodated by the Proposed Project.

TOP 2050 includes goals and policies to offset VMT impacts by creating greater access to transit and enhanced alternative transportation modes. In addition, the following policies encourage reduced VMT through land use planning and design.

- **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-1.2: Sustainable Community Strategy**. We integrate state, regional, and local Sustainable Community/Smart Growth principles into the development and entitlement process.
- **LU-1.4: Multimodal Mobility**. We require development and urban design, where appropriate, that reduces reliance on the automobile and capitalizes on active transportation, transit, electric vehicles, and multimodal transportation opportunities.
- **CE-1.12: Circulation.** We continuously plan and improve public transit and non-vehicular circulation for the mobility of all, including those with limited or no access to private automobiles.
- **M-1.2: Mitigation of Impacts.** We require development to mitigate its traffic impacts.

- **M-1.6: Reduce Vehicle Miles Traveled.** We will strive to reduce VMT through a combination of land use, transportation projects, travel demand management strategies, and other trip reduction measures in coordination with development projects and public capital improvement projects.

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

- **CD-2.6: Connectivity**. We promote development of street patterns, multimodal networks, and connected public spaces that create and unify neighborhoods, rather than divide them, and create cohesive and continuous corridors, rather than independent "islands" through the following means: 1) Local streets that provide access both between subdivisions and within neighborhoods and discourage through traffic; 2) A local street system that is logical and understandable for the user. A grid system is preferred to avoid circuitous and confusing travel paths between internal neighborhood areas and adjacent arterials and provide adequate emergency and evacuation access; and 3) Pedestrian and bicycle networks that provide convenient access to neighborhoods and nearby destinations, such as schools, parks, other public spaces, commercial areas, and transit stops.

- **CD-2.16: Transit Stops.** We require transit stops be conveniently located, well lit, safe, and accessible to pedestrians, bicyclists, and people of all abilities.

- **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 designed to maximize safety, comfort, and aesthetics.

- **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).

Even with the additional goals, policies, and actions related to VMT reduction identified as part of TOP 2050, which are not reflected in the traffic modeling, the Proposed Project is not anticipated to reduce the impact of increased total VMT. Therefore, VMT impacts of TOP 2050 would result in a new significant impact compared to the Approved Project.

Mitigation Measure

The following mitigation measure was included in the Draft SEIR and the Final SEIR; and in an abundance of caution, is applicable to the Proposed Project. The measure as provided include any revisions incorporated in the Final SEIR.

T-1 Prior to approval of discretionary projects subject to VMT reduction analysis, applicants shall demonstrate compliance with the City's VMT Guidelines for CEQA assessment of VMT impacts. For projects with VMT per Service Population exceeding the County's significance threshold, a mitigation plan shall be developed and implemented. Mitigation should consist of Transportation Demand Management (TDM) measures analyzed under a VMT-reduction methodology consistent with the California Air Pollution Control Officers Association's (CAPCOA) *Final Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity* (2021) and approved by the City of Ontario (if applicable). Examples of measures include but are not limited to:

- Pedestrian Network Improvements: constructing new sidewalks and/or improving damaged or substandard sidewalks that connect to a larger pedestrian network.
- Construct or Improve Bike Facilities: constructing new or enhancing a single existing Class I, II or IV bike facility that connects to a larger bike network.
- Construct or Improve Bike Boulevards: implementing a Class III bike boulevard on a local or collector street that is one travel lane in each direction, has a design speed of 25 mph or less and a design volume of 5,000 ADT or less.
- Expand Bikeway Networks: constructing a network of interconnected new Class I, II, or IV bike facilities.
- Provide End of Trip Bicycle Facilities: constructing facilities that support cyclists such as bike parking, lockers, and showers.
- Implement Transit-Supportive Roadway Treatments: funding infrastructure improvements such as traffic signal modifications and roadway signing and striping that are dedicated to improving transit travel times and reliability.
- Transit Passes: proving discounted or free transit fare to a specific geographic area, population group, or to the general public.
- Vanpool Program: providing groups of 5 to 15 people with direct shuttle service between their workplace and residence.
- Carshare Program (conventional or EV): providing access to a shared fleet of on-demand vehicles for short-term use/rental. Best practice is to discount carshare

membership and provide priority parking for carshare vehicles to encourage use of the service.

- Bikeshare Program (conventional or EV): providing access to a shared fleet of on-demand bicycles for short-term use/rental. Best practice is to discount bikeshare membership and dedicate bikeshare parking to encourage use of the service.

- Rideshare Program: providing access to and encouraging the use of a ridesharing platform or service. This could be an app, website, or other service that provides ride-matching coordination services.

- Community-Based Travel Planning (CBTP): CBTP is a residential based approach to outreach, performed by trained advisors, that provides households within a targeted geographic area with customized information, incentives, and support to encourage the use of transportation alternatives in place of single occupancy vehicles.

- Commute Trip Reduction (CTR) Program: CTR programs can be mandatory or voluntary, and involve providing information, coordination, services, infrastructure, and/or incentives for alternative modes such as ridesharing, vanpool, transit passes, and cycling.

Finding

Changes or alterations have been required in, or incorporated into, the Proposed Project that avoid or substantially lessen the significant environmental effect as identified in the Draft SEIR. These changes are identified in the form of the mitigation measure above. The City of Ontario hereby finds that implementation of the mitigation measure is feasible, and the measure is therefore adopted.

The City finds that there are no other mitigation measures that are feasible, taking into consideration specific economic, legal, social, technological or other factors, that would mitigate this impact to a less-than-significant level, and further, that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the alternatives identified in the SEIR, as discussed in Section IV of these Findings (Public Resources Code Section 21081(a)(1), (3); Guidelines Section 15091(a)(1), (3)). As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or statewide environmental benefits, of the proposed project outweigh its significant effects on the environment.

E. CUMULATIVE IMPACTS

Regarding the Project's potential to result in cumulative impacts, the City hereby finds as follows:

1. Aesthetics

Cumulative impacts related to aesthetics would be contiguous with the city boundaries. Cumulative projects in Ontario would have the potential to result in a cumulative impact to aesthetic resources if, in combination, they would result in the removal or substantial adverse change of one or more features that contribute to the valued visual character or image of a neighborhood, community, State scenic highway, or localized area, such as a designated landmark, historic resource, trees, or rock outcropping.

Scenic Vistas and Scenic Resources. Growth within the City of Ontario could affect scenic vistas and specific scenic resources. However, because growth allowed under the Proposed Project would be subject to goals, policies, and regulations that reduce impacts of the TOP 2050 on scenic resources to a less than significant level, the Proposed Project's contribution to impacts would not be cumulatively considerable. Cumulative impacts of TOP 2050 related to scenic vistas and scenic resources are therefore considered less than significant.

Visual Character and Quality. Growth anticipated in Ontario would fundamentally alter visual character and quality in some areas of the City, including Ontario Ranch. However, because development allowed under the Proposed Project would be subject to goals, policies, and regulations that reduce impacts of TOP 2050 on visual resources and character to a less than significant level, the Proposed Project's contribution to cumulative impacts would not be cumulatively considerable. Cumulative impacts of the Proposed Project related to visual character and quality are therefore considered less than significant.

Light and Glare. The construction and operation of cumulative projects located in Ontario would have the potential to result in new sources of light and glare from new development and redevelopment that requires night lighting—such as security lighting in commercial areas—or is constructed with materials that would result in glare, such as expanses of glass on office buildings. Impacts from glare are generally localized and not cumulative in nature; therefore, a significant cumulative impact related to glare would not occur. Additionally, because development allowed under the Proposed Project would be subject to the Development Code, which contains standards addressing lighting, and would reduce impacts of TOP 2050 related to light and glare to a less than significant level, the Proposed Project's contribution to cumulative impacts would not be cumulatively considerable.

2. Agriculture and Forestry Resources

The area considered for cumulative impacts to agriculture and forestry resources is San Bernardino County.

Mapped Important Farmland, Williamson Act Contracts, and Agricultural Zoning. Implementation of the Proposed Project would not result in agricultural resource impacts that would combine with impacts in San Bernardino County to result in significant, cumulative impacts. Impacts would be less than significant.

Forest Resources. The City of Ontario does not have any forest resources or timberland; therefore, no significant cumulative impact to forest resources would occur, and impacts would not be cumulatively considerable.

3. Air Quality

The cumulative setting for air quality is the SoCAB. In accordance with the South Coast AQMD methodology, any project that produces a significant project-level regional air quality impact in an area that is in nonattainment contributes to the cumulative impact. Cumulative projects include new development and general growth within the SoCAB. The SoCAB is nonattainment for ozone, PM_{10}, and $PM_{2.5}$. Due to the extent of the area potentially impacted from cumulative project emissions, South Coast AQMD consider a project cumulatively significant when project-related emissions exceed the regional emissions thresholds. As identified in Impact 5.3-2 (operation) and Impact 5.3-3 (construction), implementation of the Proposed Project would cumulatively contribute to the nonattainment designations of the air basins, and cumulative impacts are significant.

Construction. The SoCAB are designated nonattainment for O_3, $PM_{2.5}$, PM_{10}, and lead (SoCAB: Los Angeles County only) under the California and/or National AAQS. Construction of cumulative projects would further degrade the regional and local air quality. Air quality would be temporarily impacted during construction activities. Implementation of mitigation measures for related projects would reduce cumulative impacts. Mitigation Measure 3-1 would reduce impacts associated with consistency with the South Coast AQMD. However, project-related construction emissions could still potentially exceed the South Coast AQMD significance thresholds on a project and cumulative basis. Consequently, the Proposed Project's contribution to cumulative air quality impacts would be cumulatively considerable and would therefore be significant.

Operation. For operational air quality emissions, any project that does not exceed or can be mitigated to less than the daily regional threshold values is not considered by South Coast AQMD to be a substantial source of air pollution and does not add significantly to a cumulative impact. Mitigation Measures 3-2 and new Mitigation Measure AQ-1 would reduce impacts associated with consistency with the South Coast AQMD. Nevertheless, operation of the Proposed Project would result in emissions in excess of the South Coast AQMD regional emissions thresholds for long-term operation. Additionally, development under TOP 2050 would generate TACs that could contribute to elevated levels of risk. Therefore, the Proposed Project's air pollutant emissions would be cumulatively considerable and therefore significant.

4. Biological Resources

The analysis presented in this section, by the nature of TOP 2050, provides a cumulative assessment of biological impacts within the City. TOP 2050 policies would minimize potential cumulative impacts to biological resources, as identified above. Coordination with resource agencies would reduce potential cumulative impacts to biological resources by prioritizing areas for conservation and maintaining communication among jurisdictions. With implementation of existing regulations and TOP 2050 policies, impacts to biological resources would be less than significant and would not be cumulatively considerable.

5. Cultural Resources

Historical Resources. The area considered for cumulative impacts is the City of Ontario. Projects in the City could destroy or otherwise diminish the historical significance of historical resources. Mitigation

Measure 5-1 would require historic or potentially historic resources to be evaluated for historic significance through the City's Development Code tier system. Major modification or demolition of Tier III resources may be appropriate under certain circumstances. If demolition occurs, the City requires historic resources to be documented and historic features to be salvaged, and requires a demolition mitigation fee. Therefore, the ordinance does not provide a high level of protection for Tier III historic resources. As described above, historical resources categorized under Chapter 4 of the City's Development Code as Tier III could potentially be impacted with implementation of TOP 2050 and would be potentially significant; and therefore, cumulatively considerable.

Archaeological Resources. The area considered for cumulative impacts is the City of Ontario. Projects in the City would disturb soil and thus could damage archaeological resources. Projects in the City of Ontario and would comply with federal and state regulations governing the treatment of archeological resources. Mitigation Measure 5-2 would ensure that impacts to archeological resources are less than significant and would be less than cumulatively considerable.

6. Energy

The area considered for cumulative impacts to electricity and natural gas supplies and facilities is SCE and Southern California Gas Company (SoCalGas) service areas. Other projects in the SCE and SoCalGas service area would be subject to existing regulations, including the CBC which requires new buildings increase energy efficiency. TOP 2050 includes policies to reduce energy use and the CCAP includes measures to align with the state's goals for carbon neutrality. Cumulative impacts would be less than significant, and impacts would not be cumulatively considerable.

7. Geology and Soils

Geological Hazards. Geology and soils impacts related to the Proposed Project would be specific to the sites of each development or redevelopment project under TOP 2050. Compliance with applicable state and local building regulations would be required of all development projects. Site-specific geologic hazards would be addressed by the geotechnical report required for each development project. The geologic investigation would identify the specific geologic and seismic characteristics on a site and provide guidelines for engineering design and construction to maintain the structural integrity of proposed structures and infrastructure. Therefore, compliance with applicable state and local building regulations and standard engineering practices related to seismic and geologic hazard reduction would prevent significant cumulative adverse impacts associated with geologic and seismic hazards. Impacts of the Proposed Project on geology and soils would not be cumulatively considerable.

Paleontological Resources. The area considered for cumulative impacts for paleontological resources is the City of Ontario. Projects in the City of Ontario and would comply with federal and state regulations governing the treatment of paleontological resources. Mitigation Measure 5-2 would ensure that impacts to paleontological resources are less than significant and would be less than cumulatively considerable.

8. Greenhouse Gas Emissions

Project-related GHG emissions are not confined to a particular air basin but are dispersed worldwide. Therefore, impacts identified under Impact 5.8-1 and Impact 5.8-2 are not project-specific impacts to global warming, but the Proposed Project's contribution to this cumulative impact. As discussed above, the City would experience a reduction in GHG emissions from existing conditions despite the anticipated population and employment growth. In addition, with implementation of the CCAP, the Proposed Project would achieve the state's GHG emissions efficiency target without implementation of additional local GHG reduction measures. Goals and policies in TOP 2050 and actions in the CCAP would minimize GHG emissions generated by the residential and nonresidential land uses in the City. Consequently, the Proposed Project's cumulative contribution to global climate change impacts is less than cumulatively considerable.

9. Hazards and Hazardous Materials

Hazardous Materials. The cumulative setting for hazardous materials is the City of Ontario. Impacts arising from hazardous materials and hazardous materials releases are site-specific and generally do not combine to cause cumulative impacts. Therefore, hazards and hazardous materials impacts are less than significant and would not be cumulatively considerable.

Airport Hazards. The areas considered for cumulative airport-related hazards impacts are the airport influence areas of ONT and Chino Airport. Development proposed within the airport influence area of ONT and Chino Airport would be required to be evaluated under the ALUCP for ONT and the 2011 Handbook for Chino Airport to ensure that the projects proposed within such zones would comply with land use regulations for the respective safety zones set forth by the affected agencies. Cumulative impacts would be less than significant after compliance with such regulations, and impacts of TOP 2050 would not be cumulatively considerable.

Fire Hazards. The areas considered for cumulative impacts related to wildfires are fire hazard severity zones in the City. Projects within wildfire hazards zones are required to comply with regulations governing development in such zones, including CBC Chapter 7A, CFC Chapter 49, and California Public Resources Code Sections 4291 et seq. TOP 2050 policies regarding wildfire would also reduce cumulative impacts. Wildfire impacts of TOP 2050 would not be cumulatively considerable.

Emergency Response and Evacuation. According to the City's 2018 Local Hazard Mitigation Plan, interstate highways would serve as major emergency response and evacuation routes. Additionally, the Ontario Fire Department reviews development applications to ensure that adequate emergency accessibility is provided based on local and state guidance. Review of emergency access is also included as part of the City's Design Review process. Therefore, impacts to emergency response and evacuation are less than significant; and therefore, less than cumulatively considerable.

10. Hydrology and Water Quality

Cumulative impacts to hydrology, drainage, flooding, and water quality are considered for the Chino Creek subwatershed and the Middle Santa Ana River subwatershed, which are part of the larger Santa Ana River Watershed.

Development in the City of Ontario and other projects in these watersheds would increase impervious areas, thus increasing runoff and flows into storm drainage systems. Within San Bernardino County, other projects would be required to prepare hydrology and hydraulic studies in accordance with the County Hydrology Manual and analyze stormwater flows that result from the 100-year storm event to ensure that the capacities of the storm drain systems are not exceeded. Additionally, other projects would be required to comply with MS4 permits applicable in those watersheds. The Santa Ana RWQCB MS4 permit applies to portions of three counties in the Santa Ana Basin. Other projects compliance with the requirements of the Santa Ana RWQCB MS4 permit, the San Bernardino County Stormwater Program, and San Bernardino County Hydrology Manual guidance would reduce cumulative impacts to hydrology and drainage to less than significant and would not be cumulatively considerable.

If projects in the watersheds are within 100-year flood zones, they would be mandated to comply with National Flood Insurance Program requirements. Cumulative impacts to hydrology, drainage, and flooding would be less than significant, and impacts of TOP 2050 would not be cumulatively considerable.

Cumulative projects could generate pollutants that would contaminate stormwater. Compliance with the MS4 permit includes implementation of site design and source control BMPs that reduce the potential for pollutants to enter runoff and treatment control BMPs that remove pollutants from stormwater. Cumulative water quality impacts would be less than significant after compliance with such permits, and impacts would not be cumulatively considerable.

11. Land Use and Planning

Cumulative projects in the City would have the potential to result in a cumulative impact if they would, in combination, conflict with existing land use plans, policies, and regulations adopted for the purpose of avoiding or mitigating an environmental impact. Projects in the City would utilize TOP 2050 and regional planning documents such as SCAG's Connect SoCal during planning, to the extent that they are applicable. Cumulative projects would be required to comply with TOP 2050 or they would not be approved without a general plan amendment. As discussed above, implementation of TOP 2050 would not conflict with existing land use plans, policies, or regulations. Therefore, TOP 2050 would not contribute to a significant cumulative impact.

12. Mineral Resources

The area considered for cumulative impacts to mineral resources is the P-C regions overlapping the City of Ontario and extending into other counties within the Greater Los Angeles Sand and Gravel Resources Area: the Claremont-Upland P-C region extends into Los Angeles County; the Orange County-Temescal Region extends into Orange County and Western Riverside County, and the San Bernardino P-C region encompasses San Bernardino and most western Riverside County. Other projects in the referenced areas would likely be proposed within MRZ-2 and MRZ-3 areas. Development of such projects could cause loss of availability of known mineral resources valuable to the region. Other projects would be subject to independent CEQA review, including analysis of impacts to MRZ areas and mining sites. Implementation of all feasible mitigation measures would be required to reduce any significant impacts identified. As identified above, the Proposed Project would

not impact mineral resources of statewide, regional, or local value. In addition policies of TOP 2050 would minimize cumulative impacts. Therefore, TOP 2050 would not contribute to a significant cumulative impact.

13. Noise

The above analysis of TOP 2050 addresses cumulative impacts with regard to operational and construction noise as well as groundborne noise and vibration in the City. TOP 2050 proposes the long-term buildout and operation of many different uses. Although multiple simultaneous nearby noise sources may, in combination, result in higher overall noise levels, this effect is captured and accounted for by the community noise level metrics that form the basis of the standards of significance for noise analysis. To specifically estimate the Proposed Project's contribution to traffic noise, existing noise levels were compared to those projected with completion of TOP 2050. As demonstrated above, TOP 2050's contribution to increases in ambient noise levels results in a significant impact.

The area considered for cumulative impacts for construction noise and vibration is the City of Ontario. Construction activities may occur simultaneously and in close proximity to noise-sensitive receptors, resulting in significant impacts. Mitigation Measure 12-2 would reduce potential impacts associated with construction vibration from individual development projects to the extent feasible. Mitigation Measure 12-4 would reduce potential impacts associated with construction from individual development projects to the extent feasible. However, due to the potential for proximity of construction activities to sensitive uses, the number of construction projects occurring simultaneously, and the potential duration of construction activities, impacts could be significant. Since details of individual development projects in the City are currently unknown, it cannot be determined whether Mitigation Measure 12-2 and 12-4, would reduce potentially significant impacts to less than significant levels. TOP 2050 would; therefore, contribute to cumulatively considerable construction-related noise, and the cumulative impact would be significant and unavoidable.

14. Population and Housing

The area considered for cumulative impacts is the SCAG region. As described above, although the increase in population, housing, and employment under TOP 2050 would exceed SCAG's regional forecasts for the City of Ontario, TOP 2050 would improve the job-housing balance when compared to the Approved Project. SCAG identifies several Priority Growth Areas in Ontario, including High-Quality Transit Areas, Transit Priority Areas, Neighborhood Mobility Areas, and Livable Corridors. TOP 2050 would promote growth consistent with these Priority Growth Areas, as proposed land use changes under TOP 2050 are intended to encourage walking and biking, put residents in proximity to resources, and align future growth in Ontario with planned infrastructure improvements and regional transportation goals. Therefore, implementation of TOP 2050 would not contribute to a significant cumulative population and housing impact.

15. Public Services

Fire Protection. The area of cumulative effect for fire protection is the City of Ontario. As described above, OFD would be required to meet the increased demand for population and employment growth over the buildout of TOP 2050. Development or expansion of fire stations, equipment, and personnel

would be subject to TOP 2050 policies designed to protect environmental resources and would also be subject to environmental review and impact mitigation per CEQA. Cumulative impacts associated with development of new stations are therefore determined to result in less than significant impacts.

Police Protection. The area of cumulative effect for police services is the City of Ontario. As described above, OPD would be required to meet the increased demand for population and employment growth over the buildout of TOP 2050. Development or expansion of police stations, equipment, and personnel would be subject to TOP 2050 policies designed to protect environmental resources and would also be subject to environmental review and impact mitigation per CEQA. Cumulative impacts associated with development of new police stations are therefore determined to result in less than significant impacts.

School Services. The area considered for cumulative analysis is the service areas of school districts serving the City. Cumulative development projects that involve residential development would increase the public-school population in the region and require the construction or expansion of school facilities so that adequate service ratios are maintained. This increase in student population would require the construction or expansion of school facilities, which could result in adverse environmental impacts. As discussed above, under state law, development projects are required to pay established school impact fees in accordance with SB 50 at the time of building permit issuance. The funding program established by SB 50 has been found by the Legislature to constitute "full and complete mitigation of the impacts of any legislative or adjudicative act…on the provision of adequate school facilities" (Government Code Section 65995[h]). The fees authorized for collection under SB 50 are conclusively deemed full and adequate mitigation of impacts on school district facilities. Furthermore, cumulative school projects require discretionary actions and would be required to demonstrate compliance with CEQA prior to project approval. TOP 2050 would not combine with areawide growth to result in cumulatively considerable impacts to school services. This impact would be less than significant.

Library Services. The area considered for cumulative analysis is the service area of the Ontario library system. Cumulative development projects that involve residential development would increase the population in the region and require the construction or expansion of library facilities so that adequate service ratios are maintained. This increase in population would require the construction or expansion of library facilities, which could result in adverse environmental impacts. New and/or expanded libraries in the City would be subject to TOP 2050 policies protecting the environment, and new or expanded libraries would be subject to environmental review and mitigation pursuant to CEQA. Impacts would be less than significant, and therefore, less than cumulatively considerable.

16. Recreation

The area considered for cumulative impacts for recreation is the City of Ontario. As described above, TOP 2050 provides land use opportunities for public parks to be developed in line with future development. The proposed Parks and Recreation Element contains relevant goals, policies, and programs that support a regular review of the City's parks and trails plans to keep pace with demographic trends and recreational needs of Ontario's residents (see Policies PR-1.1 through PR-1.16). In addition, under TOP 2050's Parks and Recreation Element, Policy PR-1.5 strives to provide five acres of parkland per 1,000 residents, and Policy PR-1.6 provides a minimum of two acres of

developed private park space per 1,000 residents in addition to the three acres per 1,000 persons standard. As a result, development of park facilities would keep pace with the anticipated increase in population from buildout of TOP 2050. Therefore, impacts are less than significant and would not be cumulatively considerable.

17. Transportation

The cumulative effect for transportation impacts is the SBCTA region. Cumulative traffic impacts consider the impacts of future growth and development in the SBCTA region. As identified above, TOP 2050 would result in a significant cumulative impact for VMT as a result of a substantial increase in population within the City. Mitigation Measure T-1 would reduce potential impacts for future development projects to the extent feasible. Future development projects consistent with TOP 2050 would need to consider transportation demand management (TDM) measures consistent with those identified in the Mobility Element. TDM techniques include incentives to use transit; incentives to form carpools rather than drive alone; and making home, work, and shopping closer together to shorten travel distances. VMT impacts under the Proposed Project would remain. Therefore, VMT impacts of TOP 2050 are cumulatively considerable.

The Proposed Project is consistent with adopted policies, plans, or programs regarding public transit, bicycle, and pedestrian facilities, and the performance and safety of such facilities, and would not combine with other area projects to result in significant impacts to such facilities. Impacts associated with alternative transportation polices are less than significant.

According to the City's 2018 Local Hazard Mitigation Plan, interstate highways would serve as major emergency response and evacuation routes. Additionally, the Ontario Fire Department reviews development applications to ensure that adequate emergency accessibility is provided based on local and state guidance. Review of emergency access is also included as part of the City's Design Review process. Therefore, impacts to emergency response and evacuation are less than significant; and therefore, less than cumulatively considerable.

18. Tribal Cultural Resources

The area considered for analysis of cumulative impacts for TCR is the traditional tribal territories of the Tribes. Projects in Ontario and within the traditional tribal territories would involve ground disturbance and thus could damage TCR. Other lead agencies would consult independently with Native American tribes regarding TCRs pursuant to AB 52 and/or SB 18. Other projects would comply with state and federal laws and regulations protecting TCRs and would implement feasible mitigation measures for significant impacts identified. Therefore, cumulative impacts would be less than significant.

19. Utilities and Service Systems

Wastewater Treatment and Collection. The area considered for cumulative impacts for wastewater is the IEUA service area. Cumulative projects in the IEUA service area could cause significant impacts if they either exceeded wastewater treatment requirements of RWQCBs or generated wastewater exceeding the combined capacities of wastewater treatment plants. Cumulative development within

the IEUA service area could result in the need for new and/or expanded the wastewater treatment plants. However, as stated previously, IEUA has experienced a decrease in the volume of sewage flow of approximately 10 percent over the last 20 years, due to a decrease in indoor water consumption with new development compliance with California Green Building Standards Code and water conservation efforts. The IEUA anticipates a significant increase in the growth of its service area in the next ten years, with 40 percent of the growth resulting from new development in Ontario. The IEUA develops 10-year forecasts and specifies capital improvements that will be implemented to meet the increase in demand. The ultimate capacity for wastewater flows to the IEUA WWTPs is 80 mgd by 2060. Also, future development within the service area would be required to comply with all applicable regulations and ordinances issued by IEUA. Wastewater from cumulative projects is assumed in the SSMPs prepared by IEUA and the cities that send wastewater to the IEUA WWTPs. The IEUA and the cities within its service area plan for increased demand with future development. Therefore, with continued compliance with local and regional regulations and the requirements of TOP 2050, cumulative impacts would be less than significant, and would not be cumulatively considerable.

Water Supply and Distribution. The area considered for cumulative impacts for water supply and treatment is the IEUA and City of Ontario service areas. The IEUA and the OMUC obtain groundwater from the Chino Groundwater Basin, which is adjudicated and managed by the Chino Basin Watermaster, imported water from MWD, purchased water from San Antonio Water Company, and recycled water from IEUA. The IEUA and City's 2020 UWMPs state that there are sufficient water supplies through 2045 to meet projected demands in normal years, single dry years, and multiple dry years. Although the Proposed Project at buildout is estimated to generate a 6 percent increase in water demand using conservative water demand factors, new State requirements and City policies and code requirements would result in enhanced water efficiency and conservation would result in total water demand below the projections in the 2020 UWMP for year 2045. With the implementation of SB X7-7 and State, regional, and local water conservation ordinances, all new development would be required to conserve water use and implement water efficiency measures. In addition, pursuant to SB 610 and SB 221, water supply assessments would be prepared for large development projects prior to the approval of each project to ensure adequate water supply for new development. Overall, cumulative water demands would neither exceed planned levels of supply nor require building new water treatment facilities or expanding existing facilities beyond what is currently planned. In addition, future development would be required to pay connection fees, which would offset the costs of system maintenance and capital upgrades to support the new development in the service areas. Therefore, cumulative impacts would be less than significant and would not be cumulatively considerable.

Storm Drainage Systems. The area considered for cumulative impacts is the Chino Creek and the Middle Santa Ana River subwatershed. Other projects in this area would increase impervious areas, thus increasing runoff and flows into the storm drain systems. Within San Bernardino county, other projects would also be required to prepare hydrology and hydraulic studies in accordance with the County Hydrology Manual and analyze stormwater flows that result from the 100-year storm event to ensure that the capacities of the storm drain systems are not exceeded. Additionally, other project would be required to comply with the MS4 permits applicable to those watersheds. The Santa Ana RWQCB MS4 permit applies to portions of three counties in the Santa Ana Basin. Most projects would meet criteria in the MS4 permits that require low-impact development and on-site stormwater bioretention

facilities that would reduce the amount of runoff entering public storm drain systems. Cumulative impacts would be less than significant and would not be cumulatively considerable.

Solid Waste. The area considered for cumulative impacts to solid waste disposal includes all the cities and counties that dispose of their solid waste in Badlands Sanitary Landfill or El Sobrante Landfill. These landfills currently have a combined excess daily capacity of 7,046 tons/day and have a remaining landfill capacity of 15,750,000 cubic yards for Badlands Sanitary Landfill and 144,000,000 cubic yards for El Sobrante Landfill. Both landfills have closure dates beyond 2050. In addition, state and local regulations and ordinances regarding the recycling of construction debris and organic wastes will further reduce the amount of solid waste transported to these landfills in the future. Therefore, with continued compliance with the applicable regulations, in combination with reasonably foreseeable future development, cumulative impacts would be less than significant, and project impacts would not be cumulatively considerable.

20. Wildfire

Fire Hazards. The areas considered for cumulative impacts related to wildfires are fire hazard severity zones in the City. Projects within wildfire hazards zones are required to comply with regulations governing development in such zones, including CBC Chapter 7A, CFC Chapter 49, and California Public Resources Code Sections 4291 et seq. TOP 2050 policies regarding wildfire would also reduce cumulative impacts. Wildfire impacts of TOP 2050 would not be cumulatively considerable.

Emergency Response and Evacuation. According to the City's 2018 Local Hazard Mitigation Plan, interstate highways would serve as major emergency response and evacuation routes. Additionally, the Ontario Fire Department reviews development applications to ensure that adequate emergency accessibility is provided based on local and state guidance. Review of emergency access is also included as part of the City's Design Review process. Therefore, impacts associated with evacuation are less than significant and would not be cumulatively considerable.

IV. ALTERNATIVES TO THE PROPOSED PROJECT

An EIR must briefly describe the rationale for selection and rejection of alternatives. The lead agency may make an initial determination as to which alternatives are feasible, and therefore, merit in-depth consideration, and which ones are infeasible.

Section 15126.6 of the State CEQA Guidelines requires an EIR to describe a range of reasonable alternatives to the Project, or to the location of the Project, which could feasibly achieve most of its basic objectives, but would avoid or substantially lessen any of the significant effects identified in the EIR analysis. An EIR is not required to consider every conceivable alternative to a proposed project. Rather, an EIR must consider a reasonable range of alternatives that are potentially feasible; an EIR is not required to consider alternatives that are infeasible. In addition, an EIR should evaluate the comparative merits of the alternatives. Therefore, this section sets forth the potential alternatives to the Project analyzed in the EIR and evaluates them in light of the objectives of the Project, as required by CEQA.

Key provisions of the State CEQA Guidelines relating to the alternatives' analysis (Section 15126.6 et seq.) are summarized below:

- [T]he discussion of alternatives shall focus on alternatives to the Project or its location which are capable of avoiding or substantially lessening any significant effects of the Project, even if these alternatives would impede to some degree the attainment of the Project objectives or would be more costly." (CEQA Guidelines Section 15126.6[b]).

- "The specific alternative of 'no project' shall also be evaluated along with its impact." (CEQA Guidelines Section 15126.6[e][1])

- "The no project analysis shall discuss the existing conditions at the time the notice of preparation is published, or if no notice of preparation is published, at the time environmental analysis is commenced, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services. If the environmentally superior alternative is the 'no project' alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives." (CEQA Guidelines Section 15126.6[e][2])

- "The range of alternatives required in an EIR is governed by a 'rule of reason' that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project." (CEQA Guidelines Section 15126.6[f])

- "Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries…, and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent)" (CEQA Guidelines Section 15126.6[f][1]).

- "Only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR." (CEQA Guidelines Section 15126.6[f][2][A])

- "An EIR need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative." (CEQA Guidelines Section 15126.6[f][3])

A. RATIONALE FOR SELECTING POTENTIALLY FEASIBLE ALTERNATIVES

The alternatives must include a no-project alternative and a range of reasonable alternatives to the Project if those reasonable alternatives would attain most of the Project objectives while substantially lessening the potentially significant Project impacts. The range of alternatives discussed in an EIR is governed by a "rule of reason," which the State CEQA Guidelines Section 15126.6(f)(3) defines as:

> ". . . set[ting] forth only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project. Of those alternatives, the EIR need examine in detail

only the ones that the lead agency determines could feasibly attain most of the basic objectives of the project. The range of feasible alternatives shall be selected and discussed in a manner to foster meaningful public participation and informed decision-making."

Among the factors that may be taken into account when addressing the feasibility of alternatives (as described in the State CEQA Guidelines Section 15126.6(f)([1]) are environmental impacts, site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the Project proponent could reasonably acquire, control, or otherwise have access to an alternative site. An EIR need not consider an alternative whose effects could not be reasonably identified, and whose implementation is remote or speculative.

For purposes of this analysis, the Project alternatives are evaluated to determine the extent to which they attain the basic Project objectives, while significantly lessening any significant effects of the Project.

B. ALTERNATIVES CONSIDERED AND REJECTED DURING THE SCOPING/PROJECT PLANNING PROCESS

The following is a discussion of the alternatives considered during the scoping and planning process and the reasons why they were not selected for detailed analysis in the SEIR.

1. Alternative Development Areas

CEQA requires that the discussion of alternatives focus on alternatives to the project or its location that are capable of avoiding or substantially lessening any significant effects of the project. The key question and first step in the analysis is whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location. Only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR (CEQA Guidelines Section 15126[5][B][1]). The City does not have land use authority outside of the City's boundaries. Therefore, an alternative development area would be infeasible and was not analyzed.

Finding

The City finds that there are no alternative development areas for the Proposed Project as the City does not have jurisdiction over land uses outside of the City's boundaries. As described in these Findings of Fact, the Proposed Project would result in less than significant impacts, or impacts that can be mitigated to less than significant. For significant and unavoidable impacts, the City has determined that these impacts are acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or statewide environmental benefits, of the proposed project outweigh its significant effects on the environment, as described in the Statement of Overriding Considerations.

2. Reduction of Housing Units

California Public Resources Code Section 21159.26 states that "a Lead or Responsible Agency shall not reduce the proposed number of housing units as a mitigation measure or alternative to lessen a particular significant effect on the environment if that agency determines that there is another feasible, specific mitigation measure or alternative that would provide a comparable lessening of the significant effect" (see also CEQA Guidelines Section 15041[c], 15092[c], 15096[g][2]). TOP 2050 would result in significant air quality and VMT impacts associated with the increase in housing units of the Proposed Project compared to the Approved Project. While a reduction in housing units would reduce VMT and VOC emissions from consumer product use, this alternative is considered and rejected because the increase in housing units under TOP 2050 is consistent with the RHNA allocation for Ontario.

Finding

The City finds that although a reduction of housing units under the Proposed Project would reduce VMT and VOC emissions, it would not be consistent with the RHNA allocation for Ontario. As described in these Findings of Fact, the Proposed Project would result in less than significant impacts, or impacts that can be mitigated to less than significant. For significant and unavoidable impacts, the City has determined that these impacts are acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or statewide environmental benefits, of the proposed project outweigh its significant effects on the environment, as described in the Statement of Overriding Considerations.

C. ALTERNATIVES SELECTED FOR FURTHER ANALYSIS

The following alternatives were determined to represent a reasonable range of alternatives with the potential to feasibly attain most of the basic objectives of the project but avoid or substantially lessen any of the significant effects of the project. Table 7-2, *Summary of Impacts of Alternatives Compared to the Proposed Project*, in Chapter 7, *Alternatives to the Proposed Project*, of the Draft SEIR, identifies how each of the alternatives selected for further analysis compare to the Proposed Project. Table 7-3, *Ability of Each Alternative to Meet the Project Objectives*, in Chapter 7, *Alternatives to the Proposed Project*, of the Draft SEIR, provides a summary of the ability of the alternatives to achieve the project objectives.

1. No Project Alternative

In the No Project/Current TOP Alternative, TOP 2050 would not be implemented by the City. The current TOP would remain in effect. Buildout statistics for TOP 2050 and the current TOP are compared in Table 7-1, *Buildout Statistical Summary*, in Chapter 7, *Alternatives to the Proposed Project*, of the Draft SEIR. In addition, this alternative would not include the policy updates for environmental justice, climate vulnerability, adaptation, resiliency, complete streets, and the CCAP.

Impacts of the No Project/Current TOP alternative would be similar for aesthetics, agriculture and forestry resources, air quality, biological resources, cultural resources, energy, geology and soils, hydrology and water quality, mineral resources, noise, tribal cultural resources, and wildfire. This alternative would eliminate the Proposed Project's VMT impact on transportation and lessen impacts associated with public services, recreation, and utilities and service systems. This alternative would

slightly increase population and housing impacts; and would increase impacts related to hazards and hazardous materials (airport safety), GHG emissions, and land use and planning (airport land use compatibility, resulting in a significant unavoidable impact).

Finding

The No Project Alternative would not implement the proposed TOP 2050 policies, which are designed to further enhance the project objectives, compared to the existing TOP. While this alternative would eliminate the Proposed Project's VMT impact on transportation and lessen impacts associated with public services, recreation, and utilities and service systems, this alternative would slightly increase population and housing impacts; and would increase impacts related to hazards and hazardous materials (airport safety), GHG emissions, and land use and planning (airport land use compatibility). As a result, specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible this project alternative for the reasons identified in the Final SEIR.

2. Reduced Industrial Alternative

TOP 2050 includes 338 additional acres zoned Industrial compared to the current TOP. Compared to the Approved Project, the Proposed Plan is adding capacity for 25,399 residential units and 1,092,508 square feet of nonresidential square footage. This includes additional capacity for 5,189,888 square feet of Business Park (BP) and 8,099,949 square feet of Industrial (IND), and reduced capacity for 8,990,532 square feet of Mixed Use (MU) and 3,206,797 square feet of Commercial and Hospitality (NC, GC, OC, and HOS). To eliminate impacts associated with an increase in diesel trucks, VMT from trucks (which have a greater trip length), and associated DPM, this alternative would eliminate approximately 8.1 million square feet of industrial development in the City, resulting in 4,405 fewer warehouse jobs compared to the Proposed Project.

Impacts of the Reduced Industrial alternative would be similar for aesthetics, agriculture and forestry resources, biological resources, cultural resources, energy, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, population and housing, public services, tribal cultural resources, and wildfire. This alternative would reduce the Proposed Project's air quality, GHG, noise, and utilities and service systems impacts. This alternative would reduce but would not eliminate the Proposed Project's significant transportation (VMT) impact.

Finding

The Reduced Industrial Alternative would meet all of the project objectives to the same extent as the Proposed Project. While this alternative would lessen the Proposed Project's air quality, GHG, noise, and utilities and service systems impacts, this alternative would also reduce but would not eliminate the Proposed Project's significant transportation (VMT) impact. As a result, specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible this project alternative for the reasons identified in the Final SEIR.

D. ENVIRONMENTALLY SUPERIOR ALTERNATIVE

An EIR must identify an "environmentally superior" alternative and where the No Project Alternative is identified as environmentally superior, the EIR is then required to identify as environmentally superior an alternative from among the others evaluated. Based on the analysis contained within the Draft SEIR, the Reduced Industrial Alternative has been identified as the "environmentally superior" to the Proposed Project.

The Reduced Industrial Alternative has been identified as the environmentally superior alternative because it would result in reduced impacts related to air quality, greenhouse gas emissions, noise, transportation, and utilities and service systems due to the reduction in square footage of industrial development. However, significant and unavoidable impacts related to cultural resources would continue to occur from implementation of this alternative. Impacts related to aesthetics, agriculture and forestry resources, biological resources, energy, geology and soils, hazardous and hazardous materials, hydrology and water quality, land use and planning, mineral resources, population and housing, public services, recreation, tribal cultural resources, and wildfire would be similar to the Proposed Project.

CEQA does not require the lead agency (the City of Ontario) to choose the environmentally superior alternative. Instead, CEQA requires the City to consider environmentally superior alternatives, weigh those considerations against the environmental impacts of the Proposed Project, and make findings that the benefits of those considerations outweigh the harm. "Among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are: (i) failure to meet most of the basic project objectives, (ii) infeasibility, or (iii) inability to avoid significant environmental impacts" (CEQA Guidelines Section 15126.6[c]).

The City Council rejects the Reduced Industrial Alternative on the following grounds, each of which individually provides sufficient justification for rejection of this alternative: (1) this alternative does not avoid the Project's significant and unavoidable impacts on the environment; and (2) this alternative meets the Project objectives to a lesser extent than the proposed Project. Therefore, the Reduced Industrial Alternative is eliminated from further consideration.

V. ADDITIONAL CEQA CONSIDERATIONS

A. SIGNIFICANT IRREVERSIBLE CHANGES DUE TO THE PROJECT

Section 15126.2(c) of the State CEQA Guidelines requires that an EIR describe any significant irreversible environmental changes that would be caused by the proposed project should it be implemented. Specifically, the State CEQA Guidelines state:

> "Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highways improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the

project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified."

Generally, a project would result in significant irreversible environmental changes if:

- The primary and secondary impacts would generally commit future generations to similar uses;
- The project would involve a large commitment of nonrenewable resources;
- The project would involve uses in which irreversible damage could result from any potential environmental accidents associated with the project; or
- The proposed irretrievable commitments of nonrenewable resources are not justified (e.g., the project involves the wasteful use of energy).

In the case of TOP 2050, implementation would cause the following significant irreversible changes:

- Implementation of the proposed project would include construction activities that would entail the commitment of nonrenewable and/or slowly renewable energy resources; human resources; and natural resources such as lumber and other forest products, sand and gravel, asphalt, steel, copper, lead, other metals, water, and fossil fuels. Future developments in accordance with the proposed project would require the use of natural gas and electricity, fossil fuels, and water. The commitment of resources required for the construction and operation of the proposed project would limit the availability of such resources for future generations or for other uses during the life of the project.
- An increased commitment of social services and public maintenance services (e.g., police, fire, schools, libraries, and sewer and water services) would also be required. The energy and social service commitments would be long-term obligations in view of the low likelihood of returning the land to its original condition once it has been developed.
- Population growth related to the Proposed Project compared to the Approved Project would increase vehicle miles traveled and volatile organic compound emissions associated with consumer product use. The Proposed Project would cumulatively contribute to the South Coast Air Basin's nonattainment designation for ozone.

B. GROWTH-INDUCING IMPACTS OF THE PROPOSED PROJECT

Pursuant to Section 15126(d) and 15126.2(d) of the State CEQA Guidelines, this section is provided to examine ways in which the Project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. To address this issue, potential growth-inducing effects will be examined through analysis of the following questions:

- Would this project remove obstacles to growth, e.g., through the construction or extension of major infrastructure facilities that do not presently exist in the project area, or through changes in existing regulations pertaining to land development?

- Would this project result in the need to expand one or more public services to maintain desired levels of service?

- Would this project encourage or facilitate economic effects that could result in other activities that could significantly affect the environment?

- Would approval of this project involve some precedent-setting action that could encourage and facilitate other activities that could significantly affect the environment?

Please note that growth-inducing effects are not to be construed as necessarily beneficial, detrimental, or of little significance to the environment. This issue is presented to provide additional information on ways in which TOP 2050 could contribute to significant changes in the environment, beyond the direct consequences of developing the land use concept examined in the preceding sections of this SEIR.

1. Would this project remove obstacles to growth, e.g., through the construction or extension of major infrastructure facilities that do not presently exist in the project area, or through changes in existing regulations pertaining to land development?

Approval and implementation of TOP 2050 would not remove obstacles to growth. Development in the City is guided by TOP. Changes to the Approved Project are identified in Section 3.4.2.3, *Areas of Change*, and would not result in changes to existing regulations that would remove barriers to growth in the City. Portions of the City are already served by infrastructure. Like the current TOP, implementation of TOP 2050 would allow for development of currently undeveloped land and redevelopment of existing land uses. This would induce construction of infrastructure extensions and improvements, such as roadways, storms drains, water pipes, solid waste collection systems, and energy/communication extensions toward undeveloped areas of the City. In addition, the Proposed Project would increase demand for electricity and natural gas that could require expansion of energy infrastructure, as provided by SCE and the SoCalGas. Impacts to existing utilities and service systems and potential needs for future improvements are discussed further in Section 5.19, *Utilities and Service Systems*.

TOP 2050 accommodates the additional population growth required to accommodate the SCAG's RHNA. Buildout of the proposed project may require additional firefighting and police personnel and construction of new and/or expanded facilities to improve response times, if necessary. Buildout may also require future construction of new and/or expanded schools in the school districts that serve Ontario (e.g., Chaffey Joint Union High School District, Chino Valley Unified School District, Cucamonga School District, Ontario-Montclair School District, and Mountain View School District). Impacts from the proposed project on public services facilities are discussed in detail in Section 5.15, *Public Services*.

2. Would this project result in the need to expand one or more public services to maintain desired levels of service?

As stated above, like the Approved Project buildout, the Proposed Project may require additional fire and police services, school facilities, and library space to maintain desired levels of service. This would include expanding existing facilities; acquiring land to construct new stations, schools, and libraries;

and adequately equipping and staffing new facilities. Section 5.15, *Public Services*, analyzes the impacts of the Proposed Project on existing public services in more detail.

3. Would this project encourage or facilitate economic effects that could result in other activities that could significantly affect the environment?

Like the Approved Project, implementation of the Proposed Project would not encourage or facilitate economic effects that could result in other activities that could significantly affect the environment. Impacts of job-generating land uses and employment pursuant to TOP 2050 are analyzed throughout Chapter 5 of this SEIR. No additional impacts would occur.

4. Would approval of this project involve some precedent-setting action that could encourage and facilitate other activities that could significantly affect the environment?

Cities and counties in California periodically update their general plans pursuant to California Government Code Sections 65300 et seq. Thus, approval of TOP 2050 would not set a precedent that could encourage and facilitate other activities that could significantly affect the environment.

VI. FINDINGS ON RESPONSES TO COMMENTS ON THE DRAFT SEIR AND REVISIONS TO THE FINAL SEIR

The Final SEIR contains response to comments, clarifications, revisions, and corrections to the Draft SEIR. The focus of the response to comments is on the disposition of significant environmental issues as raised in the comments, as specified by State CEQA Guidelines Section 15088(b). The City provided written responses to each comment made by a public agency, as set forth in Section 2 of the Final SEIR, pursuant to State CEQA Guidelines Section 15088(b), and revisions and corrections to the Draft SEIR are found in Section 3 of the Final SEIR.

City staff has reviewed this material and determined that none of this material constitutes the type of significant new information that requires recirculation of the Draft SEIR for further public comment under CEQA Guidelines Section 15088.5. None of this new material indicates that the project will result in a significant new environmental impact not previously disclosed in the Draft SEIR. Additionally, none of this material indicates that there would be a substantial increase in the severity of a previously identified environmental impact that will not be mitigated, or that there would be any of the other circumstances requiring recirculation described in Section 15088.5 of the CEQA Guidelines.

VII. STATEMENT OF OVERRIDING CONSIDERATIONS

CEQA requires decision makers to balance the benefits of the Proposed Project against its unavoidable environmental risks when determining whether to approve the project. If the benefits of the project outweigh the unavoidable adverse effects, those effects may be considered "acceptable" (State CEQA Guidelines Section 15093[a]). CEQA requires the agency to support, in writing, the specific reasons for considering a project acceptable when significant impacts are infeasible to mitigate. Such reasons must be based on substantial evidence in the FEIR or elsewhere in the administrative

record (State CEQA Guidelines Section 15093 [b]). The agency's statement is referred to as a Statement of Overriding Considerations.

The following provides a description of the project's significant and unavoidable adverse impact and the justification for adopting a statement of overriding considerations.

A. SIGNIFICANT AND UNAVOIDABLE IMPACTS

Although most potential project impacts have been substantially avoided or mitigated, as described above, there remains nine project impacts for which complete mitigation is not feasible. The EIR identified the following significant unavoidable adverse impacts of the project, which would continue to be applicable upon implementation of the Proposed Project:

1. Air Quality

- **Impact 5.3-1:** TOP 2050 would be inconsistent with the South Coast AQMD AQMP because buildout under the plan would cumulatively contribute to the nonattainment designations of the SoCAB. Incorporation of Mitigation Measures 3-2 and AQ-1 into future development projects for the operation phase would reduce criteria air pollutant emissions associated with buildout of TOP 2050. Additionally, goals and policies in TOP 2050 would promote increased capacity for alternative transportation modes. However, due to the magnitude of residential units that would be developed under TOP 2050 to accommodate the RHNA, compared to the Approved Project, no additional mitigation measures are available that would reduce impacts below South Coast AQMD thresholds. Similar to the Approved Project, Impact 5.3-1 would remain ***significant and unavoidable***.

- **Impact 5.3-2:** Buildout in accordance with TOP 2050 would generate short-term emissions that would exceed South Coast AQMD's regional significance thresholds and cumulatively contribute to the nonattainment designations of the SoCAB. Mitigation Measure 3-1 and the goals and policies of TOP 2050 would reduce construction-related air pollutant emissions to the extent feasible. Construction emissions associated with the Proposed Project would be similar to the Approved Project, because the Proposed Project would result in an increase in land use intensity rather than development of new, previously undeveloped areas of the City that would require substantial landform modification. However, individual projects accommodated under TOP 2050 may exceed the South Coast AQMD regional significance thresholds. Therefore, like the Approved Project, construction-related regional air quality impacts of developments that would be accommodated by TOP 2050 under Impact 5.3-2 would remain ***significant and unavoidable***.

- **Impact 5.3-3:** Buildout in accordance with TOP 2050 would generate long-term emissions that would exceed South Coast AQMD's regional significance thresholds and cumulatively contribute to the nonattainment designations of the SoCAB. Mitigation Measure 3-2 and AQ-1, in addition to the goals and policies of TOP 2050, would reduce air pollutant emissions to the extent feasible. The measures and policies covering topics such as expansion of the pedestrian and bicycle networks, promotion of public and active transit, and support to increase building energy efficiency and energy conservation would also reduce criteria air pollutants within the City. However, Impact 5.3-3 would remain ***significant and unavoidable*** due to the increase in VOCs

from residential development associated with TOP 2050 compared to that of the Approved Project.

- **Impact 5.3-4:** Buildout of TOP 2050 and the Approved Project could expose sensitive receptors to substantial concentrations of Toxic Air Contaminants (TACs). Buildout could result in new sources of criteria air pollutant emissions and/or TACs near existing or planned sensitive receptors. Review of development projects by South Coast AQMD for permitted sources of air toxics (e.g., industrial facilities, dry cleaners, and gasoline dispensing facilities) would ensure that health risks are minimized. Policy ER-4.9, New Localized Air Pollution Sources Near Existing Sensitive Receptors, would ensure mobile sources of TACs not covered under South Coast AQMD permits are considered during subsequent project-level environmental review by the City of Ontario. Individual development projects would be required to achieve the incremental risk thresholds established by South Coast AQMD, and TACs would be less than significant. However, implementation of TOP 2050 would generate TACs that could contribute to elevated levels in the air basin. This effect is more substantial with the Proposed Project compared to the Approved Project because of the increase in industrial land use allowed under the Proposed Project. While individual projects would achieve the project-level risk threshold of 10 per million, they would nonetheless contribute to the higher levels of cancer risk in the SoCAB; and therefore, result in a cumulatively considerable impact. Therefore, similar to the Approved Project, the Proposed Project's cumulative contribution to health risk is ***significant and unavoidable***.

2. Cultural Resources

- **Impact 5.5-1:** Mitigation Measure 5-1 would require historic or potentially historic resources to be evaluated for historic significance through the City's Development Code tier system. Major modification or demolition of Tier III resources may be appropriate under certain circumstances. If demolition occurs, the City requires historic resources to be documented and historic features to be salvaged, and requires a demolition mitigation fee. Therefore, the ordinance does not provide a high level of protection for Tier III historic resources. Similar to the Approved Project, Impact 5.5-1 would remain ***significant and unavoidable***.

3. Noise

- **Impact 5.13-1:** Mitigation Measure 12-4 would reduce potential impacts associated with construction from individual development projects to the extent feasible. However, due to the potential for proximity of construction activities to sensitive uses, the number of construction projects occurring simultaneously, and the potential duration of construction activities, Impact 5.13-1 could still result in a temporary substantial increase in noise levels above ambient conditions and exceedance of the 80 dBA L_{eq} threshold. Therefore, similar to the Approved Project, project and cumulative impacts of the Proposed Project would remain **significant and unavoidable**. It should be noted that the identification of this program-level impact does not preclude the finding of less-than-significant impacts for subsequent projects analyzed at the project level.

- **Impact 5.13-3:** Mitigation Measure 12-2 would reduce potential impacts associated with construction vibration from individual development projects to the extent feasible. However, due

to the potential for proximity of construction activities to sensitive uses, the number of construction projects occurring simultaneously, and the potential duration of construction activities, Impact 5.13-3 could be significant. Therefore, similar to the Approved Project, project and cumulative impacts associated with the Proposed Project would remain **significant and unavoidable**. It should be noted that the identification of this program-level impact does not preclude the finding of less-than-significant impacts for subsequent projects analyzed at the project level.

- **Impact 5.13-4:** With the implementation of Mitigation Measure 12-1, impacts to future sensitive receptors from excessive airport-related noise would be reduced to interior noise levels of 45 dBA CNEL or less. While interior noise levels are required to achieve the interior noise limits of Title 24 and Title 25, exterior noise levels may continue to exceed the noise compatibility criteria for the City. Consequently, airport noise compatibility impacts of the Proposed Project would remain **significant and unavoidable**, similar to the Approved Project.

4. Transportation

- **Impact 5.17-2:** Total VMT would increase under the Proposed Project compared to the Approved Project, primarily as a result of the increase in residential land use in the City. Mitigation Measure T-1 would reduce potential impacts for future development projects to the extent feasible. Future development projects consistent with TOP 2050 would need to consider transportation demand management (TDM) measures consistent with those identified in the Mobility Element. TDM techniques include incentives to use transit; incentives to form carpools rather than drive alone; and making home, work, and shopping closer together to shorten travel distances. VMT impacts under the Proposed Project would remain. Impact 5.17-2 would be **significant and unavoidable**.

B. PROJECT BENEFITS IN SUPPORT OF THE STATEMENT OF OVERRIDING CONSIDERATIONS

The following section describes the benefits of the Proposed Project that outweigh the project's unavoidable adverse effects and provides specific reasons for considering the project acceptable even though the FEIR has indicated that there will be nine significant project impacts if the mitigation measures for these impacts cannot be implemented. Accordingly, this Statement of Overriding Considerations regarding potentially significant adverse environmental impacts resulting from the Proposed Project, as set forth below, has been prepared. Pursuant to CEQA Guidelines Section15093(c), the Statement of Overriding Considerations will be included in the record of the project approval and will also be noted in the Notice of Determination. Each of the benefits identified below provides a separate and independent basis for overriding the significant environmental effects of the Proposed Project.

Having reduced the potential effects of the Proposed Project through all feasible mitigation measures as described previously herein, and balancing the benefits of the Proposed Project against its potential unavoidable adverse impacts on air quality, cultural resources, noise, and transportation if the mitigation measures for these impacts cannot be implemented, the City finds that the following legal

requirements and benefits of the Proposed Project individually and collectively outweigh the potentially significant unavoidable adverse impacts for the following reasons:

1. Implements the Objectives Established for the Proposed Project

The proposed project would provide goals and policies that would facilitate and achieve the project objectives:

- Provide a technical update to the current TOP that updates the goals and policies to enhance public safety and livability, align with updated economic forecasts, and comply with new state laws while maintaining the foundation, vision, and objectives of the current TOP.
- Provide a streamlined, user-friendly, web-based TOP that is easily accessible to the public.
- Designate the distribution, location, balance, and extent of land uses, including residential, retail, employment, open space, and public uses.
- Link Ontario's community design goals to a broader context that includes economic development, land use, housing, community health, infrastructure, and transportation.
- Improve the balance between jobs and housing in the San Bernardino County subregion to reduce vehicle miles traveled and associated air quality impacts, consistent with regional policies on jobs-housing balance.
- Provide employment and housing opportunities for the San Bernardino Council of Governments subregion, consistent with the goals of the Southern California Association of Governments Sustainable Communities Program.
- Provide for high-intensity mixed-use urban centers along the I-10 corridor and citywide bus rapid transit system that reduce vehicle trips and incorporate smart growth principles.
- Foster the development of pedestrian and transit-oriented environments that create lively, appealing, and safe pedestrian areas, active during both daytime and evening hours.
- Maintain Ontario's distinct neighborhoods and districts to foster a positive sense of identity and belonging among residents and businesses.
- Establish a framework for using and managing the city's natural resources sustainably.
- Provide for the security and safe transportation of goods and hazardous materials, and maintain disaster preparedness and response and recovery systems to reduce loss of life, injury, private property damage, infrastructure damage, economic losses, and social dislocation.
- Enhance the capacity for the people, businesses, and public agencies that are in or serve Ontario to be resilient in cases of severe and/or prolonged weather conditions, natural disasters, and emergencies.

- Prioritize the improvement of areas most impacted by environmental justice issues, and enable Ontario residents to enjoy equal access to public facilities, civic engagement opportunities, nutritious foods, and safe and healthy environments.

- Correlate the mobility system with the future land use patterns and buildout levels of Ontario and with other transportation planning efforts by local, state, and federal authorities.

- Address a range of mobility options in Ontario, including vehicular, trucking, freight and passenger rail, air, pedestrian, bicycle, and transit.

2. Provides High-Density Housing that Helps Achieve the City's Regional Housing Needs

The Proposed Project would introduce an additional 77,096 housing units in the City by 2050 compared to existing conditions, or 25,399 units compared to full buildout of the Approved Project. To make meaningful reforms to the housing crisis in California, the state Department of Housing and Community Development (HCD) recently declared that cities and counties in Southern California will have to plan for the construction of 1.3 million new homes in the next decade. The Southern California Association of Governments (SCAG) distributed the increased targets to jurisdictions based on factors such as jobs, households, and affordability that were considered in the City's 2021-2029 Housing Element Update. For cities and counties that do not perform, the state can withhold state transportation revenue generated from Senate Bill 1 (2017). The Proposed Project includes refinements to the Policy Plan to comply with state housing mandates and accommodate the mandatory Regional Housing Needs Assessment (RHNA) allocation. TOP 2050 brings long-term growth and fiscal projections into alignment with current economic conditions as well as property owner and stakeholder requests, to support the vision for Ontario. TOP 2050 includes map changes to convert areas reserved for strictly commercial and office uses to mixed-use or residential areas that are better positioned to respond to the current and future economic climate and are positioned to help the City to meet its RHNA requirements. TOP 2050 also intensifies residential uses on key sites that align higher-density housing with regional plans for high-quality transportation routes and help to meet the City's RHNA obligation.

3. Provides Employment Opportunities and Promotes the City's Economic Vision

- TOP 2050 includes a Community Economics Element to protect investments in the City that improve the quality of life for Ontario's residents, employees, and visitors. The Proposed Project brings long-term growth and fiscal projections into alignment with current economic conditions. The Proposed Project would provide employment opportunities for the economic activities envisioned for the City of Ontario. Buildout of TOP 2050 would allow development of approximately one million additional square feet of nonresidential buildings compared to the Approved Project. The Proposed Project would better align land uses, infrastructure plans, and job opportunities with the current and forecasted market conditions, ensuring that future development is more likely to occur during the buildout timeframe and decrease the likelihood of sites remaining perpetually vacant. Additionally, while the Proposed Project would represent a decrease of 17,065 total jobs compared the Approved Project, the Proposed Project still supports opportunities for generating an additional 164,003 jobs to the City's existing 2021 employment of

131,999. The Proposed Project's employment projections of TOP 2050 would exceed SCAG's current regional forecasts for the City Ontario. The Community Economics Element includes policies that provide a complete community:

- **CE-1.1 Jobs-Housing Balance**. We pursue improvement to the Inland Empire's balance between jobs and housing by promoting job growth that reduces the regional economy's reliance on out-commuting.

- **CE-1.2 Jobs and Workforce Skills.** We use our economic development resources to:

  1. attract jobs suited for the skills and education of current and future City residents;

  2. work with regional partners to provide opportunities for the labor force to improve its skills and education; and

  3. attract businesses that increase Ontario's stake and participation in growing sectors of the regional and global economy.

- **CE-1.3 Regional Approach to Workforce Development.** We work with our partners to provide workforce training and development services throughout the region, recognizing that Ontario employers rely on workers living outside of the City.

- **CE-1.4 Business Retention and Expansion.** We continuously improve two-way communication with the Ontario business community and emphasize customer service to existing businesses as part of our competitive advantage.

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

4. Included Goals and Policies for Community Health, Environmental Justice, Climate Adaptation and Resiliency, and Mobility.

The Proposed Project would conform with new state laws related to community health, environmental justice, climate adaption, resiliency, and mobility.

As part of the technical background work for TOP 2050 a Vulnerability Assessment was conducted that analyzed how climate-related hazards may harm the community. This work is a requirement of California Government Code Section 65302(g)(4) as amended by Senate Bill (SB) 379. The Vulnerability Assessment Report followed the recommended process in the *California Adaptation Planning Guide*, which is the State's guidance for how local communities should conduct climate adaptation planning efforts, including vulnerability assessments. The Vulnerability Assessment Report presents the local and regional impacts created by climate change hazards and the ability of Ontario's populations and community to resist these hazards, to assess which aspects of the community are most vulnerable to climate change. TOP 2050 Safety Element includes goals and policies that were informed by the CCVA. Goals of TOP 2050 Safety Element include:

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

- **Goal S-2:** Minimized risk of injury, loss of life, property damage and economic and social disruption caused by flooding and inundation hazards.

- **Goal S-3:** Reduced risk of death, injury, property damage and economic loss due to fires, accidents and normal everyday occurrences through prompt and capable emergency response.

- **Goal S-5:** Minimize the risk of injury, property damage, and economic loss resulting from windstorms and wind-related hazards.

- **Goal S-7:** Residential neighborhoods, commercial areas, and industrial districts that are kept safe through a multi-faceted approach of prevention, suppression, and community involvement in public safety.

- **Goal S-8:** Disaster resilient, prepared community through effective emergency/disaster preparedness, response, mitigation, and recovery.

- **Goal S-9:** Incorporate energy efficient practices and renewable energy systems to improve air quality, comfort, and energy reliability during temporary power outages.

TOP 2050 also conform with the requirements of Senate Bill 1000, the Planning for Health Communities Act (2016). The Vision, principles, goals, and policies throughout the Policy Plan reinforce the City's commitment to enabling all persons to enjoy equal access to healthy environments, healthy foods, parks and recreational facilities, and civic engagement opportunities. The Environmental Resources Element maps environmental justice areas. TOP 2050 weaves environmental justice (EJ) goals and policies throughout the Policy Plan. Some policies explicitly address residents living in the physical environment of environmental justice areas while others guide decisions, investments, and priorities that seek to improve issues and conditions that will benefit people within and around environmental justice areas. A sample of policies are listed below.

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

- **LU-2.10 Sensitive Uses.** We monitor and share information with the community about stationary and non-stationary emission sources. We encourage siting and design of facilities to minimize health and safety risks on existing and proposed sensitive uses, especially in environmental justice areas.

- **ER-1.5 Water Resource Management.** Environmental justice areas are prioritized as we coordinate with local agencies to protect water quality, prevent pollution, address existing contamination, and remediate contaminated surface water and groundwater.

- **ER-4.4 Indoor Air Quality.** We will comply with State Green Building Codes relative to indoor air quality. We seek funding to improve indoor air quality for households with poor indoor air quality, with priority for lower income households in environmental justice areas.

- **ER-4.7 Other Agency Collaboration.** We collaborate with other agencies within the South Coast Air Basin to improve regional air quality at the emission source, with a particular focus on sources that affect environmental justice areas in Ontario.

- **ER-4.8 Tree Planting.** We protect healthy trees within the City and plant new trees to increase carbon sequestration and help the regional/local air quality. We expand the tree canopy in environmental justice areas to enhance air quality and reduce the "heat island" effect.

- **ER-4.9 New Localized Air Pollution Sources Near Existing Sensitive Receptors.** We require new developments to conduct a Health Risk Assessment for land uses that generate more than 100 trucks per day or 40 trucks per day by trucks operating transportation refrigeration units (TRU's) within 1,000 feet from sensitive land uses (California Health and Safety Code § 42705.5(a)(5)). If the health risk assessment determines the new development poses health hazards that increase the incremental cancer risk above the threshold established by the South Coast Air Quality Management District (AQMD), we will only approve permits upon the condition that adequate mitigation measures are proposed and implemented for potential impacts on the sensitive uses around the site and along the route within Ontario taken by the trucks to and from freeways. We require new developments that must perform a health risk assessment to conduct additional public outreach by sending notifications in multiple languages to all residents living within 500 feet, and encourage hosting a public meeting.

- **SR-1.2 Nutrition Choices.** We support the promotion of equitable access to affordable healthy food choices in the community, including community gardens, farmers markets, and cooking classes.

- **SR-1.3 Health Education.** We promote equitable access to health education, including disease prevention, mental health, nutrition, and physical fitness.

- **SR-1.4 Physical Activity.** We encourage activities and community design that improve the physical fitness of our community members, with an emphasis on the provision of activities and facilities in environmental justice areas.

- **SR-2.6 Language.** We promote broad outreach in languages used by the community for proposed projects that could negatively affect environmental justice areas.

- **SR-2.7 Community Engagement.** We promote targeted outreach and education to historically underrepresented groups to encourage meaningful participation in decision-making process for projects whose outcomes will affect land use in environmental justice areas.

- **PR-1.1 Access to Parks.** In all new residential development areas, we strive to provide a park and/or recreational facility within walking distance (¼ mile) of every residence and prioritize the establishment of parks in environmental justice areas that do not have adequate access to parks.

- **PR-2.4 Access to Programs.** We provide a range of recreational and physical exercise programs that are accessible to residents of all income levels throughout the community and prioritize establishing and maintaining equitable access for residents in environmental justice areas.

- **S-1.4 Seismically Vulnerable Structures.** We conform to state law regarding unreinforced masonry structures and coordinate with not-for-profits to facilitate seismic retrofits in environmental justice areas and for low-income households.

- **S-6.5 Location of Hazardous Material Facilities.** We regulate facilities that will be involved in the production, use, storage, or disposal of hazardous materials, pursuant to federal, state, county, and local regulations, so that impacts to the environment and sensitive land uses are mitigated. We prohibit new hazardous waste facilities in close proximity to sensitive land uses and environmental justice areas.

- **S-8.7 Extreme Heat and Air Quality.** We work to ensure that all community members are informed about and have access to community cooling centers and clean air centers during extreme heat events or wildfires, with a focus on serving environmental justice communities. We support the development of extreme heat emergency response policies and practices to address these critical health risks in the community.

- **M-3.1 Transit Partners.** We maintain a proactive working partnership with transit providers to ensure that adequate public transit service is available, cost-efficient, and convenient, particularly for residents in environmental justice areas:

Land use changes in growth areas are intended to improve growth areas by encouraging the use of alternative forms of transportation and promoting healthier communities through land use planning that encourages walking and biking, promotes vibrant communities, puts residents in proximity to resources (i.e., jobs, grocery stores, retail), and aligns growth with planned infrastructure improvements and regional transportation goals.

5. Includes Goals, Policies, and an Update to the Community Climate Action Plan to reduce GHG emissions in the City.

The Proposed Project includes goals, policies, and an update to the Community Climate Action Plan (CCAP) to reduce GHG emissions in the City. The update to the CCAP identifies GHG emissions reduction targets to achieve the GHG reduction goals of the City of Ontario consistent with Senate Bill 32, Executive Order S-03-05, and substantial progress toward the State's carbon neutrality goals of Executive Order B-55-18. The 2022 update to the CCAP would result in beneficial impacts to GHG emissions and co-benefits for air quality.

Various elements of TOP 2050 contain goals and policies to reduce GHG emissions in the City, including:

- **Goal ER-3:** Cost-effective and reliable energy system sustained through a combination of low impact buildings, site and neighborhood energy conservation, and diverse sources of energy generation that collectively helps to minimize the region's carbon footprint.

- **ER-3.1 Conservation Strategy.** We require conservation as the first strategy to be employed to meet applicable energy-saving standards.

- **ER-3.2 Green Development – Communities.** We encourage the use of the LEED Neighborhood Development rating system, or similar mechanism, to guide the planning and development of all new communities.

- **ER-3.3 Building and Site Design.** We require new construction to incorporate energy efficient building and site design strategies, which could include appropriate solar orientation, maximum use of natural daylight, passive solar, and natural ventilation.

- **ER-3.4 Green Development – Public Buildings.** We require all new and substantially renovated City buildings in excess of 10,000 square feet achieve a LEED Silver Certification standard, as determined by the U.S. Green Building Council.

- **ER-3.5 Fuel-Efficient and Alternative Energy Vehicles and Equipment.** We require purchase and use vehicles and equipment that are fuel efficient and meet or surpass state emissions requirements and/or use renewable sources of energy.

- **ER-3.6 Generation- Renewable Sources.** We promote the use of renewable energy sources (e.g., solar, wind, biomass) in public and private sector development.

- **Goal ER-4:** Improved indoor and outdoor air quality and reduced locally generated pollutant emissions.

  - **ER-4.1 Land Use.** We reduce GHG and other local pollutant emissions through compact, mixed use, and transit-oriented development and development that improves the regional jobs-housing balance.

  - **ER-4.3 Greenhouse Gases (GHG) Emissions Reductions.** We will reduce GHG emissions in accordance with regional, state, and federal regulations.

  - **ER-4.4 Indoor Air Quality.** We will comply with State Green Building Codes relative to indoor air quality. We seek funding to improve indoor air quality for households with poor indoor air quality, with priority for lower income households in environmental justice areas.

  - **ER-4.5 Transportation.** We promote mass transit and non-motorized mobility options (walking, biking) to reduce air pollutant emissions.

  - **ER-4.6 Particulate Matter.** We support efforts to reduce particulate matter to meet State and Federal Clean Air Standards.

  - **ER-4.7 Other Agency Collaboration.** We collaborate with other agencies within the South Coast Air Basin to improve regional air quality at the emission source, with a particular focus on sources that affect environmental justice areas in Ontario.

- **ER-4.8 Tree Planting.** We protect healthy trees within the City and plant new trees to increase carbon sequestration and help the regional/local air quality. We expand the tree canopy in environmental justice areas to enhance air quality and reduce the "heat island" effect.

- **Goal S-9:** Incorporate energy efficient practices and renewable energy systems to improve air quality, comfort, and energy reliability during temporary power outages.

  - **S-9.1: Solar Energy.** We support and may incentivize the installation of residential and commercial solar panels and battery storage systems that can provide electricity during power outages.

  - **S-9.2: Renewable Energy.** Renovate existing city-owned facilities and plan future facilities to include renewable energy generation capacity and battery storage as part of an effort to make public facilities and services greener and more resilient to power outages.

  - **S-9.3: Energy Efficiency Retrofits.** We support and may incentivize retrofits to residential and commercial buildings that improve energy efficiency and insulation from extreme temperatures, giving priority towards low-income applicants.

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

  - **M-2.1: Active Transportation.** We maintain our Active Transportation Master Plan to create a comprehensive system of on- and off-street bikeways and pedestrian facilities that are safe, comfortable, and accessible and connect residential areas, businesses, schools, parks, and other key destination points.

  - **M-2.2: Bicycle System.** We provide off-street multipurpose trails and Class II bikeways as our preferred paths of travel and use the Class III for connectivity in constrained circumstances. When truck routes and bicycle facilities share a right-of-way, we prefer Class I or Class IV bicycle facilities. We require new development to include bicycle facilities, such as bicycle parking and secure storage areas.

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

  - **M-2.4: Network Opportunities.** We use public rights-of-way and easements such as, utility easements, levees, drainage corridors, road rights-of-way, medians, and other potential options to maintain and expand our bicycle and pedestrian network. In urban, mixed- use, and transit-oriented Place Types, we encourage the use of underutilized public and private spaces to expand our public realm and improve pedestrian and bicycle connectivity.

- **Goal M-3:** A public transit system that is a viable alternative to automobile travel and meets basic transportation needs of the transit-dependent.

- **M-3.1 Transit Partners.** We maintain a proactive working partnership with transit providers to ensure that adequate public transit service is available, cost-efficient, and convenient, particularly for residents in environmental justice areas.

- **M-3.2 Alternative Transit Facilities at New Development.** We require new development adjacent to an existing or planned transit stop to contribute to the creation of transit facilities, such as bus shelters, transit bays and turnouts, and bicycle facilities, such as secure storage areas.

- **M-3.3 Transit-Oriented Development.** We may provide additional development-related incentives to those inherent in the Land Use Plan for projects that promote transit use and reduce vehicle miles traveled.

- **M-3.4 Bus Rapid Transit (BRT) Corridors.** We work with regional transit agencies to implement BRT service and reduce vehicle miles traveled by targeting destinations and corridors with the highest number of potential riders.

- **M-3.5 Light Rail.** We support extension of the Metro Rail Gold Line to Ontario, and will work to secure station locations at the proposed multimodal transit center.

- **M-3.6 Metrolink Expansion.** We advocate expansion of Metrolink service to include the Downtown and the multimodal transit center.

- **M-3.7 High Speed Rail.** We encourage the development of high-speed rail systems that would enhance regional mobility in Southern California and serve the City of Ontario.

- **M-3.8 Feeder Systems.** We work with regional transit agencies to secure convenient feeder service from the Metrolink station and the proposed multimodal transit center to employment centers in Ontario.

- **M-3.9 Ontario Airport Metro Center Circulator.** We will explore development of a convenient mobility system, including but not limited to shuttle service, people mover, and shared car system, for the Ontario Airport Metro Center.

- **M-3.10 Multimodal Transportation Center.** We intend to ensure the development of a multimodal transportation center near ONT airport to serve as a transit hub with amenities for transit riders, pedestrians, and bicyclists transitioning to local buses, BRT, the Gold Line, high-speed rail, the proposed Ontario Airport Metro Center Circulator, and other future transit modes. We support locations for the multimodal transportation center that are north of ONT airport, between Vineyard Avenue and Interstate 15.

- **M-3.11 Transit and Community Facilities.** We require the future development of community-wide serving facilities to be sited in transit-ready areas that can be served and made accessible by public transit. Conversely, we plan (and coordinate with other transit agencies to plan) future transit routes to serve existing community facilities.

The City of Ontario prepared the 2022 CCAP to update the community's strategic path to reducing GHG emissions beyond 2020, consistent with State requirements and TOP 2050. Specifically, this CCAP does the following:

- Identifies and updates sources of GHG emissions within the City of Ontario's municipal boundaries for the calendar year of 2019 and estimates how these emissions may change over time.
- Identifies GHG reduction targets.
- Provides strategies in various sectors to meet or exceed the state targets of reducing emissions 40 percent below 1990 levels by 2030 and 80 percent below 1990 levels by 2050, consistent with the direction of the State of California via Assembly Bill (AB) 32, Governor's Executive Order S-03-05, and California Public Resources Code Section 21083.3.
- Provides substantial evidence that the emission reductions estimated in the CCAP are feasible, with supporting technical detail.
- Provides an implementation program and discusses the various outcomes of reduction efforts and how these reduction efforts can be implemented.
- Serves as the programmatic tiering document for review of the climate change impacts of projects under CEQA.

6. Consistency with the Regional Goals in the RTP/SCS

SCAG's Connect SoCal was adopted in September 2020. The RTP/SCS identifies that land use strategies that focus on new housing and job growth in areas served by high quality transit and other opportunity areas would be consistent with a land use development pattern that supports and complements the proposed transportation network. The overarching strategy in Connect SoCal RTP/SCS is to provide for a plan that allows the southern California region to grow in more compact communities in existing urban areas; provide neighborhoods with efficient and plentiful public transit and abundant and safe opportunities to walk, bike, and pursue other forms of active transportation; and preserve more of the region's remaining natural lands.

SCAG's Connect SoCal identifies several types of Priority Growth Areas in Ontario, including High-Quality Transit Areas, Transit Priority Areas, Neighborhood Mobility Areas, and Livable Corridors. TOP 2050 would promote growth consistent with these Priority Growth Areas, as proposed land use changes under TOP 2050 are intended to encourage walking and biking, put residents in proximity to resources, and align future growth in Ontario with planned infrastructure improvements and regional transportation goals. In addition, TOP 2050 includes several policies that promote strategic growth in support of sustainability goals.

- **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-1.2 Sustainable Community Strategy.** We integrate state, regional, and local Sustainable Community/Smart Growth principles into the development and entitlement process.

- **LU-1.3 Adequate Capacity.** We require adequate infrastructure and services for all development.

- **LU-1.5 Jobs-Housing Balance.** We coordinate land use, infrastructure, and transportation planning and analysis with the regional, county, and other local agencies to further regional and subregional goals for jobs-housing balance.

- **LU-4.3 Infrastructure Timing.** We require that the necessary infrastructure and services be in place prior to or concurrently with development.

- **H-2.1 Corridor Housing.** We revitalize transportation corridors by encouraging the production of higher density residential and mixed-uses that are architecturally, functionally, and aesthetically suited to corridors.

The goals and policies of TOP 2050 is consistent with the overall objectives of SCAG's RTP/SCS, which include maximizing mobility; ensuring safe, sustainable and reliable travel; encouraging active transportation; encouraging energy efficiency; and encouraging land use growth that facilitate transit and non-motorized transportation.

7. Consistency with the Ontario International Airport (ONT) and Chino Airport ALUC

Airport Land Use Commission (ALUC) review is required for adoptions of, or amendments to a General Plan or Specific Plan; zoning ordinance; Master Plan for public use airports; and heliports within the airport influence area (Public Utilities Code Sections 21676(b), 21676(c), 21664.5, and 21661.5).

The Land Use Element of TOP 2050 states that all new developments surrounding ONT should be consistent with the adopted Airport Land Use Compatibility Plan (ALUCP) and should meet standards and recommendations of Part 77 of the FAA, adopted through Ordinance 2758 in the Ontario Municipal Code. A consistency determination analysis for the ONT was prepared by the City, submitted to the ONT-IAC Technical Advisory Committee, and found that TOP 2050 is consistent with ALUCP for ONT.

Buildout of TOP would involve development within the Chino Airport influence area. Land uses within the Chino Airport Overlay include Medium Density Residential, Mixed Use, Business Park, Industrial, and Open Space – Recreation. Projects accommodating TOP 2050 in this area would be required to meet the conditions of the Chino Airport Authority and the 2011 Caltrans Airport Land Use Planning Handbook, including those determining appropriate land uses, maximum population density, maximum site coverage, height restrictions, and required notification/disclosure areas based on the noise contours and runway protection, approach, and Part 77 zones of the FAA. Additionally, implementation of TOP 2050 would result in a beneficial impact for land use compatibility near Chino Airport as a result of the change from residential and business park to warehouse/industrial land uses.

The Airport Planning section of the TOP 2050 Land Use Element includes policies that would ensure airport planning compatibility and consistency. These policies include:

- **LU-5.1 Coordination with Airport Authorities.** We collaborate with FAA, Caltrans Division of Aeronautics, airport owners, neighboring jurisdictions, and other shareholders in the preparation, update, and maintenance of airport-related plans.

- **LU-5.2 Airport Planning Consistency.** We coordinate with airport authorities to ensure The Ontario Plan is consistent with state law, federal regulations, and/or adopted master plans, and airport land use compatibility plans for ONT and Chino Airport.

- **LU-5.3 Airport Impacts.** We work with agencies to maximize resources to mitigate the impacts and hazards related to airport operations – their homes.

- **LU-5.4 ONT Growth Forecast.** We support and promote an ONT that accommodates 30 million annual passengers and 1.6 million tons of cargo per year, as long as the impacts associated with that level of operations are planned for and mitigated.

- **LU-5.5 Airport Compatibility Planning for ONT.** We create and maintain the Airport Land Use Compatibility Plan for ONT.

- **LU-5.6 Alternative Process.** We fulfill our responsibilities and comply with state law with regard to the Alternative Process for proper airport land use compatibility planning.

- **LU-5.7 ALUCP Consistency with Land Use Regulations.** We comply with state law that requires 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.

- **LU-5.8 Chino Airport.** We will support the creation and implementation of the Airport Land Use Compatibility Plan for Chino Airport.

- **M-5.2 Land Use Compatibility with Regional Transportation Facilities.** We work with ONT, railroads, Caltrans, SBCTA, and other transportation agencies to minimize impacts.

Therefore, TOP 2050 ensures compatibility with ONT and Chino Airport.

8. Improves the City's Jobs-housing balance.

The Proposed Project would also improve the City's jobs-housing balance. TOP 2050 projections would represent a more balanced jobs-housing balance (2.3 jobs-housing ratio) than the Approved Project (3.0 jobs-housing ratio). The City's jobs-housing ratio would also be more closely aligned to SCAG projections under TOP 2050 than under the Approved Project.

9. Other Considerations.

There are unavoidable, significant impacts in the following categories: Air Quality, Cultural Resources, Noise, and Transportation.

- If the City does not update TOP 2050, there would still be significant impacts relating to air quality and construction noise. Even without any growth in the City, which is not a realistic scenario, the significant impacts relating to air quality emissions will occur simply due to regional growth.

- Impacts relating to construction noise and vibration are temporary in nature.

C. Conclusion

The City Council hereby declares that, pursuant to the State CEQA Guidelines section 15093, the City Council has balanced the benefits of the Proposed Project against any unavoidable environmental impacts in determining whether to approve the Proposed Project. Pursuant to the State CEQA Guidelines, if the benefits of the Proposed Project outweigh the Proposed Project's unavoidable adverse environmental impacts, those impacts may be considered "acceptable."

Having reduced the adverse significant environmental effect of the Proposed Project to the extent feasible by adopting the Mitigation Measures contained in the SEIR, the Mitigation Monitoring and Reporting Program (MMRP), and this Resolution, having considered the entire administrative record on the Proposed Project, and having weighed the benefits of the Proposed Project against its unavoidable adverse impact after mitigation, the City Council has determined that each of the following social, economic and environmental benefits of the Proposed Project separately and individually outweigh the Proposed Project's potential unavoidable adverse impacts and render those potential adverse environmental impacts acceptable based upon the following overriding considerations: The Proposed Project will:

A. Provide a technical update to the current TOP that updates the goals and policies to enhance public safety and livability, align with updated economic forecasts, and comply with new state laws while maintaining the foundation, vision, and objectives of the current TOP.

B. Provide a streamlined, user-friendly, web-based TOP that is easily accessible to the public.

C. Designate the distribution, location, balance, and extent of land uses, including residential, retail, employment, open space, and public uses.

D. Link Ontario's community design goals to a broader context that includes economic development, land use, housing, community health, infrastructure, and transportation.

E. Improve the balance between jobs and housing in the San Bernardino County subregion to reduce vehicle miles traveled and associated air quality impacts, consistent with regional policies on jobs-housing balance.

F. Provide employment and housing opportunities for the San Bernardino County subregion, consistent with the goals of the Southern California Association of Governments' Sustainable Communities Program.

G. Provide for high-intensity mixed-use urban centers along the I-10 corridor and in the Ontario Ranch that reduce vehicle trips and incorporate smart growth principles.

H. Foster the development of pedestrian and transit-oriented environments that create lively, appealing, and safe pedestrian areas, active during both daytime and evening hours.

I. Maintain Ontario's distinct neighborhoods and districts to foster a positive sense of identity and belonging among residents and businesses.

J. Establish a framework for using and managing the city's natural resources sustainably.

K. Provide for the security and safe transportation of goods and hazardous materials and maintain disaster preparedness and response and recovery systems to reduce loss of life, injury, private property damage, infrastructure damage, economic losses, and social dislocation.

L. Enhance the capacity for the people, businesses, and public agencies that are in or serve Ontario to be resilient in cases of severe and/or prolonged weather conditions, natural disasters, and emergencies.

M. Prioritize the improvement of areas most impacted by environmental justice issues, and enable Ontario residents to enjoy equal access to public facilities, civic engagement opportunities, nutritious foods, and safe and healthy environments.

N. Correlate the mobility system with the future land use patterns and buildout levels of Ontario and with other transportation planning efforts by local, state, and federal authorities.

O. Address a range of mobility options in Ontario, including vehicular, trucking, freight and passenger rail, air, pedestrian, bicycle, and transit.

The City Council hereby declares that the foregoing benefits provided to the public through the approval and implementation of the Proposed Project outweigh the identified significant adverse environmental impact of the Proposed Project that cannot be mitigated. The City Council finds that each of the Proposed Project benefits separately and individually outweighs all of the unavoidable adverse environmental effects identified in the SEIR and therefore finds those impacts to be acceptable.

VIII. MITIGATION MONITORING AND REPORTING PROGRAM

Pursuant to Public Resources Code section 21081.6, the City Council hereby adopts the Mitigation Monitoring and Reporting Program ("MMRP") attached as Exhibit "C." Implementation of the mitigation measures contained in the MMRP is hereby made a condition of approval of the Project. In the event of any inconsistencies between the mitigation measures set for herein and the MMRP, the MMRP shall control.

IX. CERTIFICATION

The City Council finds that it has been presented with the SEIR, which it has reviewed and considered, and further finds that the SEIR is an accurate and objective statement that has been completed in full compliance with CEQA, the State CEQA Guidelines and the City's Local CEQA Guidelines and that the SEIR reflects the independent judgment and analysis of the City Council.

The City Council declares that no evidence of new significant impacts as defined by State CEQA Guidelines section 15088.5 has been received by the City Council after circulation of the Draft SEIR which would require recirculation.

Therefore, the City Council hereby certifies the SEIR based on the entirety of the record of proceedings.

ATTACHMENT C:

MITIGATION MONITORING AND REPORTING PROGRAM

A Component of The Ontario Plan 2050

July 2022| Mitigation Monitoring and Reporting Program
State Clearinghouse No. 2021070364

The Ontario Plan 2050

for City of Ontario

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PLACEWORKS

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1. Introduction

1.1 PURPOSE OF MITIGATION MONITORING AND REPORTING PROGRAM

This Mitigation Monitoring and Reporting Program (MMRP) has been developed to provide a vehicle by which to monitor mitigation measures and conditions of approval outlined in the Draft Supplemental Environmental Impact Report (Draft SEIR), State Clearinghouse No. 2021070364 for The Ontario Plan 2050 (TOP 2050 or Proposed Project). The MMRP has been prepared in conformance with Section 21081.6 of the Public Resources Code and City of Ontario Monitoring Requirements. Section 21081.6 states:

> (a) When making findings required by paragraph (1) of subdivision (a) of Section 21081 or when adopting a mitigated negative declaration pursuant to paragraph (2) of subdivision (c) of Section 21080, the following requirements shall apply:
>
> (1) The public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation. For those changes which have been required or incorporated into the project at the request of a responsible agency or a public agency having jurisdiction by law over natural resources affected by the project, that agency shall, if so requested by the lead or responsible agency, prepare and submit a proposed reporting or monitoring program.
>
> (2) The lead agency shall specify the location and custodian of the documents or other material which constitute the record of proceedings upon which its decision is based.

1.2 PROJECT LOCATION

The City of Ontario is in the southwestern portion of San Bernardino County and is surrounded by the cities of Chino and Montclair and unincorporated San Bernardino County to the west; the cities of Upland and Rancho Cucamonga to the north; the City of Fontana and unincorporated San Bernardino County to the east; and the cities of Eastvale and Jurupa Valley to the south. The City is in the central part of the Upper Santa Ana River Valley, bounded by the San Gabriel Mountains to the north; the Chino Hills, Puente Hills, and San Jose Hills to the west; the Santa Ana River to the south; and Lytle Creek Wash on the east.

The City comprises approximately 50 square miles (32,022 acres), including the 8,200-acre Ontario Ranch in the southern part of the City—formerly known as the New Model Colony and formerly the City's sphere of influence. The northern, more urbanized part of the City is known as the Original Model Colony in reference to the City's founding as a model colony for cities in terms of layout and infrastructure. Generally, the City is bounded by Benson Avenue and Euclid Avenue on the west; Interstate 10 (I-10), 8th Street, and 4th Street on

the north; Etiwanda Avenue and Hammer Avenue on the east; and Merrill Avenue and the San Bernardino County/Riverside County boundary on the south. Regional circulation to and through the City is provided by I-10 and State Route (SR) 60, east to west, and by I-15 and SR-83 (Euclid Avenue), north to south. The City is also home to the Ontario International Airport and proximate to Chino Airport.

1.3 PROJECT DESCRIPTION

The Proposed Project, The Ontario Plan (TOP) 2050, is an update to The Ontario Plan (TOP or Approved Project) to guide the City's development and conservation for the next 30 years through 2050. The Proposed Project is a focused effort, with particular emphasis on technical refinements to the Policy Plan to comply with state housing mandates; conform with new state laws related to community health, environmental justice, climate adaptation, resiliency, and mobility; bring long-term growth and fiscal projections into alignment with current economic conditions; and advance the Tracking and Feedback system and Implementation Plan.

TOP is the City's policy and implementation framework that guides the long-term growth and improvement of the Ontario community through six interrelated components of city governance:

A **Vision** that provides a sense of purpose and mission for city governance and sets the tone for the other components of TOP. The Vision's central theme is a sustained, community-wide prosperity that continuously adds value and yields benefits.

A **Governance Manual** that establishes a set of goals and policies to promote consistent City leadership based on the principles of regional leadership, transparency, long-term value, accountability, and inclusivity.

A **Policy Plan** that serves as the City's legally required general plan and that states long-term goals, principles, and policies to achieve Ontario's Vision through nine elements: land use, housing, mobility, safety, environmental resources, parks and recreation, community economics, community design, and social resources.

A list of **City Council Priorities** that shape the City's ongoing annual budgeting process, with a focus on a variety of short- and long-term goals and objectives.

An **Implementation Plan** that identifies the actions needed to carry out TOP's policies. This includes initiatives by the City such as establishing consistent land use zoning and creating objective development and design standards, as well as decisions on public and private development projects and City activity programs.

A **Tracking and Feedback** system that charts the City's progress toward achieving the Policy Plan goals, providing data and analysis that enables decision makers to make strategic course corrections in response to changing circumstances and monitor ongoing operational effectiveness.

TOP 2050 is an update to TOP to guide the City's development and conservation for the next 30 years through 2050. The Proposed Project is a focused effort, with particular emphasis on technical refinements to the Policy Plan to comply with state housing mandates; conform with new state laws related to community health, environmental justice, climate adaption, resiliency, and mobility; bring long-term growth and fiscal projections into alignment with current economic conditions; and advance the Tracking and Feedback system and Implementation Plan. TOP 2050 fulfills the mandatory Regional Housing Needs Assessment (RHNA)

obligation. TOP 2050 brings long-term growth and fiscal projections into alignment with current economic conditions as well as property owner and stakeholder requests, all in support of the vision for Ontario.

Table 1, *Comparison of Approved TOP to TOP 2050*, provides a statistical summary of the buildout potential of TOP 2050 compared to existing conditions and to the buildout potential under the currently approved TOP. As shown in this table, TOP 2050 would increase population, dwelling units, and nonresidential buildings but would result in a small decrease in employment. The decrease in employment at buildout is largely because of automation in the industrial sector, with large warehousing and logistics buildings expected to create fewer new jobs through 2050 than a similarly sized industrial building was expected to create when the current TOP was adopted in 2010.

Table 1 Comparison of Approved TOP to TOP 2050

Scenario	Units	Population	Nonresidential Square Feet	Employment
Existing 2021 Conditions[1]	52,466	179,597	156,065,382	131,999
Approved TOP	104,163	357,957	260,399,271	313,067
Proposed TOP	129,562	410,492	261,491,779	296,002
Net Difference (Proposed TOP -Approved TOP)	**25,399**	**52,535**	**1,092,508**	**-17,065**

Note:
[1] See Chapter 4, *Environmental Setting*, for a summary of existing conditions.

1.4 ENVIRONMENTAL IMPACTS

1.4.1 Impacts Considered No Impact or Less Than Significant

The EIR identified various thresholds from the CEQA Guidelines among a number of environmental categories that would not be significantly impacts by the proposed project in Chapter 5, *Environmental Analysis*, and Chapter 8, *Impacts Found Not to Be Significant*, and therefore, did not require mitigation. Impacts to the following environmental resources were found to be less than significant or no impact:

- Aesthetics
- Agriculture and Forestry Resources
- Biological Resources
- Energy
- Greenhouse Gas Emissions
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Population and Housing
- Public Services
- Recreation
- Utilities and Service Systems
- Wildlife

1.4.2 Potentially Significant Adverse Impacts That Can Be Mitigated, Avoided, or Substantially Lessened

The EIR concluded that the proposed project could result in one or more potentially significant impacts in the following topic areas:

- Cultural Resources (Archeological Resources)
- Geology and Soils (Paleontological Resources)
- Tribal Cultural Resources

However, the EIR also found that these impacts would be reduced, avoided, or substantially lessened through the implementation of mitigation measures, which are listed in Table 2, *Mitigation Monitoring Requirements*.

1.4.3 Unavoidable Significant Adverse Impacts

The following impact would remain significant and unavoidable after implementation of required mitigation, as identified in the EIR:

- Air Quality (AQMP Consistency, Regional Construction Emissions, Regional Operation Emissions, and Cumulative Health Risk)
- Cultural Resources (Historic Resources)
- Noise (Construction Noise, Construction Vibration, and Airport Land Use Compatibility)
- Transportation (Vehicle Miles Traveled)

2. Mitigation Monitoring Requirements

2.1 CATEGORIZED MITIGATION MEASURES/MATRIX

Project-specific mitigation measures (MM) have been categorized in matrix format, as shown in Table 2, *Mitigation Monitoring Requirements*. The matrix identifies the environmental factor, specific mitigation measures, schedule, and responsible monitor. The mitigation matrix will serve as the basis for scheduling the implementation of, and compliance with, all mitigation measures.

2. Mitigation Monitoring Requirements

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Table 2 Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
AESTHETICS					
No Mitigation Measures are applicable.					
AGRICULTURAL AND FORESTRY RESOURCES					
No Mitigation Measures are applicable.					
AIR QUALITY					
MM 3-1	Prior to discretionary approval by the City of Ontario for development projects subject to CEQA (California Environmental Quality Act) review (i.e., nonexempt projects), project applicants shall prepare and submit a technical assessment evaluating potential project construction-related air quality impacts to the City of Ontario Planning Department for review and approval. The evaluation shall be prepared in conformance with South Coast Air Quality Management District (South Coast AQMD) methodology for assessing air quality impacts. If construction-related criteria air pollutants are determined to have the potential to exceed the South Coast AQMD–adopted thresholds of significance, the City of Ontario Building Department shall require feasible mitigation measures to reduce air quality emissions. Potential measures shall be incorporated as conditions of approval for a project and may include: • Require fugitive dust control measures that exceed South Coast Air Quality Management District's Rule 403, such as: – Requiring use of nontoxic soil stabilizers to reduce wind erosion. – Applying water every four hours to active soil disturbing activities. – Tarping and/or maintaining a minimum of 24 inches of freeboard on trucks hauling dirt, sand, soil, or other loose materials. • Using construction equipment rated by the United States Environmental Protection Agency as having Tier 4 interim or higher exhaust emission limits. • Ensuring construction equipment is properly serviced and maintained to the manufacturer's standards.	City of Ontario Planning Department in coordination with Landowner/Project Applicant	Prior to individual project approvals and during construction activities	City of Ontario Planning/Building Department	

2. Mitigation Monitoring Requirements

Table 2 Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	• Limiting nonessential idling of construction equipment to no more than five consecutive minutes. • Using Super-Compliant VOC paints for coating of architectural surfaces whenever possible. A list of Super-Compliant architectural coating manufactures can be found on the South Coast Air Quality Management District's website at: http://www.aqmd.gov/prdas/brochures/Super-Compliant_AIM.pdf. These identified measures shall be incorporated into all appropriate construction documents (e.g., construction management plans) submitted to the City and shall be verified by the City's Planning Department.				
MM 3-2	The City of Ontario shall evaluate new development proposals within the City and require all developments to include access or linkages to alternative modes of transportation, such as transit stops, bike paths, and/or pedestrian paths (e.g. sidewalks).	City of Ontario Planning/Engineering Departments in coordination with the Landowner/Project Applicant	Prior to individual project approvals	City of Ontario Planning Department	
AQ-1	Prior to discretionary approval by the City of Ontario for development projects subject to CEQA (California Environmental Quality Act) review (i.e., nonexempt projects), project applicants shall prepare and submit a technical assessment evaluating potential project operation-phase-related air quality impacts to the City of Ontario Planning Department for review and approval. The evaluation shall be prepared in conformance with South Coast Air Quality Management District (South Coast AQMD) methodology in assessing air quality impacts. If operation-related air pollutants are determined to have the potential to exceed the South Coast AQMD–adopted thresholds of significance, the City of Ontario Planning Department shall require that applicants for new development projects incorporate mitigation measures to reduce air pollutant emissions during operational activities. The identified measures shall be included as part of the conditions of approval. Possible	City of Ontario Planning Department in coordination with the Landowner/Project Applicant	Prior to individual project approvals	City of Ontario Planning Department	

Table 2 Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	mitigation measures to reduce long-term emissions could include, but are not limited to the following: • For site-specific development that requires refrigerated vehicles, the construction documents shall demonstrate an adequate number of electrical service connections at loading docks for plug-in of the anticipated number of refrigerated trailers to reduce idling time and emissions. • Applicants for manufacturing and light industrial uses shall consider energy storage and combined heat and power in appropriate applications to optimize renewable energy generation systems and avoid peak energy use. • Site-specific developments with truck delivery and loading areas and truck parking spaces shall include signage as a reminder to limit idling of vehicles while parked for loading/unloading in accordance with California Air Resources Board Rule 2845 (13 CCR Chapter 10 sec. 2485). • Provide changing/shower facilities as specified in Section A5.106.4.3 of CALGreen (Nonresidential Voluntary Measures). • Provide bicycle parking facilities per Section A4.106.9 of CALGreen (Residential Voluntary Measures). • Provide preferential parking spaces for low-emitting, fuel-efficient, and carpool/van vehicles per Section A5.106.5.1 of CALGreen (Nonresidential Voluntary Measures). • Provide facilities to support electric charging stations per Section A5.106.5.3 and Section A5.106.8.2 of CALGreen (Nonresidential Voluntary Measures; Residential Voluntary Measures). • Applicant-provided appliances shall be Energy Star–certified appliances or appliances of equivalent energy efficiency (e.g., dishwashers, refrigerators, clothes washers, and dryers). Installation of Energy Star–certified or equivalent appliances shall be verified by the City during plan check.				
BIOLOGICAL RESOURCES					
No Mitigation Measures are applicable.					

2. Mitigation Monitoring Requirements

Table 2 Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
CULTURAL AND PALEONTOLOGICAL RESOURCES					
MM 5-1	Historic or potentially historic resources in the City shall be evaluated for historic significance through the City's tier system prior to the issuance of plan or development approval. Pursuant to City's Development Code (Chapter 4, Permit, Actions, and Decisions, and Chapter 7, Historic Preservation), mitigation measures for all Tier III Historic Resources shall include the following: a) Each historic resource shall be fully documented and cataloged pursuant to Historic American Building Survey/Historic American Engineering Record (HABS/HAER) standards, to provide a record of the resource, including, but not limited to: [i] the preparation of site plans, floor plans, exterior and interior elevations, and detail drawings of character defining features (such as moldings, stairs, etc.); and [ii] photographs of the resource, including the exterior, interior, and interior and exterior character defining features (such as moldings, light fixtures, trim patterns, etc.). b) A mitigation fee established pursuant to Section 7.01.030 (Historic Preservation Mitigation Fee) shall be paid to the City prior to the issuance of a demolition permit for Tier III historic resources. Fees for Tier I and II historic resources shall be determined during the Environmental Impact Report process. The fees established for Tier III will be used as a reference point for establishing fees for Tier I and II historic resources. c) A Certificate of Appropriateness shall not be issued for the demolition of an historic resource, either in whole or in part, until such time that a demolition permit application and a replacement structure has been approved by the City, and appropriate permits have been issued for its construction, unless: [i] a waiver is granted pursuant to Subsection H (Replacement Structure Waiver for Historic Resources Located within Industrial Zoning Districts) of Section 4.02.050; [ii] a deferral of the replacement structure requirement is granted pursuant to Subsection G (Replacement Structure Deferral) of Section 4.02.050; or [iii] demolition is required	City of Ontario Planning Department	Prior to individual project approvals	City of Ontario Planning Department	

Table 2 Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	pursuant to Section 7.01.050 (Unsafe or Dangerous Conditions) of this Development Code. d) In an effort to preserve features and artifacts from historic resources, a determination whether items within or on the resource should be salvaged must be made by the Planning Department and may include the local historical society prior to the issuance of the demolition permit. The applicant shall be responsible for the removal, relocation, storage, and donation of such items selected for salvaging. The applicant shall provide an inventory of salvaged items to the Planning Department, and shall include a list of each item name, description, and dimension (as necessary), and the location of each item on a floor plan.				
MM 5-2	In areas of documented or inferred from evident archaeological and/or paleontological resource presence, City staff shall require applicants for development permits to provide studies to document the presence/absence of such resources. On properties where resources are identified, such studies shall provide a detailed mitigation plan, including a monitoring program and recovery and/or in situ preservation plan, based on the recommendations of a qualified cultural preservation expert. The mitigation plan shall include the following requirements: a) Archaeologists and/or paleontologist shall be retained for the project and will be on call during grading and other significant ground-disturbing activities. b) Should any cultural resources be discovered, no further grading shall occur in the area of the discovery until the Planning Director or designee is satisfied that adequate provisions are in place to protect these resources. c) Unanticipated discoveries shall be evaluated for significance by a San Bernardino County Certified Professional Archaeologist/Paleontologist. If significance criteria are met, then the project shall be required to perform data recovery, professional identification, radiocarbon dates, and other special studies; submit materials to a museum for permanent curation;	City of Ontario Planning Department in coordination with Landowner/Project Applicant	Prior to individual project approvals and during ground disturbing activities	City of Ontario Planning Department	

2. Mitigation Monitoring Requirements

Table 2 Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	and provide a comprehensive final report including catalog with museum numbers.				
ENERGY					
No Mitigation Measures are applicable.					
GEOLOGY AND SOILS					
See MM 5-2					
GREENHOUSE GAS EMISSIONS					
No Mitigation Measures are applicable.					
HAZARDS AND HAZARDOUS MATERIALS					
No Mitigation Measures are applicable.					
HYDROLOGY AND WATER QUALITY					
No Mitigation Measures are applicable.					
LAND USE AND PLANNING					
No Mitigation Measures are applicable.					
MINERAL RESOURCES					
No Mitigation Measures are applicable.					
NOISE					
MM 12-1	Prior to the issuance of building permits for any project that involves a noise-sensitive use within the 65 dBA CNEL contour of the Ontario International Airport, the project property owner/developers shall retain an acoustical engineer to conduct an acoustic analysis and identify, where appropriate, site design and/or required building acoustical improvements (e.g., sound transmission class rated windows, doors, and attic baffling), to ensure compliance with the City's Noise Compatibility Criteria and the California State Building Code and California Noise Insulation Standards (Titles 24 and 21 of the California Code of Regulations).	City of Ontario Planning/Building Department in coordination with Landowner/Project Applicant	Prior to individual project approvals	City of Ontario Planning/Building Department	

Table 2 Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
MM 12-2	Prior to issuance of a building permit, individual projects that involve vibration-intensive construction activities, such as pile drivers, jack hammers, and vibratory rollers occurring near sensitive receptors shall be evaluated for potential vibration impacts. For construction within 135 feet of fragile structures, such as historical resources, within 100 feet of nonengineered timber and masonry buildings (e.g., most residential buildings), or within 75 feet of engineered concrete and masonry (no plaster); or a vibratory roller within 25 feet of any structure, the project applicant shall prepare a noise and vibration analysis to assess and mitigate potential noise and vibration impacts related to these activities. This noise and vibration analysis shall be conducted by a qualified and experienced acoustical consultant or engineer. The vibration levels shall not exceed Federal Transit Administration (FTA) architectural damage thresholds (e.g., 0.12 inches per second [in/sec] peak particle velocity [PPV] for fragile or historical resources, 0.2 in/sec PPV for nonengineered timber and masonry buildings, and 0.3 in/sec PPV for engineered concrete and masonry). If vibration levels would exceed this threshold, alternative uses shall be used, such as drilling piles as opposed to pile driving and static rollers as opposed to vibratory rollers. If necessary, construction vibration monitoring shall be conducted to ensure vibration thresholds are not exceeded.	City of Ontario Planning/Building Department in coordination with Landowner/Project Applicant's construction contractor	Prior to and during construction	City of Ontario Building Department	
MM 12-4	Construction activities associated with new development that occurs near sensitive receptors shall be evaluated for potential noise impacts. Construction contractors shall implement the following measures for construction activities in the City of Ontario. Construction plans submitted to the City shall identify these measures on demolition, grading, and construction plans. The City of Ontario Planning and Building Departments shall verify that grading, demolition, and/or construction plans submitted include these notations prior to issuance of demolition, grading, and/or building permits. • Construction activity is limited to the hours between 7:00 am and 6:00 pm Monday through Friday and 9:00 am to 6:00 pm	City of Ontario Planning/Building Department in coordination with Landowner/Project Applicant's construction contractor	During construction	City of Ontario Building Department	

2. Mitigation Monitoring Requirements

Table 2 Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	Saturdays and Sundays, as prescribed in Municipal Code Section 5-29.09. • During the entire active construction period, equipment and trucks used for project construction shall use the best-available noise control techniques wherever feasible (e.g., improved mufflers, equipment re-design, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds). • Impact tools (e.g., jack hammers and hoe rams) shall be hydraulically or electrically powered wherever possible. Where the use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used along with external noise jackets on the tools. • Stationary equipment such as generators and air compressors shall be located as far as feasible from nearby noise-sensitive uses. • Stockpiling shall be located as far as feasible from nearby noise-sensitive receptors. • Construction traffic shall be limited, to the extent feasible, to approved haul routes established by the City's Engineering Department. • At least 10 days prior to the start of construction activities, a sign shall be posted at the entrance(s) to the job site, clearly visible to the public, that includes permitted construction days and hours as well as the telephone numbers of the City's and contractor's authorized representatives that are assigned to respond in the event of a noise or vibration complaint. If the authorized contractor's representative receives a complaint, he/she shall investigate, take appropriate corrective action, and report the action to the City. • Signs shall be posted at the job site entrance(s), within the on-site construction zones, and along queueing lanes (if any) to reinforce the prohibition of unnecessary engine idling. All other equipment shall be turned off if not in use for more than 5 minutes.				

Table 2 Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	• During the entire active construction period and to the extent feasible, the use of noise-producing signals, including horns, whistles, alarms, and bells, shall be for safety warning purposes only. The construction manager shall use smart back-up alarms, which automatically adjust the alarm level based on the background noise level or switch off back-up alarms and replace with human spotters in compliance with all safety requirements and laws. • Erect temporary noise barriers (at least as high as the exhaust of equipment and breaking line-of-sight between noise sources and sensitive receptors), as necessary and feasible, to maintain construction noise levels at or below the performance standard of 80 dBA L_{eq}. Barriers shall be constructed with a solid material that has a density of at least 1.5 pounds per square foot with no gaps from the ground to the top of the barrier and may be lined on the construction side with an acoustical blanket, curtain, or equivalent absorptive material.				
POPULATION AND HOUSING					
No Mitigation Measures are applicable.					
PUBLIC SERVICES					
No Mitigation Measures are applicable.					
RECREATION					
No Mitigation Measures are applicable.					
TRANSPORTATION					
T-1	Prior to approval of discretionary projects subject to VMT reduction analysis, applicants shall demonstrate compliance with the City's VMT Guidelines for CEQA assessment of VMT impacts. For projects with VMT per Service Population exceeding the County's significance threshold, a mitigation plan shall be developed and implemented. Mitigation should consist of Transportation Demand Management (TDM) measures analyzed under a VMT-reduction methodology consistent with the California Air Pollution Control Officers Association's (CAPCOA) *Final Handbook for Analyzing*	City of Ontario Planning/Engineering Departments in coordination with Landowner/Project Applicant	Prior to individual project approvals	City of Ontario Planning Department	

2. Mitigation Monitoring Requirements

Table 2 Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity (2021) and approved by the City of Ontario (if applicable). Examples of measures include but are not limited to: • Pedestrian Network Improvements: constructing new sidewalks and/or improving damaged or substandard sidewalks that connect to a larger pedestrian network. • Construct or Improve Bike Facilities: constructing new or enhancing a single existing Class I, II or IV bike facility that connects to a larger bike network. • Construct or Improve Bike Boulevards: implementing a Class III bike boulevard on a local or collector street that is one travel lane in each direction, has a design speed of 25 mph or less and a design volume of 5,000 ADT or less. • Expand Bikeway Networks: constructing a network of interconnected new Class I, II, or IV bike facilities. • Provide End of Trip Bicycle Facilities: constructing facilities that support cyclists such as bike parking, lockers, and showers. • Implement Transit-Supportive Roadway Treatments: funding infrastructure improvements such as traffic signal modifications and roadway signing and striping that are dedicated to improving transit travel times and reliability. • Transit Passes: proving discounted or free transit fare to a specific geographic area, population group, or to the general public. • Vanpool Program: providing groups of 5 to 15 people with direct shuttle service between their workplace and residence. • Carshare Program (conventional or EV): providing access to a shared fleet of on-demand vehicles for short-term use/rental. Best practice is to discount carshare membership and provide priority parking for carshare vehicles to encourage use of the service. • Bikeshare Program (conventional or EV): providing access to a shared fleet of on-demand bicycles for short-term use/rental.				

Table 2 Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	Best practice is to discount bikeshare membership and dedicate bikeshare parking to encourage use of the service. • Rideshare Program: providing access to and encouraging the use of a ridesharing platform or service. This could be an app, website, or other service that provides ride-matching coordination services. • Community-Based Travel Planning (CBTP): CBTP is a residential based approach to outreach, performed by trained advisors, that provides households within a targeted geographic area with customized information, incentives, and support to encourage the use of transportation alternatives in place of single occupancy vehicles. • Commute Trip Reduction (CTR) Program: CTR programs can be mandatory or voluntary, and involve providing information, coordination, services, infrastructure, and/or incentives for alternative modes such as ridesharing, vanpool, transit passes, and cycling.				
TRIBAL CULTURAL RESOURCES					
MM 5-3	Upon receipt of an application for a proposed project subject to CEQA and within the City's jurisdiction, the City's representative shall consult with the relevant tribe(s)' representative(s) to determine if the proposed project is within a culturally sensitive area to the tribe. If sufficient evidence is provided to reasonably ascertain that the site is within a [tribal] culturally sensitive area, an archaeologist shall prepare then a cultural resources assessment. The findings of the cultural resources assessment shall be incorporated into the CEQA documentation. A copy of the report shall be forwarded to the tribe(s). If mitigation is recommended in the CEQA document, the procedure described in Mitigation Measure 5-4 shall be followed.	City of Ontario Planning Department	Prior to individual project approvals	City of Ontario Planning Department	
MM 5-4	Prior to the issuance of grading permits for a proposed project for which the CEQA document defines cultural resource mitigation for potential tribal resources, the project applicant shall contact the designated tribe(s) to notify them of the grading, excavation, and	City of Ontario Planning Department in coordination with	Prior to issuance of grading permit(s)	City of Ontario Planning Department	

2. Mitigation Monitoring Requirements

Table 2 Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	monitoring program. The applicant shall coordinate with the City of Ontario and the tribal representative(s) to develop mitigation measures that address the designation, responsibilities, and participation of tribal monitors during grading, excavation, and ground-disturbing activities; scheduling; terms of compensation; and treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site. The City of Ontario shall be the final arbiter of the conditions for projects within the City's jurisdiction.	Landowner/Project Applicant			
TRC-1	Tribal Cultural Resources Monitoring. The project archaeologist, in consultation with interested tribes, the developer, and the City of Ontario, shall develop an archaeological monitoring plan (AMP) to address the details, timing, and responsibility of archaeological and cultural activities that will occur on the project site. Details in the AMP shall include: 1. Project-related ground disturbance (including, but not limited to, brush clearing, grading, trenching, etc.) and development scheduling; 2. The development of a rotating or simultaneous schedule in coordination with the developer and the project archeologist for designated Native American Tribal Monitors from the consulting tribes during grading, excavation and ground disturbing activities on the site: including the scheduling, safety requirements, duties, scope of work, and Native American Tribal Monitors' authority to stop and redirect grading activities in coordination with all project archaeologists (if the tribes cannot come to an agreement on the rotating or simultaneous schedule of tribal monitoring, the Native American Heritage Commission shall designate the schedule for the onsite Native American Tribal Monitor for the proposed project); 3. The protocols and stipulations that the developer, City, Tribes, and project archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation.	City of Ontario Planning Department in coordination with Landowner/Project Applicant's archeologist and interested tribes	Prior to and during construction	City of Ontario Planning Department	

Table 2 Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	At least 30 days prior to application for a grading permit and before any brush clearance, grading, excavation, and/or ground disturbing activities on the site, the developer shall retain a tribal cultural monitor to monitor all ground-disturbing activities in an effort to identify any unknown archaeological resources. Pursuant to the AMP, a tribal monitor from the consulting tribe shall be present during the initial grading activities. If tribal resources are found during grubbing activities, the tribal monitoring shall be present during site grading activities.				
TRC-2	Treatment and Disposition of Cultural Resources. In the event that Native American cultural resources are inadvertently discovered during the course of any ground-disturbing activities, including but not limited to brush clearance, grading, trenching, etc., for the proposed project, the following procedures will be carried out for treatment and disposition of the discoveries: 1. Temporary Curation and Storage: During the course of construction, all discovered resources shall be temporarily curated in a secure location on-site or at the offices of the project archaeologist. The removal of any artifacts from the project site will need to be thoroughly inventoried with tribal monitor oversight of the process; 2. Treatment and Final Disposition: The landowner(s) shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts and nonhuman remains as part of the required mitigation for impacts to cultural resources. The applicant shall relinquish the artifacts through one or more of the following methods and provide the City of Ontario with evidence of same: a. Accommodate the process for on-site reburial of the discovered items with the consulting Native American tribes or bands. This shall include measures and provisions to protect the future reburial area from any future impacts. Reburial shall not occur until all cataloging, basic analysis, other analyses as recommended by the project archaeologist and approved by consulting tribes, and basic recordation have been completed;	City of Ontario Planning Department in coordination with Landowner/Project Applicant's archeologist and interested tribes	During construction	City of Ontario Planning Department	

2. Mitigation Monitoring Requirements

Table 2 Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	all documentation should be at a level of standard professional practice to allow the writing of a report of professional quality; b. A curation agreement with an appropriate qualified repository in San Bernardino County that meets federal standards per 36 CFR Part 79, and therefore the resource would be professionally curated and made available to other archaeologists/researchers for further study. The collections and associated records shall be transferred, including title, to an appropriate curation facility in San Bernardino County, to be accompanied by payment of the fees necessary for permanent curation; c. For purposes of conflict resolution, if more than one Native American tribe or band is involved with the project and cannot come to an agreement as to the disposition of cultural materials, materials shall be curated at the San Bernardino County Museum by default; d. At the completion of grading, excavation, and ground-disturbing activities on the site, a Phase IV Monitoring Report shall be submitted to the City documenting monitoring activities conducted by the project archaeologist and Native Tribal Monitors within 60 days of completion of grading. This report shall document the impacts to the known resources on the property; describe how each mitigation measure was fulfilled; document the type of cultural resources recovered and the disposition of such resources; provide evidence of the required cultural sensitivity training for the construction staff held during the required pregrade meeting; and, in a confidential appendix, include the daily/weekly monitoring notes from the archaeologist. All reports produced will be submitted to the City, County Museum, and consulting tribes.				

Table 2 Mitigation Monitoring Requirements

Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
UTILITIES AND SERVICE SYSTEMS				
No Mitigation Measures are applicable.				
WILDFIRE				
No Mitigation Measures are applicable.				

Note: MM indicates existing mitigation measures from the Approved Project, while others (AQ, T, and TRC) indicate new mitigation measures included as part of the Proposed Project.

2. Mitigation Monitoring Requirements

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3. Report Preparation

3.1 LIST OF PREPARERS

City of Ontario

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Kimberly Ruddins, AICP, Sustainability Program Manager
Thomas Grahn, Senior Planner

PlaceWorks

Nicole Vermilion, Principal
Vivian Kha, Project Planner

3. Report Preparation

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RESOLUTION NO. PC22-041

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ONTARIO, CALIFORNIA, RECOMMENDING THE CITY COUNCIL APPROVE FILE NO PGPA20-002 PART B, AN AMENDMENT TO THE ONTARIO PLAN GOVERNANCE MANUAL, A POLICY COMPONENT OF THE ONTARIO PLAN SUPPORTING A BUSINESS PLAN APPROACH TO GOVERNANCE AND APPROVING THE ONTARIO PLAN VISION.

WHEREAS, the City of Ontario Certified the Environmental Impact Report prepared for The Ontario Plan and associated Statement of Overriding Considerations, and issued Resolution No. 2010-003; and

WHEREAS, the City of Ontario adopted The Ontario Plan on January 27, 2010, and issued Resolution No. 2010-004; and

WHEREAS, the City of Ontario adopted The Ontario Plan Governance Manual, a Policy component of The Ontario Plan, and issued Resolution No. 2010-005; and

WHEREAS, the Vision is a component of The Ontario Plan. The Vision was designed to guide the City towards a sustained, community-wide prosperity which continuously adds value and yields benefits. The Vision includes four points of vision:

1) A **Dynamic Balance** that enables our community to confront the continued dynamic growth of the region and technological change with confidence and a sense of opportunity;

2) A **Prosperous Economy** that sustains the perception and reality of prosperity across our entire community that positively impacts all the people of Ontario and is broadly – though not uniformly – shared;

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

4) **Recognized Leadership** in local governance that stimulates excellence and serves to unify the people of Ontario in support of best practices in conducting public endeavors; and

WHEREAS, the City of Ontario is incorporated under State law as a general law city with a Council-Manager form of government; and

WHEREAS, the Governance Manual and the Policy Plan (General Plan) are the two stand-alone policy components of The Ontario Plan (TOP); and

WHEREAS, the Governance Manual provides policies to support two of the four Points of Vision: Prosperous Economy and Recognized Leadership; and

WHEREAS, the Governance Manual is an integrated component within TOP; and

WHEREAS, the Governance Manual, together with the Policy Plan provides the policy framework for the City's comprehensive long-term municipal business plan; and

WHEREAS, the Governance Manual is consistent with, and implements, the Vision through the following high-level guiding principles:

1) A clear Vision and Policy Plan which is communicated to City leaders, staff and the public, serves as the foundation for informed decision making;

2) Stable, predictable, timely and effective governance is essential to achieving the Ontario Vision;

3) The Ontario Vision should guide community decisions;

4) Our job is to create, maintain and grow economic value and we do our job by providing infrastructure and services;

5) Regular investment is needed to maintain the community's public and private built environment;

6) Ontario is in competition with other cities for this investment;

7) The better we do our job, the more investment we will attract and the more revenue it will generate for reinvestment, creating a self-sustaining cycle; and

WHEREAS, the Governance Manual contains five (5) sections: 1) Decision-Making, 2) Communication, 3) Implementation, 4) External Factors, and 5) Municipal Finance; and

WHEREAS, together, these sections:

1) Provide guidance for ongoing City leadership;

2) Describe how the City will operate in a business-like way;

3) Require the decision-making system to always add value;

4) Integrate TOP into the City's daily operations;

5) Guide the budget process (the most tangible expression of the City's commitments) towards the Vision;

6) Provide for effective administration of TOP; and

WHEREAS, TOP 2050 – Policy Plan Supplemental Environmental Impact Report (SEIR) was reviewed, studied, and found to comply with the California Environmental Quality Act (CEQA); and

WHEREAS, the City of Ontario made The Ontario Plan 2050 website (**www.Ontarioplan.org/TOP2050**) including the Vision and Governance Manual, available for public review beginning May 9, 2022; and

WHEREAS, the City of Ontario conducted a virtual open house on June 14, 2021 to gain input from impacted property owners; and

WHEREAS, the City of Ontario conducted a virtual meeting with Community Health Improvement Association on June 24, 2021, to gain input from members of the public; and

WHEREAS, the City of Ontario conducted a virtual Community Workshop #1 on June 28, 2021, to gain input from members of the public; and

WHEREAS, the City of Ontario conducted a virtual Community Workshop #2 on July 29, 2021, to gain input from members of the public; and

WHEREAS, the City of Ontario conducted outreach events at Concerts in the Park on August 25, 2021 and August 26, 2021, to gain input from members of the public and participate in the Environmental Justice Survey; and

WHEREAS, the City of Ontario conducted an outreach event at Taste of Ontario on March 19, 2022, to provide an update to the TOP 2050 and gain input from members of the public; and

WHEREAS, the City of Ontario conducted a series of virtual Open House/Office Hours on March 31, 2022, April 28, 2022, and May 26, 2022, to provide brief overview of TOP 2050 and provide the public with an informal format to ask questions and share insights; and

WHEREAS, the City of Ontario conducted a series of outreach meeting with the Ontario's Teen Action Committee on June 6, 2022, June 15, 2022, and June 16, 2022, providing an overview of the TOP 2050, climate adaptation and resiliency, and the importance of civic participation; and

WHEREAS, the City of Ontario conducted an in-person open house located inside City Hall on June 30, 2022, to provide an overview of the TOP 2050 Update SEIR, Policy Plan, and Community Climate Action Plan, and gain input from members of the public; and

WHEREAS, the Planning Commission is responsible for reviewing updates to the Policy Plan (General Plan) and Map and forwarding a recommendation to the City Council on the adoption of the General Plan and Map; and

WHEREAS, on July 26, 2022, the Planning Commission of the City of Ontario conducted a duly noticed public hearing on the General Plan Update at which time all persons wishing to testify in connection with the General Plan Update were heard; and

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

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

SECTION 1: ***Environmental Determination and Findings.*** Based on the entire record before the Planning Commission and all written and oral evidence presented to the Planning Commission, the Planning Commission recommends that the City Council finds TOP complies with CEQA (Public Res. Code, § 2100 et seq.), the State CEQA Guidelines (14 CCR § 1500 et seq.), and the City's CEQA Guidelines.

SECTION 2: ***Planning Commission Action.*** Based on the entire record before the Planning Commission, all written and oral evidence presented, and the findings made in this Resolution, the Planning Commission recommends the City Council adopts TOP Vision and Governance Manual as set forth in Attachment "A" (Vision) and Attachment "B" (Governance Manual).

SECTION 3: ***Concluding Facts and Reasons****.* As the recommending body for the Project, the Planning Commission finds that The Ontario Plan Governance Manual promotes the goals and objectives of the City of Ontario and hereby concludes as follows:

1) The Governance Manual is a long-term, vision-driven policy component of The Ontario Plan; and

2) The Governance Manual contains guiding principles that support a business plan approach to governance; and

3) The Governance Manual supports consistent City leadership sustained through time and succession; and

4) The Governance Manual promotes the principles of regional leadership, transparency, long-term value, accountability, and inclusivity; and

5) The Governance Manual is a compatible, integrated, and internally consistent component of The Ontario Plan.

SECTION 4: ***Recommendation.*** Based on the entire record before the Planning Commission and all written and oral evidence presented, the Planning Commission finds TOP Vision promotes the goals and objectives of the City of Ontario and the Governance Manual incorporates TOP Vision.

SECTION 5: ***Custodian of Records.*** The documents and materials that constitute the record of proceedings on which these findings have been based are located at the City of Ontario City Hall, 303 East "B" Street, Ontario, California 91764. The custodian for these records is the City Clerk of the City of Ontario.

SECTION 6: ***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 26th day of July 2022, and the foregoing is a full, true and correct copy of said Resolution, and has not been amended or repealed.

Jim Willoughby
Planning Commission Chairman

ATTEST:

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. PC22-041, was duly passed and adopted by the Planning Commission of the City of Ontario at their regular meeting held on July 26, 2022, by the following roll call vote, to wit:

AYES: Anderson, Dean, DeDiemar, Gage, Lampkin, Ricci, Willoughby

NOES: None

ABSENT: None

ABSTAIN: None

Gwen Berendsen
Secretary Pro Tempore

ATTACHMENT A:

Vision
A Component of The Ontario Plan 2050

City of Ontario

Vision

A Component of The Ontario Plan 2050

Draft | May 2022

(as amended through _____)

Prepared By: PlaceWorks

3 MacArthur Place, Suite 1100

Santa Ana, CA 92707

714.966.9220

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INTRODUCTION

The central theme that motivates The Ontario Vision, as adopted by the City Council is:

> A sustained, community-wide prosperity which continuously adds value and yields benefits.

It is important to note that adding value in this sense encompasses a range of applications, including adding value to prosperity as well as to people, making Ontario truly a *premier community* of choice. Adding value is expressed in land, revenues, infrastructure, businesses, as well as in education, employment, health, community services, recreation, etc. Adding value comprehensively is what the Ontario Vision is based on and is a keystone of The Ontario Plan. The essence of the central theme can be explained as:

A Premier Community by Design

Everything the City does and every action the City takes should be done with this simple yet comprehensive theme in mind, from the design quality of our built environment to the intent of designing our socio-economic programs, to the way in which we govern as a community.

In discussing a Vision that would endure for the lifetime of The Ontario Plan (30 years or more), the City Council recognized that there are four components that serve as the basic building blocks that set the foundation for a unified and prosperous community. These foundational blocks must be expressed and widely accepted throughout the Plan's lifetime. They are:

- A **Dynamic Balance** that enables our community to confront the continued dynamic growth of the region and technological change with confidence and a sense of opportunity.
- A **Prosperous Economy** that sustains the perception and reality of prosperity across our entire community that positively impacts all the people of Ontario and is broadly – though not uniformly – shared.
- **Distinctive Development** that integrates our varied and diverse focal points, districts, centers, corridors, and neighborhoods to provide a feeling of coherence without sacrificing uniqueness.
- **Recognized Leadership** in local governance that stimulates excellence and serves to unify the people of Ontario in support of best practices in conducting public endeavors.

Building on these foundational blocks, our Vision is supported and amplified by more specific ideas we call "Points of Vision." Our Points of Vision are stated in the present tense to signify that we are now in the future and the Vision is real; it has been achieved. This required our community leaders who crafted the Vision to "mentally" relocate themselves a couple of decades into the future and describe the conditions they sought for our City. An easy way to think of these points is to mentally insert before each statement, the words "We have . . ." or We are . . ." (as appropriate). In this way you as the reader can project yourself into the future and view the Ontario that was envisioned by our leaders.

One more thing needs to be said. The people of Ontario own this Vision. The use of the active "we" and "our" used throughout indicates that it is the community speaking, not just some anonymous technical writer. We strive to be the *premier community* in the Inland Empire.

DYNAMIC STABILITY

An ongoing commitment to maintaining balance among the competing priorities we face as evidenced by the way we allocate public resources and funds through a rigorous goal-setting and budgeting process.

A community that is consistently seeking—and thoughtfully applying—new ways of doing things better.

A community that readily recognizes and capitalizes on new opportunities and intervenes in problems before they have a chance to escalate.

Consistency—year-in and year-out—in setting priorities according to their importance over the long-term rather than focusing only on short-term gains.

Planning systems and personnel that exemplify the very best in professional practices, based on a stable Vision and constantly evolving Ontario Plan.

An established City culture that reflects an ongoing commitment to The Ontario Plan, and the Plan's active use in a process of continuous improvement, informed decision making and a respect for the inherited benefits derived from past leadership.

The determination to use The Ontario Plan to enable us to leverage quality development and ensure qualities we want and reject those we do not.

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

Total commitment to coordinated implementation of the Ontario Vision by all City departments.

PROSPEROUS ECONOMY

A highly diverse economic base that capitalized on early regional centers, strategic corridor locations and international markets as the impetus for the extensive financial and technical centers that now exist.

Strengthened resiliency of Ontario's economic base alongside the fostering of vibrant mixed-use opportunities throughout the City.

Sustained economic viability and leadership in the region that reflects a highly trained and diverse workforce and that confirms Ontario as an investment destination of choice.

A world-class air facility that is a focal point and magnet for dynamic, multi-faceted metropolitan commercial, cultural and tourist centers serving the economic interests of Ontario and the Southern California region.

Prudent public ownership and timely disposition of strategic properties where public ownership can be demonstrated to reinforce market forces in achieving the City's economic development and revitalization goals.

Innovative and highly productive industrial areas that set the standards in the region for efficient land use, environmental management, and workforce employment opportunities.

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.

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

A reputation for being good for business to work with while still satisfying broader community interests.

A demonstrated ability to attract housing in pursuit of our acknowledged responsibility to balance housing with the job growth that drives our quality of life.

One of the most comprehensive and diverse housing stocks in the region that offers broad choices for its diverse workforce and their families, ranging from entry level housing to executive level development; from semi-rural to highly urban.

Distinctive and well maintained neighborhoods that offer exceptional variety in lifestyles, with convenient access to schools, recreation and cultural facilities, places of worship, places of employment and shopping.

A contemporary arrangement of neighborhoods south of Riverside Drive unified with the older set of neighborhoods to the north, with care taken to preserve and enhance what is successful and selectively allowing intensification and revitalization where desired and appropriate.

Development Quality

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

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

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

Mobility

A true multi-modal transportation system and user oriented management and techniques that facilitate an exceptional degree of movement and connectivity for people and goods to, from and within Ontario.

Comprehensive transit, pedestrian, and bicycle networks that provide connections to parks, open space amenities, schools, and other key destination points for our local citizens.

A track record of identifying and dealing effectively with "choke points" in our transportation system to prevent those constraints from limiting our mobility and economic potential.

Seamless transitions and connections between different transportation modes and between sectors of the City.

Infrastructure

Infrastructure systems that are properly sized to support approved land uses and their occupancy and are maintained in a timely fashion through funding by user groups.

A comprehensive water supply system that provides affordable and dependable volume and quality of water despite unprecedented pressures on the region's water sources.

A multi-faceted, environmentally responsible energy management system that provides cost-effective power, even during high-demand periods.

Strategically located City owned properties and facilities that serve the City's civic and economic interests, including public buildings, recreation, transportation, and other infrastructure.

Public Safety

A level of security and public safety that exceeds conventional standards, generates a sense of security throughout the community and establishes Ontario as one of the safest medium-sized cities in the nation.

A comprehensive network of safe routes between residential neighborhoods, schools, parks, community centers and cultural facilities.

Leisure and Cultural Activities

Recreation spaces, facilities and programs that offer ample recreation and cultural involvement by a diverse population.

Strong historic districts and cultural resources matching interests of a population with diverse cultural backgrounds, as well as offering a range of arts and entertainment venues of international significance.

Health and Education

A recognized healthy city, defined by public programs, advanced medical facilities (including a state-of-the-art hospital), engaged community based organizations, and land use/urban design features that foster healthy living.

An outstanding educational system that enables quality education for youth, offers lifelong learning for adults, provides for a variety of academic and vocational pathways from which to choose, and serves the needs of the business community, based on a strong community culture that highly values education.

Resource Conservation and Enhancement

Reduced air pollutants generated from Ontario on a regionally proportional basis, resulting in improved air quality in Ontario and the region.

Land preserved for the open space and recreation needs of the community and stewardship of natural resources.

A broad, integrated approach to resource allocation that will enable future generations to enjoy a quality of life at the same or higher level than the current generation.

RECOGNIZED LEADERSHIP

A City government that is renowned for applying contemporary business practices for those functions where private sector approaches are applicable.

A community that is widely recognized as a creative and effective partner and a leader within the Southern California region and the Inland Empire.

A community that continues to step into the future ahead of everyone else.

A pivotal force in identifying and implementing regional transportation system improvements and technologies that not only serve Ontario but provide critical regional access as well.

Continuance of effective governance and state-of-the-art practices that enable the municipal corporation to consistently provide exceptional levels of service to the people of Ontario at a relatively low per capita net cost.

A fine-tuned set of ordinances and regulations that implement and do not inadvertently impede our Vision, along with a widely emulated training program for officials and staff to ensure that these tools are understood and used effectively.

Strategic employment of leading new technology that has been rigorously evaluated and found to be cost-effective.

Creation and refinement of visualizations and analytics to clarify and market our Vision worldwide, based on one of the strongest data bases available to local government anywhere.

ATTACHMENT B:

Governance
A Component of The Ontario Plan 2050

CITY OF ONTARIO SOUTHERN CALIFORNIA

City of Ontario

Governance Manual

A Component of The Ontario Plan 2050

Draft | May 2022

(as amended through _____)

PLACEWORKS

Prepared By: PlaceWorks

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INTRODUCTION

The Governance Manual institutionalizes an approach to governance that leads to The Ontario Plan serving as a business plan for the City. The Manual includes a set of high-level governance principles with long-term value as well as Vision-driven goals and broad policies. Together, the goals and policies support consistent City leadership sustained through time and succession. The Governance Manual promotes the principles of regional leadership, transparency, long-term value, accountability, and inclusivity.

Context

The City of Ontario is incorporated under State law as a general law city with a Council-Manager form of government. The Mayor and Council are directly elected by the voters as their representatives. The City Council sets policy through the adoption of minute actions, resolutions and ordinances and determines the allocation of City resources through the adoption of the City Budget. The Mayor and Council hire a professional administrator, the City Manager, to hire staff, advise them, implement their policies, and run the day-to-day operation of the City. The Mayor and Council acting as a body, not as individuals, provide direction to the City Manager and staff in duly noticed public meetings.

Ontario Approach

The City of Ontario has a very definite approach to governance. It begins with the realization that the City is a corporation. It may be a municipal corporation, but it is a corporation nonetheless. The City operates using a corporate paradigm.

The Mayor and City Council are the elected board of directors. They are responsible for making policy. They hire a CEO, the City Manager, to advise them, implement their policies and run the day to day operations of the City.

We believe that the job of the City is to create, maintain and grow economic value. We do this through the provision of infrastructure and services. Everyone choosing to buy a home, shop, open a business or develop in our community has invested in our community. They are our shareholders. Their return on investment is the maintenance and growth of both quantitative (monetary) and qualitative (quality of life) value-added. (Link to Complete Community)

Every action of the City and every interaction with current and potential shareholders is an opportunity to retain or capture their investment.

Purpose

The Governance Manual:

- Provides guidance for ongoing City leadership.
- Describes how the City will operate in a business-like way.

- Requires the decision-making system to always add value.
- Integrates The Ontario Plan into the City's daily operations.
- Guides the budget process (the most tangible expression of the City's commitments) towards the Vision.
- Provides for effective administration of The Ontario Plan.

Principles

We believe in:

- A clear Vision and Policy Plan which are communicated to City leaders, staff and the public, and serve as the foundation for informed decision making.
- Stable, predictable, timely and effective governance is essential to achieving the Ontario Vision.
- The Ontario Vision should guide community decisions.
- Our job is to create, maintain and grow economic value, and we do our job by providing infrastructure and services.
- Regular investment is needed to maintain the community's public and private built environments.
- Ontario is in competition with other cities for this investment.
- The better we do our job, the more investment we will attract and the more revenue it will generate for reinvestment, creating a self-sustaining cycle.

G1. DECISION MAKING

Ontario has succeeded in maintaining its leadership role through a system of decision-making that is based on communication, collaboration, and a clear understanding of and respect for roles within a Council-Manager form of government. The City Manager meets with City Council Members on a regular basis to ensure that Council has the information they need for decision-making. Key Management Staff members submit their best professional advice and recommendations through reports and budgetary requests, generated through broad staff collaboration, to the City Manager who transmits them to Council after determining consistency with Council's policy direction. The Ontario Plan (which encompasses the Vision, City Council Priorities, Ontario Governance Manual, Policy Plan, Implementation Program, and Tracking and Feedback), together with the Annual Budget, helps decision makers at every level to make informed choices that move Ontario toward its long-term Vision. In other words, the Plan is integrated into City operations at every level.

Goal

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

Policies

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

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

G 1-3. Maintenance and Replacement Costs. We shall incorporate maintenance and replacement costs in the pricing of new programs and facilities as well as recording such deferred costs as debits against City revenues.

Supporting Documents

[The following section is a standalone document that is separate from the Governance Manual but is provided as a link on a website and included below for additional context.]

Interpreting Intent and Applying Policies: Decision-Making

The Ontario Plan deals with the reality that the Vision must be achieved in increments over a long period of time. Many factors applicable to its achievement will change during future decades. Consequently, it is important that decisions be weighed in terms of both short and long-range benefits. Tradeoffs will sometimes be required between these two perspectives. As City leadership transitions over time, the record of past decisions and their rationale will become increasingly valuable in helping to stay the course and still exercise reasonable flexibility. Therefore, management of the City's decision-making process requires diligent documentation

in a form that is readily retrievable. Some of the decision factors involved in this documentation include:

1. Qualities. Decision-making in Ontario must be viewed in the context of an institutional mind-set. In this case, that mind-set includes several critical qualities. They include:

    - Imagination. The Vision is ambitious. Imaginative thinking and approaches will be needed to achieve it.

    - Agility. Sometimes events move very quickly and in surprising directions. The City is determined to remain agile in adjusting to these situations, requiring a combination of wisdom grounded in experience and intelligence grounded in inventiveness.

    - Innovation. Often solutions are not ready-made. We live in a time of aggressive innovation, and municipal decision-making is capable of more far-reaching results if it benefits from innovative thinking.

2. Documentation. Integrating The Ontario Plan into day-to-day decision-making and its documentation becomes a powerful device for achieving the Vision. Decision-making must be documented at multiple levels (e.g., counter staff, department heads, city management, City Council, etc.) and incrementally over time. We are doing this for transparency so stakeholders will understand how and where decisions are made.

3. Information. What information was considered relevant in support of a decision? This is necessary to assess the degree to which that information is or is no longer relevant at a later date.

4. Fiscal Considerations. Virtually all of the City's decisions will have fiscal implications, and they must be considered in decision-making. Larger impacts and longer-term impacts will be carefully analyzed and documented. Included among these factors are:

    - Potential return on investment;

    - Net amount of value added;

    - Indebtedness;

    - Capital costs and one-time revenue offsets versus net costs for ongoing operation, maintenance, and reserves; and

    - Land use net revenues (where applicable).

5. Indicators. Indicators applicable to decision options include qualitative as well as quantitative measures. Not everything of importance can be "counted." But it should be possible to describe options qualitatively with sufficient clarity to distinguish among them. In any case, these tools are available to enable more informed decision-making as well as to create records of value to subsequent decision-makers.

6. Feedback. The City's system of Evaluation and Feedback will draw heavily on the documentation associated with decision-making. This involves more than data documentation. It also includes consistency determination with appropriate goals and policies.

7. Project Steps. An illustrative table containing project evaluation steps was prepared to demonstrate how The Ontario Plan works as a tool for decision-making. It offers a guided process for determining how responsive to the Plan a proposed project is. It does not attempt to impose a rigid procedure but, rather, seeks to provide a checklist by which a project may be evaluated.

G2. COMMUNICATION

Ontario's disciplined and ambitious approach to communication is key to sustaining its role as a regional leader and achieving the Ontario Vision. Communication is not the same as information: communication involves sending and receiving; information may be only one-way. Thus, Ontario's communication culture is one that focuses on the end-user and values accuracy, timeliness, credibility, clarity, and the capacity to exchange ideas. The intent of this culture is to enable the people and the decision-makers of Ontario to have the information they need to understand what is happening in their City, why it is happening, and what it means for the quality of their lives. It should also enable them to decide what to do in response to what the information tells them.

Goal

G2. Thoroughly informed and connected leaders, staff, public and shareholders.

Policies

G2-1. Quality. We require a professional standard of quality, no matter what medium is involved, to convey the sense and reality of accuracy, validity and honesty that befits this City.

G2-2. Accessibility. Our communications shall be designed to be easily accessible to end-users, including those with special needs such as hearing or visually impaired.

G2-3. Format. Our communications shall be presented in whatever formats are best able to meet the needs of the end-users.

G2-4. Coordination. We require coordination of communication activities and products among City departments so that coherent and internally consistent information is delivered to end-users.

G2-5. Coherence. We require a level of communication in which the information is understandable to the intended audience(s).

G2-6. Connection. We require communications to include a means by which the end-users may provide feedback to the City or pursue further clarification.

Supporting Documents

[The following section is a standalone document that is separate from the Governance Manual but is provided as a link on a website and included below for additional context.]

Interpreting Intent and Applying Policies: Communication

The City continues to make a considerable investment in information assets generated within City government as well as externally. It makes information available to not only City officials, but also many other interested stakeholders. Ontario's pride in its civic identity and Vision comes

across in all information the City communicates. Anything the City produces or responds to through its communication network is expected to manifest this pride. This commitment to professional quality written, oral, and visual communication is crucial as Ontario adapts to the constantly changing ways in which information is processed by end-users. It makes information available in appealing and useful ways regardless of the medium of delivery. The Ontario Plan website is a prime example of how Ontario capitalizes on changes in communication technology and trends in order to improve delivery of service to its citizens and maintain a competitive advantage.

It is important to recognize, as the City does, that there is a vast difference between communication and information. Communication is two-way and therefore requires an appreciation and understanding for the needs of all parties to the communication system. Ease of feedback and mutual respect among end-users and information generators are essential characteristics to be sustained. In the absence of this reciprocal nature, communication is at best merely information.

Here are several considerations:

1. End-User. The first thing that Ontario's communication culture calls for on the part of any author is an understanding of the audience. That is the basic "need definition" to be used in framing what is to be conveyed, the best format(s) to use, and the most effective means of interaction between the City and the end-user. This may suggest more than one version of the material at hand if there are multiple audiences that do not share common levels of information need.

2. Transparency. Communication should enlighten government processes, such as City decision-making, and be understood by those who will be affected by it.

3. Medium. Communications are not just a transfer of information; they are a source of intelligence. So the design of communications must be based on knowing what understanding and insights are desired. This has an important impact on the type of medium to be used. For example, graphic presentations may communicate much more effectively on certain topics than written form, enabling the end-user to grasp immediately the direct information and its relationships as well.

4. Limitations of Information. The degree of accuracy and availability of information, including any conditional limitations, should be explained. It is often more important to understand what one is not being told on a certain subject than what is being stated--and why. If the information is not known or not shared or its accuracy limited, that needs to be stated and explained. Care needs to be taken by those generating communications to understand and make known the degree of accuracy reflected in what is produced.

5. Privacy. It is essential to be constantly aware of privacy laws and legal limitations on what should be publicly accessible or not. The City rigorously complies with such laws. That principle needs to be broadly understood and respected throughout the City.

6. Support. Even though contemporary communication media offer significant increases in efficiency over past technology, they still require adequate support. This takes several forms: 1) funding through the budget process; 2) competent and currently knowledgeable staffing; 3) cost-effective equipment and systems; and 4) positive leadership and reinforcement.

7. Accountability. Many City departments, the City Council, City advisory bodies and numerous other public and quasi-public agencies produce information and process responses to it. In all cases, it is essential that accountability for quality, timeliness and usability, be maintained. This is the means of improving the level of communication serving the community. While there is no direct public control over the communication activities of private sector parties and governmental organizations other than the City of Ontario, the City expects these parties to also maintain a sense of responsibility and accountability in their communications.

8. Identity. Ontario seeks, in its Vision, to be a prosperous community and a regional leader. Therefore, all communications initiated by the City are expected to maintain a consistent image so that the end-user immediately recognizes the source and has a sense of confidence in the information.

These concepts go beyond principles, rules, and procedures. They reflect and demand a commitment to a governance culture in which a vital communication mentality prevails.

G3. IMPLEMENTATION

Realization of The Ontario Plan and its Vision will not happen by accident. Intentional actions are required. Actions occur at two levels. The first and most comprehensive carries out the policies of the Plan: initiatives, programs, organizational management, resource management, education and influence of other entities that actively move the City toward its destiny. The second level is the administration of the Plan: applying the Plan's policies to the City's decisions so that development projects, budgets, public agency projects, City regulations and similar activities respond to Plan policies appropriately and do their share toward achieving the Ontario Vision. Collectively, these actions are called implementation.

Goal

G3. Continuous progress toward achievement of the Ontario Vision through sustained initiatives and diligent administration by the City and others as specified in The Ontario Plan.

Policies

G 3-1. City Council Priorities. We shall set priorities and direct timely actions for implementing The Ontario Plan through periodic adoption of City Council Priorities (Goals and Objectives).

G 3-2. Tools. We shall create and maintain state-of-the-art systems, procedures and technology that provide maximum leverage from City resources in implementing The Ontario Plan.

G 3-3. Organization. We shall maintain a municipal organization under City Council direction that offers best professional practices and integrates The Ontario Plan and Vision into its operations.

G3-4. Administration. We shall operate a cost-effective system for administration of The Ontario Plan as proposed development plans, projects, and programs are considered by the City.

G3-5. Interagency Cooperation. We shall collaborate with other initiatives and programs of other agencies such as local, county, regional, state and federal governments and non-profit agencies to the maximum extent possible toward implementing The Ontario Plan.

G3-6. Monitoring Development and City Master Plans. We monitor development to ensure that it is consistent with City Master Plans (e.g., Water, Parks, Energy, Climate Action Plan, etc.) and The Ontario Plan. The Policy Plan in particular will incorporate changes to Master Plans as they are updated periodically.

G4. EXTERNAL FACTORS

In order to achieve its Vision, the City of Ontario benefits from the dynamic environment of which it is a part, but over which it does not have direct control. The context in which the City operates is remarkably complex and will become more so. The City chooses to prepare for this reality by addressing external factors before they've had their impact, rather than taking a reactive approach. The key is an attitude of awareness, consciousness, and intent—all aimed at establishing an optimum posture regarding external factors as the future evolves.

Goal

G4. Constant diligence in dealing with external factors impacting Ontario in a manner that contributes to the Ontario Vision.

Policies

G4-1. Legal Mandates. We shall comply with legal mandates upon the City so that they are satisfied and make maximum contribution to the Ontario Vision.

G4-2. Public and Private Partnerships. We shall engage in public and private partnerships where they offer opportunities for achieving the Ontario Vision beyond what could be achieved independently.

G4-3. Awareness. We shall actively maintain awareness of the external forces impacting Ontario so that their positive impacts can be optimized, and negative impacts minimized.

G4-4. Proactive Approach. We shall seek to influence external factors impacting Ontario sooner rather than later.

G4-5. Multiple Projections. We shall maintain a range of future projections instead of a single forecast as a means of understanding and managing the forces of change and promote the same approach by other governments.

G4-6. Interagency Cooperation. We shall participate with regional governments, surrounding cities and other agencies in devising optimum strategies for addressing external factors of mutual interest.

Supporting Documents

[The following section is a standalone document that is separate from the Governance Manual but is provided as a link on a website and included below for additional context.]

Interpreting Intent and Applying Policies: External Factors

External factors are forces acting on the City but not controlled by it. They include laws, regulations, decisions, activities, initiatives, and influences originating with numerous sources, including, but not limited to:

- State and federal governments,
- Courts,
- Quasi-governmental and non-governmental organizations, including nonprofit organizations,
- Special districts,
- Utility providers,
- Intergovernmental associations,
- Professional associations,
- Focused interest groups,
- Transportation system initiatives,
- The business community, especially development interests,
- Investors,
- Neighborhood and homeowner associations,
- Financial markets,
- Economic trends,
- Social changes, including demographic trends, and
- Environmental conditions and responses to them.

As encompassing as this list appears, it is not complete. But it illustrates the impressive array of interests and influences that are brought to bear on a single community, whether that is acknowledged or not. The essence of this component of The Ontario Plan is to deal with these forces intentionally rather than reactively. In many cases, there is little or nothing the City can do to influence, modify or blunt the impacts from these sources. Still, in these instances the City can understand and prepare for what is coming its way.

It is important to understand that this is not a new perspective for the City of Ontario. It has a track record of intergovernmental involvement, creative partnerships and scanning the forces that impact its options. Moreover, the City has developed a careful strategy for getting the most out of these forces in terms of what benefits the community. In this regard, it has been unusually effective. The thrust of this component of The Ontario Plan is to continue and build upon that foundation so that the City can sustain its awareness, consciousness, and intent to make the most of opportunities it encounters or can create.

The key ingredient that shapes The Ontario Plan is a thoughtful and practical Ontario Vision that motivates everything the City does. It is understandable that, by definition, external factors are driven by their own agenda—one that may or may not involve conscious consideration of

Ontario's priorities. Given that, the intent is that Ontario itself will inject that consideration into its influence or response to any external factor it must confront.

Clearly, it would be possible, given the rapid change and complex interactions of forces in our larger environment—regionally, nationally, and internationally—to be overwhelmed by these forces. That would accomplish nothing. And that is the reason that a major aspect of The Ontario Plan entails a conscious effort to stay in touch with its context by focusing on those forces that have the greatest potential to advance Ontario's future or, conversely, to detract from it. That insight then puts the City in the position to take timely action to achieve the best possible outcome.

It should be made clear that nothing in this Section is intended to suggest a reluctance on the part of the City to comply with the law nor to decline participation in thoughtful and mutually beneficial negotiations with any interested parties. Rather, it is to announce that Ontario has a Vision about which it is very serious and anyone engaging the City for whatever reason needs to be aware of that. Hopefully, because the City chooses to be so forthright about this aspect of its future, this posture will enjoy the respect of others.

Regarding general forces of change—economic, political, environmental, social, and demographic—the situation is a bit different. These are factors that operate on a scale of their own making and do not typically respond (at least, quickly) to governmental positions. Some are actually worldwide in scale, the understanding of which is evolving even as we watch. Uncertainty is rampant. The interactions stimulated by many of these conditions are simply beyond comprehension. So, what is an aspiring City in the midst of all of this to do?

The answer is to understand first and foremost what it seeks. Then it knows what tack to take in influencing or adapting to the dynamic forces of change. It will not always be right. Mistakes will be made. Totally unpredictable changes will occur, or trends will completely reverse without warning. All of these uncertainties are part of the puzzle.

Within what often appears to be chaos, those who prevail are those who keep their heads and are clear about their interests. That is why Ontario Governance contains an intentional Section devoted to "keeping its head" no matter what may confront it between now and realization of the Ontario Vision.

None of this suggests a unilateral, inelastic course of action. Rather, it suggests maintaining an informed position, knowing what matters most and retaining the capacity to shift priorities where that makes sense. It entails openness to mutually beneficial collaboration, but with clear visibility of what is on the table. It is the exact opposite of intractability.

Finally, with respect to the business of forecasts and projections into the future, Ontario leans strongly on the use of scenario modeling rather than inflexible extensions of the past into the future. There are several reasons for this approach:

1. The data base underpinning the City's scenario-building capability is robust and will become more so in the future. This allows for generating implications of multiple changes, individually and collectively, that offer a useful understanding of how different choices perform.

2. Projections often become less accurate over time and obscure the factors that leverage change. Understanding those factors and their influence is more valuable than whether or not a particular anticipated growth number has or has not been achieved.

3. Ontario's future growth opportunities are tied to its geographic context. As such, GIS-based scenario building approaches are eminently suitable.

4. The Ontario Plan is a continuously improving plan and requires dynamic tools for its optimization.

G5. MUNICIPAL FINANCE

No single action of a city government more meaningfully states its values and priorities than the budget by which it allocates City resources and reflects the Vision and City Council's goals and priorities. The system of municipal finance includes:

Annual Budgeting Process. The entire municipal finance system culminates in the preparation, adoption, and implementation of the annual budget. The City intends its budget document to establish policy, guide operations, plan for future financial circumstances, and communicate to the City's residents, businesses, and investors.

Capital Improvement Programming. To better manage large-scale investments, the City adopts an annual Capital Improvement Program that schedules engineering and design, land acquisition, and construction for large projects over the subsequent five years.

Cash Management. The process of managing cash inflows and outflows for proper collection, disbursement, and investment of cash. This involves deposits, reconciliation, and adherence to the City's Cash Handling Policy.

Public Trust. The municipal finance system rests on a foundation of public confidence in the City's ability to fairly and effectively manage municipal finances over the long-term. The City preserves the public trust with clear and concise communications and transparent and accountable financial decision-making.

Fund Balance and Reserves. The City seeks to maintain certain levels of funds in reserve for unforeseen cash flow disruptions and for specific purposes, such as post-retirement health care expenses. Reserves differ from "rainy day" funds, which are more like savings for periods of overall economic stagnation or retrenchment.

Revenue and Expenditure Forecasting. Key to effective budgeting, the City conservatively forecasts future revenues and expenditure needs and constantly tracks those assumptions.

Risk Management. The risk management program includes special funds for reserves to cover potential losses, risk control programs and activities, and self-insurance pools.

Goal

Goal G5. An easily understood, transparent, and accountable municipal finance system that implements The Ontario Plan, safeguards the City's assets, and maintains the public's trust and confidence.

Policies

G5-1. Departmental Budgeting Requests. We require each department to submit an annual budget request free from reliance on one-time revenues (except for specific grant funded projects) and unsustainable revenue and deficit spending.

G5-2. Department Budget Limitation. We will not commit to spending more than a conservative projection of recurring revenues for the City as a whole.

G5-3. Limitations on Fund Transfers. The City Manager may transfer budgeted amounts between departments within any fund; however, we require the City Council approve any revisions that alter the total expenditures of any individual fund.

G5-4. Cost Allocation Plans. We account for costs for administration, employment benefits, risk management, and support services through special funds, including reimbursements from special projects, funds, and contracts based on an annual cost allocation plan.

G5-5. Investment Objective. We require safety of principal as the foremost investment objective; investment decisions shall seek to minimize net capital losses on a portfolio basis.

G5-6. Investment Maturities and Available Resources. We will mitigate market risk by limiting the weighted average maturity of the fund consistent with the approved investment policy; the City's fund will be structured to ensure that the City's projected expenditure requirements for the next six months can be met with a combination of anticipated revenues, maturing securities, principal and interest payments and liquid instruments.

G5-7. Fund Balance Target. We expect the annual budget to maintain a minimum unreserved general fund balance in accordance with policies established and from time to time revised by City Council resolution; we maintain this unreserved fund balance to deal with unanticipated disruptions to cash flow and do not otherwise use this reserve.

G5-8. Deferred Maintenance. We acknowledge current and cumulative deferred maintenance, if any, in the annual budget document.

G5-9. Comprehensive Debt Strategy. We pursue a strategy to avoid or minimize bonded indebtedness against the General Fund and to finance capital improvement projects on a pay-as-you-go basis and through special funds, or, if warranted by magnitude and/or lifespan, through applicable special financing districts and mechanisms.

G5-10. General Fund Purpose. We pursue a strategy to allocate general fund resources toward the City's provision of basic municipal services.

G5-11. Transparency. We expect our City's budget and annual financial report documents to maintain the highest standards for clarity and content.

G5-12. Investment Strategies. We utilize the Treasurer's Investment Policy to establish strategies that guide how the City invests short-term cash flow and invests longer-term reserves.

G5-13. Financial Services Administration. We require the Financial Services Administration review and analyze City Council staff reports to determine potential fiscal impacts.

RESOLUTION NO. PC22-042

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ONTARIO, CALIFORNIA, RECOMMENDING THE CITY COUNCIL APPROVE AN AMENDMENT, FOR FILE NO. PGPA20-002 PART C, CONSISTING OF A TECHNICAL UPDATE TO THE ONTARIO POLICY PLAN (GENERAL PLAN).

WHEREAS, the City of Ontario Certified the Environmental Impact Report prepared for The Ontario Plan and associated Statement of Overriding Considerations, and issued Resolution No. 2010-003; and

WHEREAS, the City of Ontario adopted the Policy Plan (General Plan) as part of the component framework for The Ontario Plan on January 27, 2010, and issued Resolution No. 2010-004; and

WHEREAS, the City of Ontario has been operating under The Ontario Plan Policy Plan (General Plan) adopted by City Council on January 27, 2010, Resolution No. 2010-004, along with their respective Policy Plan (General Plan) text and maps; and

WHEREAS, Section 65300 of the California Government Code of the State of California authorizes cities to prepare and update long-range comprehensive guides known as general plans; and

WHEREAS, the City of Ontario's Technical Update to the Policy Plan complies with Section 65300 in that it meets the state mandate of a general plan; and

WHEREAS, the Policy Plan is an integrated component within The Ontario Plan, the City's comprehensive long-term municipal business plan; and

WHEREAS, during the development of the Policy Plan, the City participated in Southern California Association of Governments (SCAG) regional planning programs including Regional Housing Needs Assessment (RHNA), and Regional Transportation Plan Sustainable Community Strategy (RTP/SCS); and

WHEREAS, the Policy Plan advances regional planning policies; and

WHEREAS, Section 65361 limits the amendment of a mandatory element of the Policy Plan to not more than four (4) times per year; and

WHEREAS, the Policy Plan contains nine elements: 1) Land Use, 2) Housing, 3) Parks and Recreation, 4) Environmental Resources, 5) Community Economics, 6) Safety, 7) Mobility, 8) Community Design, and 9) Social Resources; and

WHEREAS, the Land Use, Housing, Parks and Recreation, Environmental Resources, Safety and Mobility elements are mandatory elements of the Policy Plan per Section 65302; and

WHEREAS, the Community Economics, Community Design, and Social Resources elements are optional elements of the Policy Plan per Section 65302; and

WHEREAS, the Climate Adaptation and Resiliency, and Environmental Justice elements are woven throughout the policy plan; and

WHEREAS, the City of Ontario has determined that the existing General Plan required revision to bring the document into conformance with state law and to make all the elements internally consistent; and

WHEREAS, the City of Ontario has prepared a technical update to the Policy Plan (General Plan), to replace the current Policy Plan (General Plan) adopted in 2010, with exception to the Housing Element that was approved by the City Council on March 1, 2022 and pending the California Department of Housing and Community Developments (HCD's) review and certification; and

WHEREAS, The Ontario Plan 2050 – Policy Plan Supplemental Environmental Impact Report (SEIR) was reviewed, studied, and found to comply with the California Environmental Quality Act (CEQA); and

WHEREAS, the City of Ontario made The Ontario Plan 2050 website (**www.Ontarioplan.org/TOP2050**) including the Policy Plan, available for public review on May 9, 2022; and

WHEREAS, the City of Ontario conducted a virtual open house on June 14, 2021 to gain input from impacted property owners; and

WHEREAS, the City of Ontario conducted a virtual meeting with Community Health Improvement Association on June 24, 2021, to gain input from members of the public; and

WHEREAS, the City of Ontario conducted a virtual Community Workshop #1 on June 28, 2021, to gain input from members of the public; and

WHEREAS, the City of Ontario conducted a virtual Community Workshop #2 on July 29, 2021, to gain input from members of the public; and

WHEREAS, the City of Ontario conducted outreach events at Concerts in the Park on August 25, 2021 and August 26, 2021, to gain input from members of the public and participate in the Environmental Justice Survey; and

WHEREAS, the City of Ontario conducted an outreach event at Taste of Ontario on March 19, 2022, to provide an update to the TOP 2050 and gain input from members of the public; and

WHEREAS, the City of Ontario conducted a series of virtual Open House/Office Hours on March 31, 2022, April 28, 2022, and May 26, 2022, to provide brief overview of TOP 2050 and provide the public with an informal format to ask questions and share insights; and

WHEREAS, the City of Ontario conducted a series of outreach meeting with the Ontario's Teen Action Committee on June 6, 2022, June 15, 2022, and June 16, 2022, providing an overview of the TOP 2050, climate adaptation and resiliency, and the importance of civic participation; and

WHEREAS, the City of Ontario conducted an in-person open house located inside City Hall on June 30, 2022, to provide an overview of the TOP 2050 Update SEIR, Policy Plan, and Community Climate Action Plan, and gain input from members of the public; and

WHEREAS, the Planning Commission is responsible for reviewing updates to the Policy Plan (General Plan) and Map and forwarding a recommendation to the City Council on the adoption of the General Plan and Map; and

WHEREAS, on July 26, 2022, the Planning Commission of the City of Ontario conducted a duly noticed public hearing on the General Plan Update at which time all persons wishing to testify in connection with the General Plan Update were heard; and

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

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

SECTION 1: ***Environmental Determination and Findings.*** Based on the entire record before the Planning Commission and all written and oral evidence presented to the Planning Commission, the Planning Commission recommends that the City Council finds that the environmental effects of the General Plan Update (The Ontario Plan – Policy Plan) have been analyzed and discussed in the TOP 2050 Update SEIR in compliance with CEQA. The Planning Commission further recommends that the City Council find that the SEIR was prepared in compliance with CEQA, that the City complied with CEQA's procedural and substantive requirements, and that the SEIR is an accurate and objective statement that fully reflects the independent judgement of the City.

SECTION 2: ***Planning Commission Action.*** Based on the entire record before the Planning Commission, all written and oral evidence presented, and the findings made in this Resolution, the Planning Commission recommends that the City Council amend the Policy Plan (General Plan) as set forth in Attachment "A" (The Ontario Plan 2050– Policy Plan).

SECTION 3: ***Recommendation.*** Based on the entire record before the Planning Commission and all written and oral evidence presented, the Planning Commission recommends the City Council finds the General Plan Update (The Ontario Plan – Policy Plan) promotes the goals and objectives of the City of Ontario and leaves the General Plan Update a long-term, compatible, integrated, and internally consistent statement of policies for the following reasons:

A. Land Use. The General Plan Update (The Ontario Plan – Policy Plan) shows how the City of Ontario will develop, use and arrange land which is critical to achieving the Ontario Vision. Land is a finite and valuable resource. How it is used is a key factor in the City's economic future. As stewards of the land, the City must plan for uses and development that adds value to the community, in terms of function, design and fiscal return. Ontario is steadfast in its Vision, but the Policy Plan is flexible enough to accommodate the evolution of development types. Ontario desires to have distinct neighborhoods and activity centers; diversity of residential, employment, retail, entertainment, and community and recreational services; and a world-class airport which are connected through a unified mobility system. The Land Use Element reflects Ontario's Vision to be a complete community.

B. Housing. The General Plan Update (The Ontario Plan – Policy Plan) is integrated and compatible with the Housing Element in that it provides for development consistent with the existing and projected housing needs of the community. The General Plan Update (The Ontario Plan – Policy Plan) will maintain a supply of developable residential land adequate to accommodate the amount and type of projected household and job growth. The General Plan Update (The Ontario Plan – Policy Plan) will also ensure that residential sites are served by adequate infrastructure and services and with a range of housing types to accommodate a variety of incomes and lifestyles including the City's fair share of regional housing need. The General Plan Update (The Ontario Plan – Policy Plan) will also provide housing opportunities for groups with special needs and for all people regardless of race, religion, gender, marital status, ancestry or national origin.

C. Parks & Recreation. The General Plan Update (The Ontario Plan – Policy Plan) integrates parks and recreational spaces which are critical physical, social and psychological element of a complete community. Beyond merely providing recreational opportunities, carefully sited and well-designed parks serve a multitude of functions for the community: creating neighborhood identity, serving as focal points for gathering and celebration, and increasing and protecting environmental resources. Moreover, parks act

as the city's "breathing spaces", where people experience relief as they go about their daily routines.

D. Environmental Resources. Ontario's environmental resources are an integral part of our maturing City and are valued for the benefits they provide. Appropriately managed, they reduce health risks for residents and workers, lower energy and water costs, safeguard our water assets, and protect our environment. The systems that convey and treat water and waste, generate and distribute energy, promote beneficial air quality, and protect natural resources are essential to Ontario's health and prosperity. The General Plan Update (The Ontario Plan – Policy Plan) will manage resources comprehensively, utilizing natural and man-made systems that are both environmentally and economically sustainable.

E. Community Economics. The City's role is to create, maintain and grow economic value. Community shareholders, including property owners, tenants, families and businesses have invested in Ontario and should expect a return from those investments, including financial and qualitative returns, such as: quality of life, job opportunities, potential for business growth, sense of safety, healthy environment, responsive government, amenities and so much more - all of which is part of the Vision of being a "complete community". Their investments, in turn, generate returns for the community. A business investing in expansion creates new job opportunities for residents. A developer investing in new housing attracts new consumers for Ontario's retailers. These investments add municipal revenues, which the City reinvests in community facilities, public improvements, and services that increase shareholder returns. Through the Community Economics Element policies, The General Plan Update (The Ontario Plan – Policy Plan) commits itself to protecting these investments. Generating better and higher returns gives Ontario a competitive advantage to attract even more investment. This new investment and reinvestment creates a self-sustaining cycle of prosperity. The General Plan Update (The Ontario Plan – Policy Plan) is integrated and compatible with the Community Economics Element.

F. Safety. The General Plan Update (The Ontario Plan – Policy Plan) is integrated and compatible with the Safety Element in that it provides an appropriate land use distribution and orientation which protects the community from unreasonable risks associated with seismic, geologic, flood, wind, and wildfire hazards.

G. Mobility. Ontario is strategically located within a regional transportation network that includes an international airport with passenger and air cargo operations, three freeways, three freight rail lines, commuter and passenger rail services, public transit and a local network of streets and multi-purpose trails. This network provides multi-modal transportation options for those traveling within, to or through the City. This robust system creates unique opportunities for Ontario as a regional jobs hub and a complete community. Ontario's Vision to concentrate growth in key locations will allow the City to capitalize on this transportation system. Ontario's Vision is that there will be more mobility

options as the City and the region grow. Personal vehicles will continue to provide individual mobility and flexibility for travel, though fuel systems will change, and guidance technology will become much more sophisticated. Bus travel will be a convenient and reliable option. The commuter rail system will provide service all day throughout the region and high-speed rail may be developed for longer-distance trips. Air travel will be linked through a future multi-modal station in close proximity to ONT airport where access to many modes of transit will be available. Freight transportation via trucks, rail and air cargo will provide efficient movement of goods to the City, region and beyond while minimizing negative impacts. The mobility element will be coordinated with future land use patterns and levels of buildout. Access and connectivity to mobility options will be integrated into neighborhoods, centers, corridors and districts. The placement of housing, jobs and amenities in closer proximity to each other and design strategies focused on the pedestrian will make walking a desirable alternative and a connected regional system of multi-purpose trails will enable safe and convenient non-motorized travel. The General Plan Update (The Ontario Plan – Policy Plan) is integrated and compatible with the Mobility Element.

H. Community Design. All members of the community—residents, business owners, workers, visitors and investors— need places and spaces that are both functional and appealing. Quality design of the built environment can: protect existing investments; achieve sustainable environments; create safe and pleasant places where people want to live, work and recreate; and add value to the community. The General Plan Update (The Ontario Plan – Policy Plan) is integrated and compatible with the Community Design Element.

I. Social Resources. Access to healthcare, nutrition, and healthy environments, quality education, diverse community services and facilities and cultural opportunities are essential to a prosperous Ontario. All are critical to individual and community well-being and Ontario's ability to attract residents and investors. However, direct control over delivery of healthcare, education, social services and cultural opportunities is in the hands of outside organizations. Therefore, the City must leverage the efforts of service providers within the region. The General Plan Update (The Ontario Plan – Policy Plan) is integrated and compatible with the Social Resources Element.

SECTION 4: ***Custodian of Records.*** The documents and materials that constitute the record of proceedings on which these findings have been based are located at the City of Ontario City Hall, 303 East "B" Street, Ontario, California 91764. The custodian for these records is the City Clerk of the City of Ontario.

SECTION 5: ***Certification to Adoption.*** The Secretary shall certify to the adoption of the Resolution.

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

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 26th day of July 2022, and the foregoing is a full, true and correct copy of said Resolution, and has not been amended or repealed.

Jim Willoughby
Planning Commission Chairman

ATTEST:

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. PC22-042, was duly passed and adopted by the Planning Commission of the City of Ontario at their regular meeting held on July 26, 2022, by the following roll call vote, to wit:

AYES: Anderson, Dean, DeDiemar, Gage, Lampkin, Ricci, Willoughby

NOES: None

ABSENT: None

ABSTAIN: None

Gwen Berendsen
Secretary Pro Tempore

ATTACHMENT A:

Policy Plan
A Component of The Ontario Plan 2050

City of Ontario

Policy Plan

A Component of The Ontario Plan 2050

Public Review Draft | May 2022

Please note that this is a hard copy version of what is intended to be published in a web-based format. There are notations and placeholders for links throughout that are not active in this draft.

Prepared By: PlaceWorks

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714.966.9220

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INTRODUCTION

The Policy Plan states long-term goals, principles, and policies for achieving Ontario's Vision. It guides growth and development to achieve optimum results from the City's physical, economic, environmental, and human resources. The Policy Plan serves as the City's General Plan, which is mandated by state law. General Plans are required to include eight topics (Land Use, Housing, Circulation, Noise, Safety, Open Space and Conservation, and Environmental Justice). The organization of these eight topics, and any optional topics, are determined by the local jurisdiction. The General Plan is required to be comprehensive in nature and internally consistent.

Ontario's General Plan is made up of nine elements: Land Use, Housing, Mobility, Safety (including Noise), Environmental Resources (including Conservation), Parks and Recreation (including Open Space), Community Economics, Community Design, and Social Resources. Environmental Justice is woven throughout the Policy Plan.

While State law requires Housing and Safety Elements to be updated every eight years, the State Office of Planning and Research recommends that local jurisdictions comprehensively update their General Plan every 10-15 years. Ontario's last comprehensive General Plan update was adopted in 2010. The Housing Element was updated in 2022.

In addition to acting as to the City's General Plan, the Policy Plan incorporates the goals and policies necessary for the City to achieve its full Vision beyond what state law mandates.

The Policy Plan is intended to be a long-term policy document. It includes abiding principles for each element, goals (what we want to achieve) and policies (how we accomplish these goals). The short-term actions needed to implement the Policy Plan are housed in a separate Implementation Plan. The portion of the Implementation Plan related to Housing, Environmental Justice, and Safety Element regulations are part of the Policy Plan as required by state law; all other portions of the Implementation Plan are not and do not require an amendment to the Policy Plan to be updated.

Purpose

The Policy Plan:

- Takes a fresh look at the changing circumstances within the City and the region since the previous Policy Plan was adopted.
- Establishes a strong, yet flexible policy base that moves the City towards its Vision.
- Incorporates the current (link) City Council Priorities (goals and objectives) into this policy document which will help guide future Council efforts when the plan is updated or revised.
- Complies with State requirements for local general plans.
- Imbeds the City's governance (link) approach into how it operates and makes decisions.

LAND USE ELEMENT

Introduction

How we develop, use and arrange our land is critical to achieving the Ontario Vision. Land is a finite and valuable resource. How we use it becomes a key factor in the City's economic future. As stewards of the land, the City must plan for uses and development that adds value to the community in terms of function, design, and fiscal return. We are steadfast in our Vision, but the Policy Plan is flexible enough to accommodate the evolution of development types.

We desire Ontario to have distinct neighborhoods and activity centers, corridors, and districts; diversity of residential, employment, retail, entertainment, community, and recreational services; and a world-class airport which are connected through a unified mobility system. The Land Use Element reflects Ontario's Vision to be a complete community.

Purpose

The Land Use Element:

- Designates the distribution, location, and balance of land uses.
- Describes the desired build-out of Ontario
- Describes building intensity standards for each land use.
- Communicates population density.
- Ensures compatibility between land uses.

Principles

The City believes:

- Development that supports the Vision will strengthen the City's economy.
- New growth will enhance the quality of life in the entire community, including our existing neighborhoods.
- Land uses and development should be consistent with the Vision while protecting the quality of life in existing neighborhoods.
- Our development review process should incorporate flexible standards to achieve our Vision.
- The way land is used and developed will determine our revenue base and expenditures.

Goals & Policies

LU-1 Balance

Ontario is poised to experience extraordinary growth. Achieving this growth in a manner that is consistent with our Vision requires a delicate balancing act. For instance, the City must balance the benefits and impacts of being a regional urban and transportation hub with the livability of our neighborhoods.

As an active participant in regional planning, Ontario contributes to the regional jobs-housing balance by providing significant office, industrial and retail employment opportunities while focusing this growth strategically to minimize development impacts on established neighborhoods.

Goal LU-1 **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.**

Policies

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. (Link to Mobility Element Policies M2-M-2.1, M3-M-3.3; Community Design Element *Image and Identity* Section; Community Design Policies CD-3.1, CD-3.3, CD-3.6)

LU-1.2 **Sustainable Community Strategy.** We integrate state, regional, and local Sustainable Community/Smart Growth principles into the development and entitlement process.

LU-1.3 **Adequate Capacity**. We require adequate infrastructure and services for all development.

LU-1.4 **Multimodal Mobility.** We require development and urban design, where appropriate, that reduces reliance on the automobile and capitalizes on active transportation, transit, electric vehicles, and multimodal transportation opportunities (Link to Mobility Element Policies M-2.1, M-3.3; Community Design Element Policy CD-2.6, CD-3.1, CD-3.3, CD3.6).

LU-1.5 **Jobs-Housing Balance**. We coordinate land use, infrastructure, and transportation planning and analysis with regional, county, and other local agencies to further regional and subregional goals for jobs-housing balance. (Link to Community Economics Element Policy CE-1.1; Mobility Element Policy M-1.6)

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. (Link to Community Economics Element *Complete Community* Section; Community Design Element *Urban, Mixed Use, and Transit-oriented Place Types* Section)

LU-1.7 **Revenues and Costs.** We require future amendments to our Land Use Plan to be accompanied by analyses of fiscal impacts. (Link to Community Economics Policy CE-3.2)

LU-2 Compatibility

The Land Use Plan provides for a wide range of land uses, including residential, industrial, office, and commercial. Some land use designations and the uses permitted within them are compatible, while others have the potential to create adverse impacts. The City utilizes land use regulations, site planning, and design controls to achieve compatibility.

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

Policies

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

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

LU-2.3 **Hazardous Uses.** We regulate the development of industrial and similar uses that use, store, produce, or transport toxic substances, air emissions, other pollutants, or hazardous materials. (Link to Safety Element *Hazardous Materials & Waste* Section, including Policies S-6.4 and S-6.5)

LU-2.4 **Regulation of Nuisances.** We regulate the location, concentration, and operation of potential nuisances.

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

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

LU-2.7 **Inter-jurisdictional Coordination.** We maintain an ongoing liaison with ONT, Caltrans, Public Utilities Commission, the railroads, and other agencies to help minimize impacts and improve the operations and aesthetics of their facilities.

LU-2.8 **Transitional Areas.** We require development in transitional areas to protect the quality of life of current residents.

LU-2.9 **Methane Gas Sites.** We require sensitive land uses and new uses on former dairy farms or other methane-producing sites be designed to minimize health risks.

LU-2.10 **Sensitive Uses.** We monitor and share information with the community about stationary and non-stationary emission sources. We encourage siting and design of facilities to minimize health and safety risks on existing and proposed sensitive uses, especially in environmental justice areas.

LU-2.11 **Context-Aware Transitions and Connections**. We require new development projects and land-planning efforts to provide context-aware and appropriate transitions and connections between existing and planned neighborhoods, blocks, sites, and buildings. (Link to Community Design Element Policies CD-1.1, CD-1.3, CD-3.4)

LU-3 Flexibility

Our Policy Plan and implementing regulations are designed to focus growth in key areas; however, they cannot address every situation. In order to take advantage of opportunities or remove impediments to achieving our Vision of a complete community, we need the ability to quickly respond to changing market conditions and innovative development proposals. This is accomplished through our planning incentive program and flexible application of development standards.

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

Policies

LU-3.1 **Development Standards**. We maintain clear development standards which allow flexibility to achieve our Vision and provide objective standards that ensure predictability and deliver the intended physical outcomes. (Link to Community Design Element *Design Quality* and *Urban, Mixed Use, and Transit-oriented Place Types* Sections)

LU-3.2 **Design Incentives**. We offer design incentives to help projects achieve the Vision. (Link to Community Design Element)

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

LU-4 Phased Growth

As we progress, we will face development decisions that require us to balance short and long-term costs and benefits. In some cases, conditions necessary for development of the type and scale that fully realizes our Vision may be years in the future. But opportunities that can add immediate value may present themselves. We will allow interim development in our growth areas, provided it can be modified or replaced when circumstances for development more reflective of our Vision are right. We will not allow development that impedes, precludes, or compromises our ability to achieve our Vision.

Goal LU-4 Development that provides short-term value only when the opportunity to achieve our Vision can be preserved.

Policies

LU-4.1 **Commitment to Vision.** We are committed to achieving our Vision but realize that it may take time and several interim steps to get there.

LU-4.2 **Interim Development.** We allow development in urban, mixed use, and transit-oriented Place Types that is not immediately reflective of our ultimate Vision for the Place Type, provided it can be modified or replaced when circumstances are right to support development aligned with the Place Type Vision. We will not allow development that impedes, precludes, or compromises our ability to achieve our Vision. (Link to Community Economics Element Policy CE-2.3; Community Design Element Policy CD-1.2; Community Design Element *Urban, Mixed Use, and Transit-oriented Place Types* section).

LU-4.3 **Infrastructure Timing**. We require that the necessary infrastructure and services be in place prior to or concurrently with development.

LU-4.4 **Shared Infrastructure.** We encourage and facilitate the use of shared infrastructure (including shared or managed parking) in urban, mixed use, and transit-oriented Place Types. (Link to Community Design Element Policy CD-3.6)

LU-5 Airport Planning

Airports play a significant role in regional and local economies providing critical services such as business travel, tourism, and emergency response. The City benefits from having two airports in close proximity, Ontario International Airport (ONT) and Chino Airport, and is responsible for implementing measures to ensure their orderly expansion while protecting the public from excessive noise and safety hazards. ONT and Chino Airport are part of a national aviation transportation system that is overseen by federal, state and local governments.

ONT is a medium-hub commercial airport. Centrally located within the City, ONT is the single most prominent land use in Ontario. Chino Airport, a general aviation airport, is located outside the City along the southern boundary. This section addresses the impacts of the airports.

Goal LU5 Integrated airport systems and facilities that minimize negative impacts to the community and maximize economic benefits.

Policies

LU-5.1 **Coordination with Airport Authorities.** We collaborate with FAA, Caltrans Division of Aeronautics, airport owners, neighboring jurisdictions, and other shareholders in the preparation, update, and maintenance of airport-related plans.

LU-5.2 **Airport Planning Consistency.** We coordinate with airport authorities to ensure The Ontario Plan is consistent with state law, federal regulations, and/or adopted master plans, and airport land use compatibility plans for ONT and Chino Airport.

LU-5.3 **Airport Impacts.** We work with agencies to maximize resources to mitigate the impacts and hazards related to airport operations – their homes.

LU-5.4 **ONT Growth Forecast.** We support and promote an ONT that accommodates 30 million annual passengers and 1.6 million tons of cargo per year, as long as the impacts associated with that level of operations are planned for and mitigated.

LU-5.5 **Airport Compatibility Planning for ONT.** We create and maintain the Airport Land Use Compatibility Plan for ONT.

LU-5.6 **Alternative Process.** We fulfill our responsibilities and comply with state law with regard to the Alternative Process for proper airport land use compatibility planning.

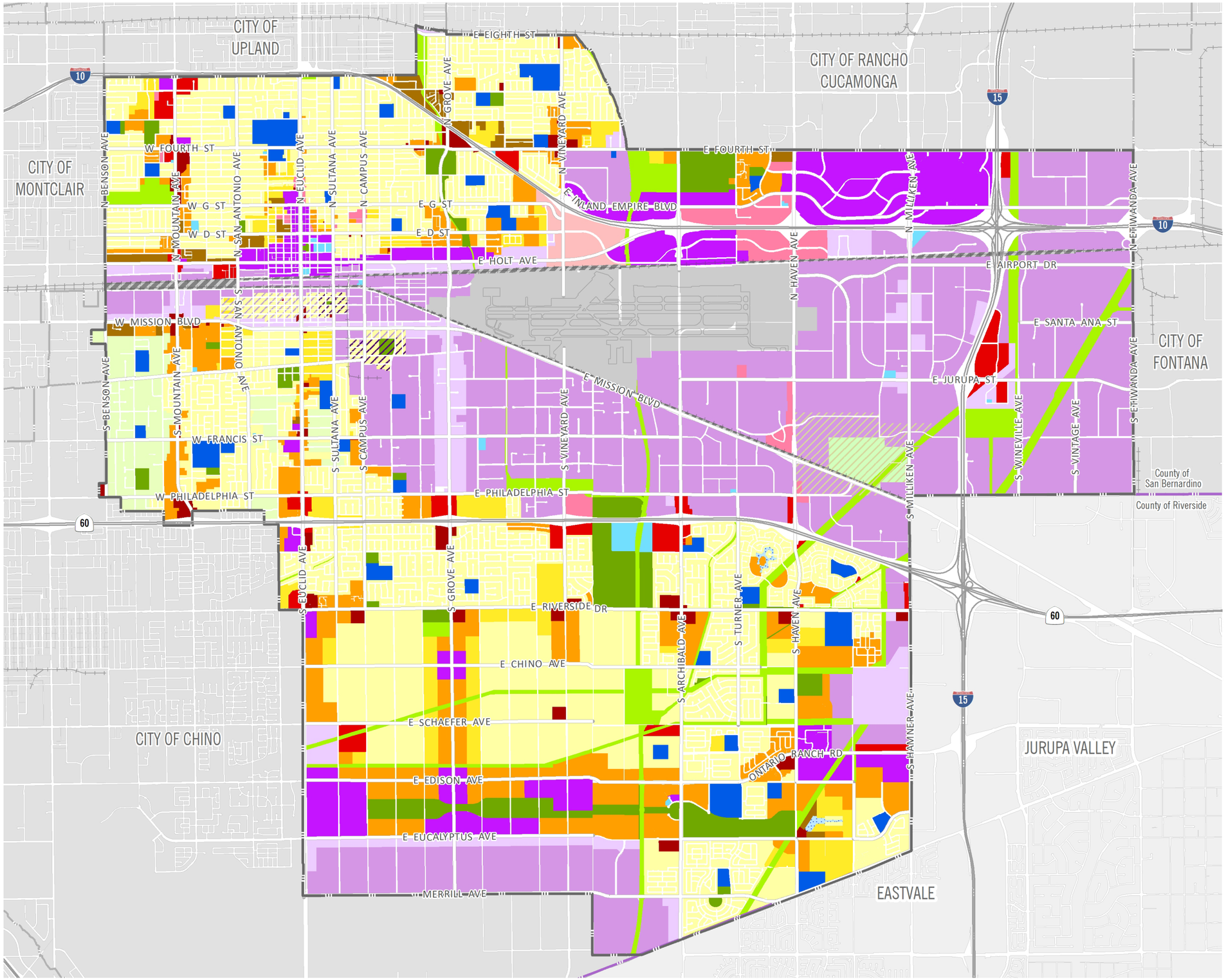
LU-5.7 **ALUCP Consistency with Land Use Regulations.** We comply with state law that requires general plans, specific plans, and all new development to be consistent with the policies and criteria set forth within an Airport Land Use Compatibility Plan for any public-use airport.

LU-5.8 **Chino Airport.** We will support the creation and implementation of the Airport Land Use Compatibility Plan for Chino Airport.

Exhibits: Tables and Figures

Figure LU-01

Official Land Use Plan



Ontario City Boundary
County Boundary
Rail Network

Overlay Zones

Business Park
Industrial
Landfill Impact Area

Proposed Land Use

Residential

RR Rural Residential
LDR Low Density Residential
LMDR Low Medium Density Residential
MDR Medium Density Residential
HDR High Density Residential

Mixed-Use

MU Mixed Use

Commercial

NC Neighborhood Commercial
GC General Commercial
OC Office Commercial
HOS Hospitality

Employment

BP Business Park
IND Industrial

Other

OS-NR Open Space - Non-Rec
OS-R Open Space - Recreation
OS-W Open Space - Water
PF Public Facility
PS Public School
ARPT Airport
LF Landfill
Rail

2·0·5·0 THE ONTARIO PLAN

0 2,500 5,000 10,000 FT

Source: The City of Ontario 2022 Date: 5/9/22

LU-02 Land Use Designations Summary Table

Land Use Designation	Residential Density & Non-Residential Intensity	Intention
Residential – A wide range of housing densities and products to meet the demand of current and future residents with varying lifestyles. In addition to the residential uses described below, other uses such as schools, parks, childcare facilities, utilities, live-work units, and other public/institutional uses that are determined to be compatible with, oriented towards the needs of residential neighborhoods they serve, and those that help enhance community may also be allowed. When calculating the number of units permitted, the existing parcel size, before required dedication, shall be used. For developments that 1) encompass multiple properties and/or districts in established specific plans, 2) contain more than one land use designation, and 3) are located South of Riverside Drive, the maximum number of units permitted for the development may be spread over the entire site thereby allowing the blending of residential densities.		
Rural	0 to 2.0 dwelling units per acre	Single-family detached residences, typically in an estate setting.
Low Density[1]	2.1 to 5.0 dwelling units per acre	Single-family detached residences.
Low-Medium Density[1]	5.1 to 11.0 dwelling units per acre	Single/multi-family attached and detached residences, including small lot subdivisions, townhouses, and courtyard homes.
Medium Density[1]	11.1 to 25.0[2,3] dwelling units per acre	Single/multi-family attached and detached residences including townhouses, stacked flats, courtyard homes, and small lot single-family subdivisions.
High Density[1]	25.1 to 45.0 dwelling units per acre	Multi-family dwellings including stacked flats and mid-rise and high-rise residential complexes.
Retail/Service – A full spectrum of retail, service, professional, office, medical, tourist-related, and entertainment uses at a range of intensities to respond to market demand and the character of the surrounding environment. In addition to the retail/service uses described below, other uses such as parks, childcare facilities, live-work units, utilities, and other public/institutional uses that are determined to be compatible with, oriented towards the needs of the surrounding neighborhood, and those that help enhance community may also be allowed.		
Neighborhood Commercial[1]	0.40 FAR	Local serving retail, personal service, office, and dining uses, typically located within a predominantly residential neighborhood.
General Commercial[1]	0.40 FAR	Local and regional serving retail, personal service, entertainment, dining, office, tourist-serving, and related commercial uses.
Office/ Commercial[1]	0.75 FAR	An intense mixture of professional office, supported by regional serving retail, service, tourist-serving, entertainment, dining, and supporting service uses that capitalize on strategic locations in Ontario. This designation also allows for professional offices such as financial, legal, insurance, medical, and other similar uses in a neighborhood setting and/or as adaptive reuse.

LU-02 Land Use Designations Summary Table

Land Use Designation	Residential Density & Non-Residential Intensity	Intention
Hospitality[1]	1.00 FAR	Regional serving tourist-serving, retail, entertainment, and service uses such as convention centers, hotels/motels, and restaurants.
Employment – An array of employment uses, such as manufacturing, distribution, research and development, and office, at a range of intensities to meet the demand of current and future market conditions. In addition to the employment uses described below, other uses such as parks, live-work units, utilities, and other public/institutional uses that are determined to be compatible with and oriented towards the surrounding community may also be allowed.		
Business Park[1]	0.60 FAR	Employee-intensive office uses including corporate offices, technology centers, research and development, "clean" industry, light manufacturing, and supporting retail within a business park setting.
Industrial[1]	0.55 FAR	Variety of light industrial uses, including warehousing / distribution, assembly, light manufacturing, research and development, storage, repair facilities, and supporting retail and professional office uses. This designation also accommodates activities that could potentially generate impacts, such as noise, dust, and other nuisances. If office uses and/or multiple tenant uses are developed on parcels fronting on the Milliken, Haven, and Archibald corridors, a FAR of 0.60 may be used.
Other		
Open Space - Non-Recreation[1]	Not applicable	Open space that includes utility easements, and drainage channels. We desire to realize multiple uses from these open spaces, such as trails, greenways, joint-use recreational amenities, landscaped parkways/medians, parking lots, and nurseries.
Open Space - Parkland[1]	Not applicable	Recreational facilities, such as tot-lots, parks, golf courses, and sports complexes and joint-use facilities with schools, utilities, and drainage facilities.
Public Facility[1]	Not applicable	Public facilities including civic centers, governmental institutions, police and fire stations, transportation facilities, museums, and public libraries.
Public School[1]	Not applicable	Public schools (K-12) and universities.
Airport	Not applicable	Airport, including terminals, parking, service commercial, distribution, hangers, repair, and warehousing.
Landfill	Not applicable	Allows for the use, operation, and reclamation of the Milliken Landfill. If the site is reclaimed, the City will

LU-02 Land Use Designations Summary Table

Land Use Designation	Residential Density & Non-Residential Intensity	Intention
		consider a host of uses including a transit station and multimodal transfer station.
Mixed Use – An intense mixture of uses that, when concentrated, create focal points for community activity and identity and facilitate walking, biking, and the use of transit. The Mixed Use land use category accommodates a horizontal and/or vertical mixture of retail, service, office, restaurant, entertainment, cultural, and residential uses. • Density, intensity and intended character varies by area, as generally described below, and defined in detail under the applicable Place Type in the Community Design Element. • The densities and intensities of the Mixed Use designation represent the intended level of anticipated development; however, individual projects may vary depending upon an approved master plan, such as a specific plan, or planned unit development. • The maximum amount of development in each Mixed Use area shall be limited by the Future Buildout Projections detailed in Table LU-03. Further direction regarding land use distributions, densities and intensities within some of these areas are provided by specific plans as noted below. • Most Mixed Use areas are the focal point of the City's Place Type designations illustrated on Figure CD-01 and noted below. Place Types are defined in the Community Design Element, and the vision for the intended outcome and character of each area is established and illustrated in the Place Type Figures noted below.		
Mixed Use - Downtown[1] *(MU-Downtown)*	• 25.0 to 75.0 dwelling units per acre • 2.0 FAR for retail and office uses *Subject to PUD at City's discretion*	Envisioned as an intensive vertical and horizontal mixture of retail, office, and residential uses in a pedestrian friendly atmosphere. The historic character is enhanced. The most intensive uses are envisioned along Euclid and Holt Avenues. [Link to Community Design Element *Urban, Mixed Use, and Transit-oriented Place Types* Section, Community Design Element *Exhibits CD-01, CD-02, CD-03* and *CD-08*]
Mixed Use - Holt Blvd[1] *(MU-Holt)*	• 14.0[2] to 40.0 dwelling units per acre • 2.0 FAR for office uses • 1.0 FAR for retail uses *Subject to PUD at City's discretion*	This area is envisioned as a low-rise (3-5 stories) intensification of the Holt Corridor. The intent is to create identity and place along the Holt Corridor, connect the corridor to Downtown, and connect the Downtown to the Ontario Airport Metro Center. [Link to Community Design Element *Urban, Mixed Use, and Transit-oriented Place Types* Section, Community Design Element *Exhibits CD-01, CD-02, CD-08* and *CD-09*]
Mixed Use - Meredith[1] *(MU-Meredith)*	• 14.0 to 125.0 dwelling units per acre • 3.0 FAR for office and retail uses	This area is envisioned as a mixture of mid-rise buildings, regional-serving retail and office centers, and stand-alone high density residential projects. [Link to Community Design Element *Urban, Mixed Use, and Transit-oriented Place Types* Section, Community Design Element *Exhibits CD-01, CD-02,* and *CD-08*]

LU-02 Land Use Designations Summary Table

Land Use Designation	Residential Density & Non-Residential Intensity	Intention
Mixed Use - [1]Multimodal[1] *(MU-Multimodal)*	• 20.0 to 80.0 dwelling units per acre • 1.0 FAR for office and retail uses	The Multimodal Mixed Use Area is under consideration for our future multimodal transit station that links rail, regional, local, and Airport transit. Intensive office, retail, and residential uses are envisioned to be integrated with the transit station, which is expected to be within the area or in close proximity. The transit center is envisioned as an iconic, convenient, and intuitively designed multimodal transportation center that serves the City of Ontario and the region at-large. [Link to Community Design Element *Urban, Mixed Use, and Transit-oriented Place Types* Section, Community Design Element *Exhibits CD-01*, *CD-02,* and *CD-05*]
Mixed Use - Inland Empire Corridor[1] *(MU-Inland Empire)*	• 14.0 to 30.0 dwelling units per acre • 2.0 FAR for office uses • 1.0 FAR for retail uses	Located along Inland Empire Boulevard, this area is primarily residential with a retail center at the corner of Inland Empire Boulevard and Archibald. Commercial uses that relate to the park are envisioned for the area West of the regional park. [Link to Community Design Element *Urban, Mixed Use, and Transit-oriented Place Types* Section, Community Design Element *Exhibits CD-01*, *CD-02,* and *CD-08*]
Mixed Use - Guasti[1] *(MU-Guasti)*	• 25.0 to 65.0 dwelling units per acre • 1.0 FAR for office and retail uses	This site includes the Guasti Winery, which is on the National Register of Historic Places. This area is envisioned as a mixture of high-quality office, lodging, retail and residential uses that incorporate the Guasti Winery. More intensive office and commercial uses are envisioned along I-10 while office, commercial, and lodging uses are envisioned in and around the historic structures; the southern portion of the area is being considered as potential site for the multimodal transit center. There is an approved Specific Plan on this site that may require amendment to align with TOP. [Link to Community Design Element *Urban, Mixed Use, and Transit-oriented Place Types* Section, Community Design Element *Exhibits CD-01, CD-02,* and *CD-05*]
Mixed Use - Ontario Center[1] *(MU-Ontario Center)*	• 20.0 to 125.0 dwelling units per acre • 2.0 FAR for office uses • 1.0 FAR for retail uses	This area is one of the most intensive developments in Ontario and is characterized by low-rise (3-5 stories) and mid-rise (5-10 stories), mixed use buildings, iconic architecture, and regionally significant uses, such as the City owned arena and other cultural and entertainment uses. This area accommodates a vertical and horizontal mixture of entertainment, retail, office, and residential uses in an active, pedestrian oriented atmosphere. In this

LU-02 Land Use Designations Summary Table

Land Use Designation	Residential Density & Non-Residential Intensity	Intention
		area, the Haven Corridor is envisioned as an elegant, landscaped boulevard lined multi-story office uses near the I-10 and mixed and residential uses closer to the City's northern boundary along 4th Street. There is an approved Specific Plan on this site that may require amendment to align with TOP. [Link to Community Design Element *Urban, Mixed Use, and Transit-oriented Place Types* Section, Community Design Element *Exhibits CD-01, CD-02,* and *CD-04*]
Mixed Use - Ontario Mills[1] *(MU-Ontario Mills)*	• 25.0 to 85.0 dwelling units per acre • 1.5 FAR for office uses • 1.0 FAR for retail uses	This area will continue to be our regional retail center. We envision intensification of the area to include additional retail and entertainment, office, and multi-family (3-5 story) residential uses. New development is envisioned to occur along the interior loop road and the perimeter of the area. There is an approved Specific Plan on this site that may require amendment to align with TOP. [Link to Community Design Element *Urban, Mixed Use, and Transit-oriented Place Types* Section, Community Design Element *Exhibits CD-01, CD-02,* and *CD-04*]
Mixed Use - Rich Haven *(MU-Rich Haven)*	• 14.0 to 50.0 dwelling units per acre • 0.7 FAR for office and retail uses *Subject to approved Specific Plan*	The Rich-Haven Mixed Use Area is within the Rich-Haven Specific Plan. This area is envisioned as a low-rise (3-5 stories), primarily horizontal mixture of retail, office, medical, and residential uses. The greatest level of intensity is envisioned along Ontario Ranch Road and Hamner Avenue.
Mixed Use - Great Park[1] *(MU-Great Park)*	• 14.0 to 65.0 dwelling units per acre[2] • 1.5 FAR for office uses • 1.0 FAR for retail uses *Subject to Specific Plan[3]*	The Great Park Mixed Use Areas are envisioned as the southwestern—activity centers for citizens of Ontario. These areas accommodate a vertical and horizontal mixture of commercial, office, entertainment, and residential uses all connecting to the Great Park with a pedestrian oriented atmosphere. It is envisioned that the major roads through these Mixed Use areas are couplets, which are a series of one-way streets that disperse traffic and allow reduced street widths, maximize the sense of community, and emphasize pedestrian accessibility. These Mixed Use areas are envisioned as low-rise (3-5 stories) with some mid-rise (5-10 stories) near the intersection of Euclid and Edison/Ontario Ranch Road. [Link to Community Design Element *Urban, Mixed Use, and Transit-oriented Place Types* Section, Community Design Element *Exhibits CD-01, CD-02, CD-06, CD-09*]

LU-02 Land Use Designations Summary Table

Land Use Designation	Residential Density & Non-Residential Intensity	Intention
Mixed Use - Grove[1] *(MU-Grove)*	• 14.0[2] to 65.0 dwelling units per acre • 1.5 FAR for office uses • 1.0 FAR for retail uses *Subject to Specific Plan[3]; subject to PUD at City's discretion*	Envisioned as a low-rise (3-5 stories), mixture of retail and residential uses that will create identity and place along the corridor and serve the surrounding residents. [Link to Community Design Element *Urban, Mixed Use, and Transit-oriented Place Types* Section, Community Design Element *Exhibits CD-01, CD-02,* and *CD-09*]
Mixed Use - Eucalyptus / Chino Airport Overlay[1] *(MU-EU)*	• 25.0 to 45.0 dwelling units per acre (outside of airport safety zone) • 2.0 FAR for office and vertically-mixed uses • 0.60 FAR for business park and retail uses *Subject to Specific Plan[3]*	Envisioned to primarily accommodate employee-intensive office, entertainment facilities, live/work, and supporting retail uses in a campus environment designed to leverage proximity to the park and maintain compatibility with surrounding residential areas. Stand-alone and mixed use residential is permitted outside of the Chino Airport safety zone, primarily centered on Grove. Business park uses, such as research and development and "clean" industrial are also permitted provided they do not involve the frequent use of trucks (Class 4 or higher) as part of its primary activities. [Link to Community Design Element *Urban, Mixed Use, and Transit-oriented Place Types* Section, Community Design Element *Exhibits CD-01, CD-02,* and *CD-07*]
Mixed Use - Parkside[1] *(MU-PS)*	• 25.0 to 45.0 dwelling units per acre • 1.0 FAR for retail uses *Subject to approved Specific Plan*	Envisioned as a low-rise (3-5 stories), mixture of retail and residential uses that will create identity and place and serve the surrounding residents. [Link to Community Design Element *Urban, Mixed Use, and Transit-oriented Place Types* Section, Community Design Element *Exhibits CD-01, CD-02,* and *CD-09*]
Mixed Use - Neighborhood Activity Hubs[1] *(MU-NH)*	• 20.0 to 75.0 dwelling units per acre • 1.0 FAR for retail and office *Subject to Specific Plan[3]; projects outside of Ontario Ranch subject to PUD at City's discretion*	Envisioned as a low-rise (3-5 stories), mixture of retail and residential uses that will create identity and place along the corridor and serve the surrounding residents. [Link to Community Design Element *Urban, Mixed Use, and Transit-oriented Place Types* Section, Community Design Element *Exhibits CD-01, CD-02,* and *CD-09*]
Overlays – An overlay is intended to reflect a particular characteristic of an area and is applied "over" an underlying land use designation to provide guidance above and beyond the underlying land use designation.		
Business Park Transitional Areas	Per the underlying designation unless a non-residential use is developed in which case the density and use requirements of the Business Park land use designations shall apply.	This area is within existing and future noise and safety impact zones of Ontario International Airport. This overlay allows residential uses to transition to a Business Park land use if an entire block can be recycled to a Business Park use and the block is contiguous to another non-residential block. In these cases, the City shall be

LU-02 Land Use Designations Summary Table

Land Use Designation	Residential Density & Non-Residential Intensity	Intention
		responsible for the necessary amendments to the Policy Plan Map and Development Code.
Industrial Transitional Areas	Per the underlying designation unless a non-residential use is developed in which case the density and use requirements of the Industrial land use designations shall apply.	This area is within existing and future noise and safety impact zones of Ontario International Airport. This overlay allows residential uses to transition to an industrial land use if an entire block can be recycled to an Industrial use and the block is contiguous to another non-residential block. In these cases, the City shall be responsible for the necessary amendments to the Policy Plan Map and Development Code.
ONT Airport Influence Area	Varies	An area in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restriction on those uses. Refer to the Airport Land Use Compatibility Plan for Ontario International Airport.
Chino Airport Influence Area	Varies	An area in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restriction on those Uses. Refer to the Ontario Development Code for Chino Airport land use policies and criteria for development.
Landfill Impact Area	Varies	Lands immediately surrounding the Milliken Landfill may be contaminated or have other landfill-related hazards that may limit allowable uses, as well as site design. Development in this area requires the submission of a detailed environmental analysis.
Plan Required Overlay – Denotes areas where specific plans or planned unit development plans are required prior to development, with final determination at the discretion of the City. See adopted specific plans and planned unit development in the City on the City's website.		
Ontario Airport Metro Center	Per approved individual specific plans	Envisioned as the most intensive area outside of downtown Los Angeles with a vertical and horizontal mixture of regional-serving retail, office, restaurant, entertainment, cultural, and residential uses in low to mid-rise buildings (3-10 stories). See adopted specific plans for more detail.
Ontario Ranch	Per approved individual specific plans[3]	Envisioned as a mixture of residential neighborhoods integrated with areas of high intensity (3-10 stories) with a mixture of employment, retail, service, entertainment, cultural, and residential uses united by a network of greenways/trails, open spaces, amenities, and infrastructure. All development to be oriented toward or designed to leverage the "Great Park," a linear open space amenity

LU-02 Land Use Designations Summary Table

Land Use Designation	Residential Density & Non-Residential Intensity	Intention
		containing active and passive recreational features, gardens, water features, and cultural facilities. Additional direction may be provided through the application of place types and specific plans.
Downtown	Per approved planned unit development (PUD may be waived at City's discretion)[3]	Envisioned as an intensive vertical and horizontal mixture of retail, office, and residential uses in a pedestrian friendly atmosphere. The historic character is enhanced. The most intensive uses are envisioned along Euclid and Holt Avenues. See the Downtown District Plan in the City's development code for more detail.

Notes:

1. Some parcels with this designation may fall within a Place Type, which characterizes the vision and urban design intent within a specified area. If any portion of a parcel is within a Place Type boundary, as shown in Figure CD-01, Place Types in the Community Design Element, that parcel is subject to Goal CD-3, and related policies. Projects must demonstrate that they are consistent with the vision and policy intent for the applicable Place Type as defined in Exhibits CD-02 through CD-09. Link to Community Design Element *Urban, Mixed-Use, and Transit-oriented Place Types* Section.
2. Parcels designated as MDR within the affordable housing overlay zoning district allow a maximum density of 30 dwelling units per acre if the project includes 25 percent of units affordable to lower incomes, consistent with Tier 2 requirements of the overlay zone.
3. All parcels within the affordable housing overlay zoning district have a minimum density of 20 dwelling units per acre. All parcels within the affordable housing overlay zoning district are exempt from the specific plan requirement if there is no existing specific plan and the project includes 20 percent of units affordable to lower incomes, consistent with Tier 1 requirements of the overlay zone.

LU-03 Future Buildout Table

Land Use	Acres[2]	Assumed Density/Intensity[3]	Units	Pop[4]	Non-Residential Square Feet	Jobs[5]
Residential						
Rural	529	2.0 du/ac	1,057	3,863	-	-
Low Density[6,7]	6,509	5.9 du/ac (north of Riverside Dr) 4.5 du/ac (south of Riverside Dr)[7]	36,173	132,167	-	-
Low-Medium Density[6]	889	8.5 du/ac	7,197	26,363	-	-
Medium Density[7]	2,237	18.0 du/ac (north of Riverside Dr) 22.0 du/ac (south of Riverside Dr)[8]	45,469	147,233	-	-
High Density	206	25.0 du/ac	5,299	13,577	-	-
Subtotal	**10,370**		**95,495**	**323,203**	**-**	**-**
Mixed Use						
• Downtown	128	• 60% of the area at 35 du/ac • 40% of the area at 0.80 FAR for office and retail	2,678	6,862	1,777,586	3,973
• East Holt Boulevard[8]	65	• 75% of the area at 30 du/ac • 25% of area at 0.80 FAR retail	1,473	3,773	570,156	475
• West Holt Boulevard[8]	1	• 75% of the area at 30 du/ac • 25% of area at 0.80 FAR retail	33	84	12,678	11
• Meredith	91	• 50% of the area at 40 du/ac • 50% at 0.35 FAR for retail uses	1,815	4,651	691,939	577
• Multimodal Transit Center	73	• 15% of the area at 60 du/ac • 60% of the area at 1.0 FAR office and retail • 25% of the area at 0.70 FAR Lodging	653	1,673	2,449,557	5,993
• Inland Empire Corridor	37	• 82% of the area at 10 du/ac • 18% of area t 0.35 FAR retail	300	769	100,455	84
• Guasti	86	• 30% of the area at 30 du/ac • 15% of area at 1.0 FAR retail • 30% of area at 0.70 FAR office • 25% of area at 0.70 FAR Lodging	777	1,991	2,012,077	3,848
• Ontario Center[8] *(south of Concourse & east of Haven)*	186	• 40% of area at 40 du/ac • 20% of area at 1.0 FAR office • 30% of area at 0.70 FAR retail	3,729	9,553	3,329,507	7,327
• Ontario Center[8] *(north of Concourse & west of Haven)*	169	• 75% of area at 40 du/ac • 10% of area at 1.00 FAR office • 15% of area at 0.80 FAR retail	5,076	13,006	1,621,435	3,417
• Ontario Mills	249	• 40% of area at 40 du/ac • 5% of area at 0.75 FAR office • 55% of area at 0.50 FAR retail	3,990	10,223	3,394,666	3,971
• Rich-Haven[2]	154	• 30% of area at 35 du/ac • 70% of area at 0.70 FAR office and retail	3,311	6,621	6,729,889	17,188
• Parkside	3	• 50% of the area at 35 du/ac • 50% of area at 0.80 FAR retail	52	132	51,440	129

LU-03 Future Buildout Table

Land Use	Acres[2]	Assumed Density/Intensity[3]	Units	Pop[4]	Non-Residential Square Feet	Jobs[5]
• Eucalyptus/ Chino Airport[2]	105	• 40% of the area at 35 du/ac • 10% of area at 0.80 FAR retail • 20% of area at 1.00 FAR office • 30% of area at 0.60 FAR business park (industrial)	1,471	3,769	2,059,760	4,008
• Grove[2]	36	• 65% of the area at 35 du/ac • 25% of area at 0.80 FAR retail • 10% of area at 0.70 FAR Office	821	2,104	385,285	630
• Great Park[2]	305	• 30% of area at 25 du/ac • 30% of area at 0.35 FAR for office • 40% of area at 0.30 FAR for retail uses	7,470	19,141	2,789,181	4,930
• Neighborhood Activity Hub[8] *(Mountain Village)*	8	• 50% of the area at 35 du/ac • 50% of area at 0.80 FAR retail	137	350	136,070	340
• Neighborhood Activity Hub[8] *(Mountain & Fourth)*	7	• 70% of the area at 50 du/ac • 30% of area at 0.80 FAR retail	251	643	75,008	188
• Neighborhood Activity Hub[8] *(Euclid & Francis)*	13	• 50% of the area at 30 du/ac • 50% of area at 0.80 FAR retail	190	487	220,912	552
• Neighborhood Activity Hub[8] *(Euclid & Walnut)*	16	• 75% of the area at 30 du/ac • 25% of area at 0.80 FAR retail	369	945	142,840	357
• Neighborhood Activity Hub[2,8] *(Euclid & Riverside)*	15	• 75% of the area at 35 du/ac • 25% of area at 0.80 FAR retail	394	1,009	130,662	327
Subtotal	**1,748**	-	**34,067**	**87,289**	**22,340,301**	**41,508**
Retail/Service						
Neighborhood Commercial[6]	248	0.30 FAR	-	-	3,238,367	8,832
General Commercial	385	0.30 FAR	-	-	5,033,395	5,605
Office/ Commercial	310	0.75 FAR	-	-	-	-
Hospitality	143	1.00 FAR	-	-	9,981,163	27,902
Subtotal	**1,085**		**-**	**-**	**24,583,993**	**51,057**
Employment						
Business Park	1,149	0.50 FAR	-	-	25,028,936	43,251
Industrial	7,664	0.55 FAR	-	-	183,596,786	148,483
Subtotal	**8,812**		-	-	**208,625,721**	**191,734**
Other						
Open Space– Non-Recreation	1,200	Not applicable	-	-	-	-

LU-03 Future Buildout Table

Land Use	Acres[2]	Assumed Density/Intensity[3]	Units	Pop[4]	Non-Residential Square Feet	Jobs[5]
Open Space–Parkland[6]	913	Not applicable	-	-	-	-
Open Space-Water	17	Not applicable	-	-	-	-
Public Facility	90	Not applicable	-	-	-	-
Public School	614	Not applicable	-	-	-	-
Ontario International Airport	1,423	Not applicable	-	-	-	-
Landfill	137	Not applicable	-	-	-	-
Railroad	250	Not applicable	-	-	-	-
Roadways	5,364	Not applicable	-	-	-	-
Subtotal	***10,007***	-	-	-	-	-
Total	***32,022***	-	***129,562***	***410,492***	***261,491,779***	***296,002***

Notes

1 Historically, citywide buildout levels do not achieve the maximum allowable density/intensity on every parcel and are, on average, lower than allowed by the Policy Plan. Accordingly, the buildout projections in this Policy Plan do not assume buildout at the maximum density or intensity and instead are adjusted downward. There are a few notable exceptions to this. The assumed density for Low-Density Residential north of Riverside Drive is estimated above the allowed density to account for the continued use of areas that were built at densities above the current allowance, and to account for growth in these areas due to accessory dwelling unit (ADU) development and lot splits. Some areas were also entitled at greater densities due to the use of gross acreage rather than net acreage. These areas, identified in note 7 utilized customized growth assumptions to ensure that the future projection was equal to or larger than the number of existing units in built areas, and equal to or larger than existing entitlements in undeveloped or partially developed areas.

2 Acres are based on the City's Parcel data as of January 2021.

3 Assumed Density/Intensity includes both residential density, expressed as units per acre, and non-residential intensity, expressed as floor area ratio (FAR), which is the amount of building square feet in relation to the size of the lot.

4 Projections of population by residential designation are based on projected occupancy rates and a persons-per-household factor that varies by housing type.

5 The factors used to generate the number of employees by land use category were derived by comparing 2018 employment data published by the U.S. Census as part of the Longitudinal Employer-Household Dynamics (LEHD) dataset to existing building square footage by use type, as recorded in the City's building permit database.

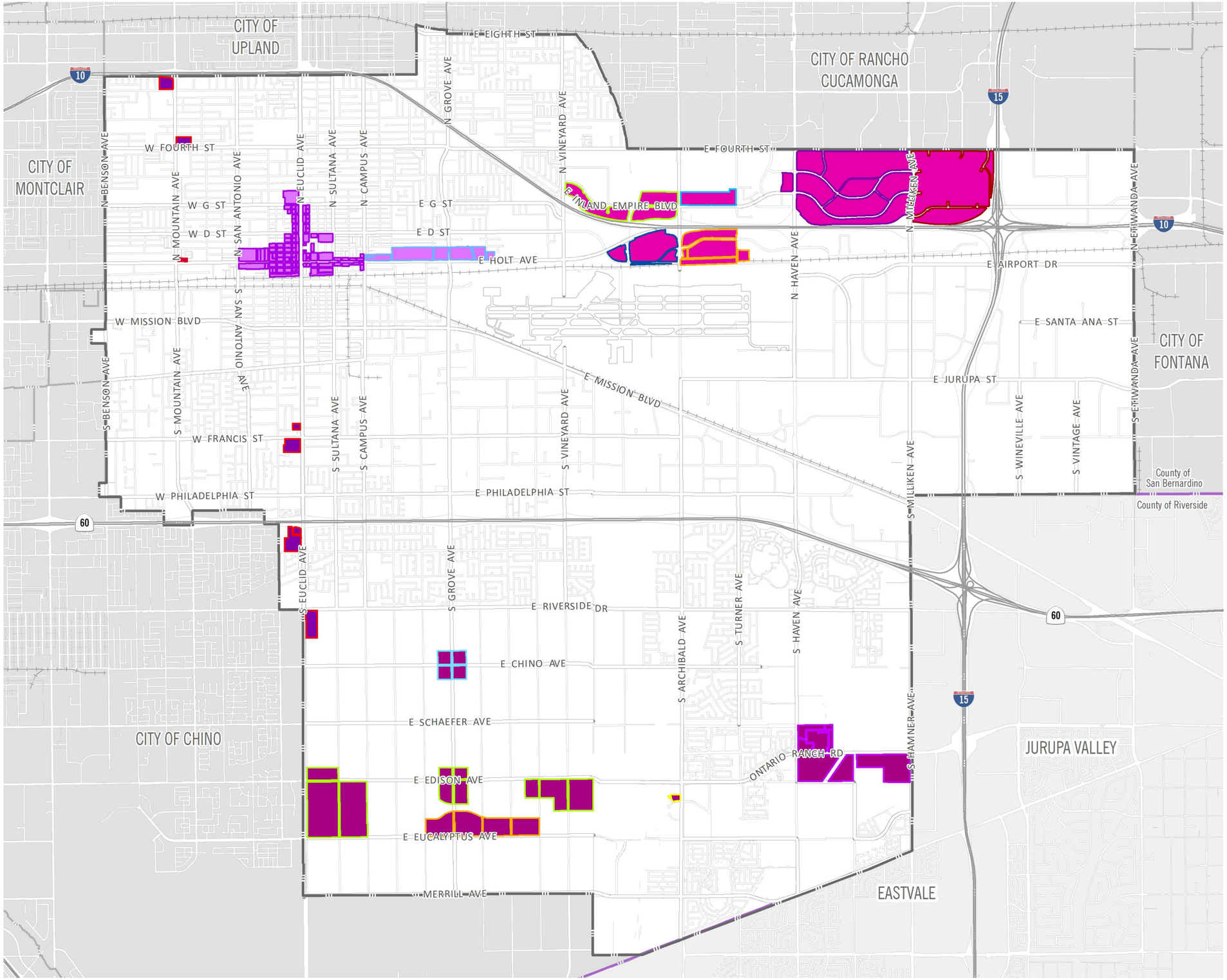
6 Acreages and corresponding buildout estimates for these designations do not reflect underlying land uses within the Business Park and Industrial Overlays. Estimates within overlay areas are included within the corresponding Business Park and Industrial categories.

7. To ensure future projections are equal to or larger than existing conditions in built out areas as of August 2021, and equal to or larger than existing entitlements (approved before August 2021) in undeveloped or partially developed areas, buildout estimates for the following projects, assumed realistic densities as follows: Countryside Specific Plan (Low Density Residential: 6.18 du/ac), Creekside Specific Plan (Low Density Residential: 7.47 du/ac, Medium Density Residential: 15.81 du/ac), Subarea 29 Specific Plan (Low Density Residential: 7.03).

8. In certain mixed use categories, different buildout assumptions were employed on different sites. Variations in assumptions are included in multiple rows within this table.

Last Amended: [Placeholder for TOP 2050 Policy Plan Adoption Date]

Figure LU-04
Mixed Use Areas



Mixed Use Categories

- Mixed Use - Downtown
- Mixed Use - Holt Blvd
- Mixed Use - Meredith
- Mixed Use - Multimodal
- Mixed Use - Inland Empire Corridor
- Mixed Use - Guasti
- Mixed Use - Ontario Center
- Mixed Use - Ontario Mills
- Mixed Use - Rich Haven
- Mixed Use - Great Park
- Mixed Use - Grove
- Mixed Use - Eucalyptus / Chino Airport Overlay
- Mixed Use - Parkside
- Mixed Use - Neighborhood Activity Hub
- Ontario City Boundary
- County Boundary
- Rail Network

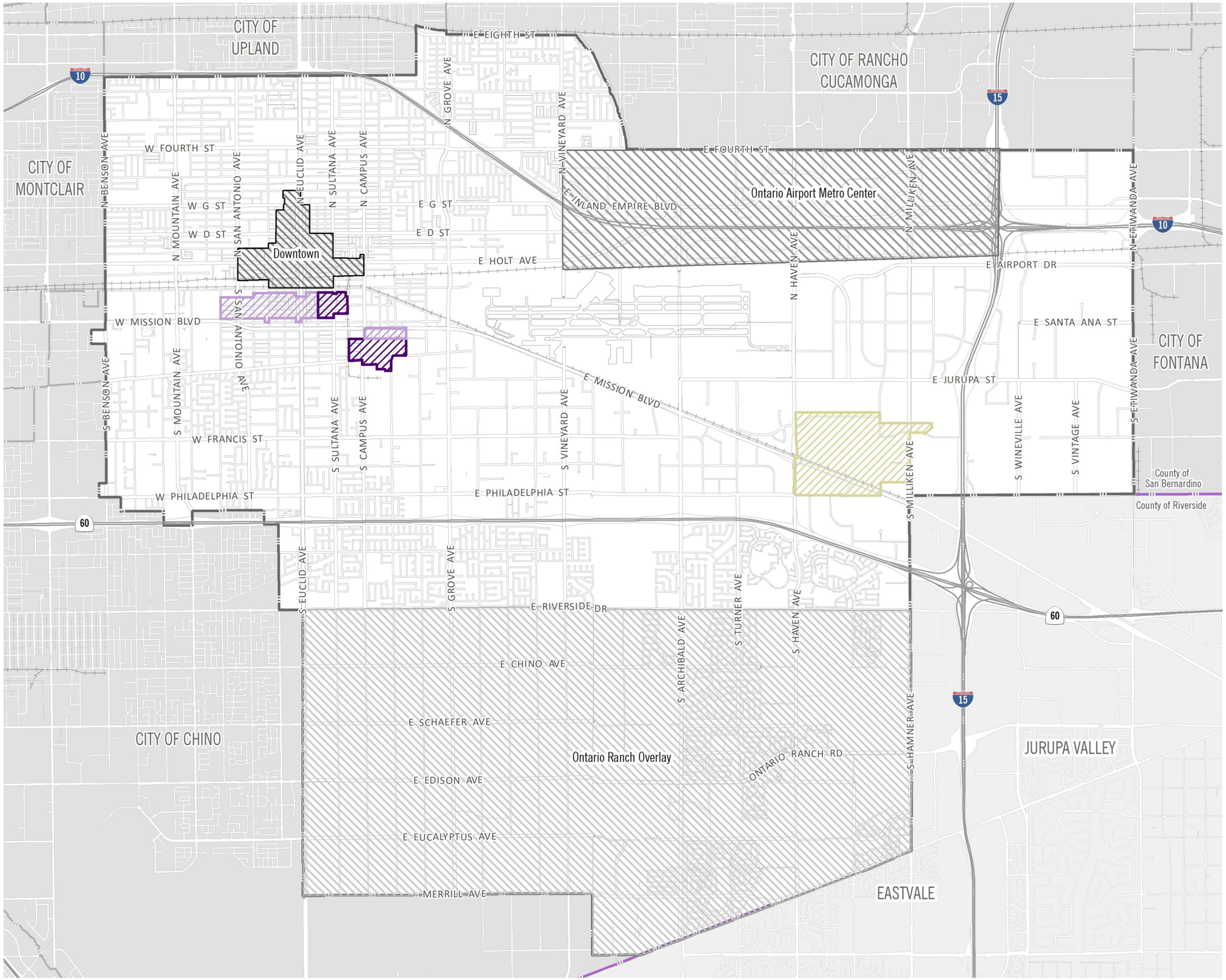
2·0·5·0 THE ONTARIO PLAN

0 2,500 5,000 10,000 FT

Source: The City of Ontario 2022 Date: 5/9/22

Figure LU-05

Overlay Areas



- Ontario City Boundary
- County Boundary
- Rail Network

Overlays
- Business Park
- Industrial
- Landfill Impact Area

Plan-Required Overlays
- Downtown District Overlay
- Ontario Airport Metro Center Overlay
- Ontario Ranch Overlay

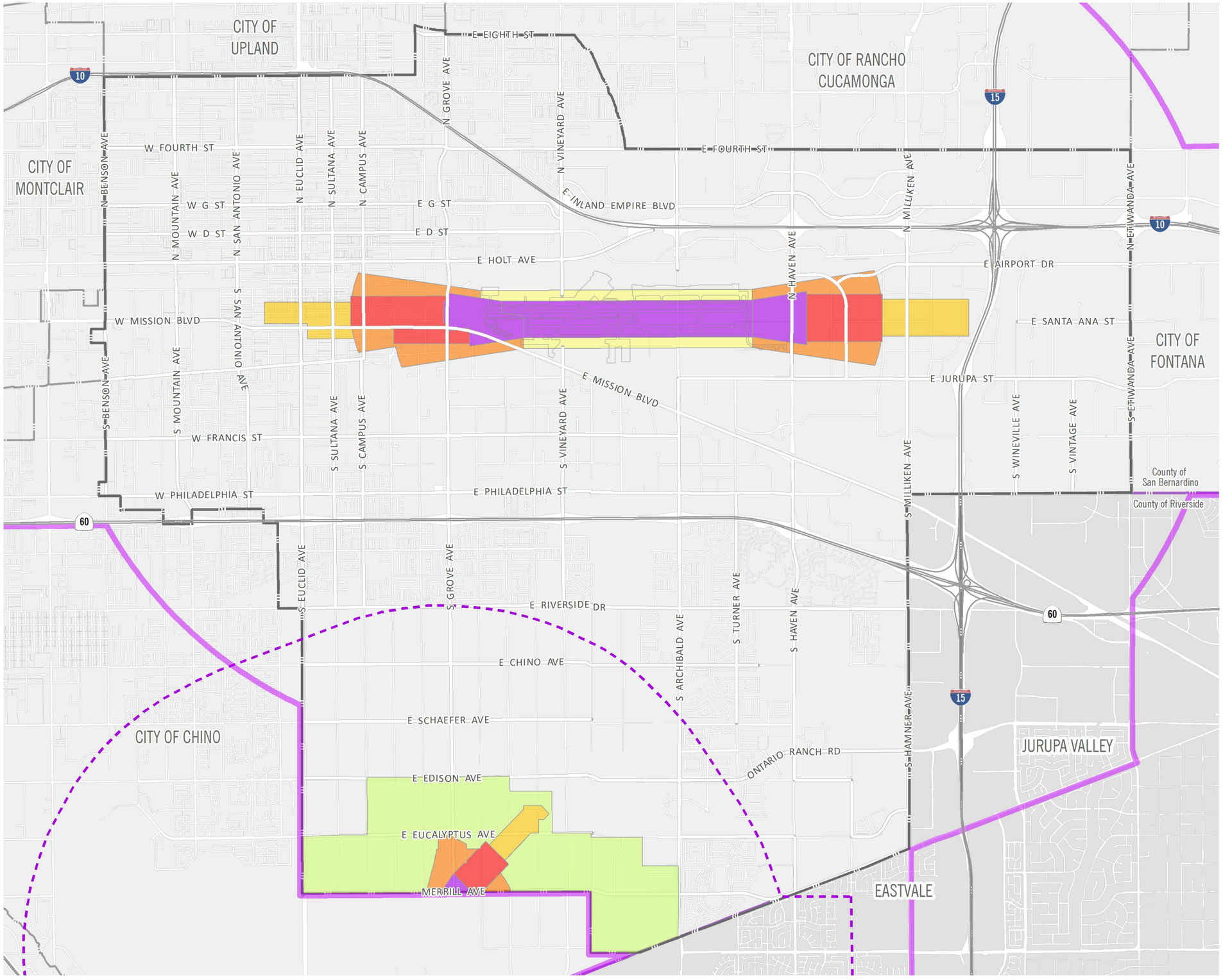
2·0·5·0 THE ONTARIO PLAN

0 2,500 5,000 10,000 FT

Source: The City of Ontario 2022 Date: 5/9/22

Figure LU-06

Airport Safety Zones & Influence Areas



- Ontario City Boundary
- County Boundary

Ontario International Airport Safety

- ZONE-1
- ZONE-2
- ZONE-3
- ZONE-4
- ZONE-5

Chino Airport Safety Zones

- Safety Zone 1
- Safety Zone 2
- Safety Zone 3
- Safety Zone 4
- Safety Zone 6

Airport Influence Areas

- Airport Influence Area (2020)
- Chino Airport Influence Area (2009)

2·0·5·0 THE ONTARIO PLAN

0 2,500 5,000 10,000 FT

Source: City of Ontario, 2019 and 2022 Date: 5/9/22

LU-05 Noise Level Exposure and Land Use Compatibility Guidelines

Land Use Categories		Community Noise Equivalent Level (CNEL)						
Category	**Land Use**	**55**	**60**	**65**	**70**	**75**	**80**	
Residential / Lodging	Single Family / Duplex							
	Multi-Family							
	Mobile Homes							
	Hotel/Motels							
Public / Institutional	Schools/Hospitals							
	Churches/ Libraries							
	Auditoriums/Concert Halls							
Commercial	Offices							
	Retail							
Industrial	Manufacturing							
	Warehousing							
Recreational/ Open Space	Parks/Playgrounds							
	Golf Courses/ Riding Stables							
	Outdoor Spectator Sports							
	Outdoor Music Shells/ Amphitheaters							
	Livestock/Wildlife Preserves							
	Crop Agriculture							

Legend

Clearly Acceptable:	No special noise insulation is required, assuming buildings of normal conventional construction.
Normally Acceptable:	Acoustical reports will be required for major new residential construction. Conventional construction with closed windows and fresh air supply systems of air conditioning will normally suffice.
Normally Unacceptable:	New construction should be discouraged. Noise/aviation easements are required for all new construction. If new construction does proceed, a detailed analysis of noise reduction requirements must be made, and necessary noise insulation features included.
Clearly Unacceptable:	No new construction should be permitted.

Note: For noise compatibility criteria and contours for Ontario International Airport refer to the adopted ALUCP for ONT.

HOUSING ELEMENT

Introduction

The State of California recognizes the importance of housing and therefore legislates requirements for local jurisdictions to contribute to solutions to meet their local and regional housing needs. All communities across California are therefore required to prepare a Housing Element every eight years to address their local housing needs and a share of the region's need for housing.

Purpose

An adequate supply of quality and affordable housing is fundamental to the economic and social well-being of Ontario. The Housing Element is required to address the production, preservation, and improvement of housing in the community. Among its most important functions, the Housing Element analyzes existing and future housing needs; addresses constraints to meeting local housing needs; identifies land, financial, and administrative resources for housing; sets forth goals and policies to meet community housing needs; and establishes housing programs and an implementation plan.

Principles

The City believes:

- A range of housing for all income levels is essential to a complete community.
- The City's housing stock should match the type and price needed by current and future residents and workforce, including those with special needs.
- Preserving, maintaining, improving, and creating distinct neighborhoods and the housing stock within them protects property values and provides a desirable place to live.
- Affordable, quality housing helps attract and retain a qualified workforce and supports a prosperous local economy.

Goals & Policies

H-1 Neighborhoods & Housing

Ontario's neighborhoods determine our quality of life and reflect the value we place in our community. Neighborhoods differ in lot sizes, housing types, history, purpose, and environment. Whether rural residential, suburban, historic, or urban, Ontario's neighborhoods should provide a nurturing environment for all residents to enjoy their lives. Residential neighborhoods should

provide quality housing, ample parks and recreational opportunities, tree-lined streets and sidewalks for walking, safety and security, and public facilities and services.

As an established community, Ontario is committed to improving its older neighborhoods. This may be achieved through redevelopment, housing rehabilitation, code enforcement, and neighborhood improvement projects. Ontario will facilitate the development of new neighborhoods consistent with their unique purpose, such as Ontario Ranch (areas south of Riverside Drive), Ontario Airport Metro Center, and other areas. Taken together, Ontario is committed to creating and strengthening neighborhoods to promote a high quality of life for residents.

Goal H-1 Stable neighborhoods of quality housing, ample community services and public facilities, well-maintained infrastructure, and public safety that foster a positive sense of identity.

Policies

H-1.1 **Housing Rehabilitation.** We support the rehabilitation, maintenance, and improvement of single-family, multiple-family, and mobile homes through code compliance, removal of blight where necessary, and provision of rehabilitation assistance where feasible.

H-1.2 **Neighborhood Conditions.** We direct efforts to improve the long-term sustainability of neighborhoods through comprehensive planning, provision of neighborhood amenities, rehabilitation and maintenance of housing, and community building efforts.

H-1.3 **Community Amenities.** We shall provide adequate public services, infrastructure, open space, parking and traffic management, pedestrian, bicycle, and equestrian routes and public safety for neighborhoods consistent with City master plans and neighborhood plans.

H-1.4 **Historical Preservation.** We support the preservation and enhancement of residential structures, properties, street designs, lot configurations, and other reminders of Ontario's past that are considered to be local historical or cultural resources.

H-1.5 **Neighborhood Identity.** We strengthen neighborhood identity through creating parks and recreational outlets, sponsoring neighborhood events, and encouraging resident participation in the planning and improvement of their neighborhoods.

H-2 Housing Supply & Diversity

Bolstered by its International Airport, burgeoning employment sector, the Ontario Ranch, and unparalleled transportation access, Ontario aspires to be the premier community of the Inland Empire. Housing diversity is critical to achieving this goal. Ontario is committed to ensuring the provision of the widest range of housing choices for the varied lifestyles of its residents and future

workforce. This includes single-family and multiple-family housing, mixed- and multi-use housing, senior housing, live-work units, and other types of housing opportunities.

Housing production is to be encouraged in a responsible manner that furthers citywide and neighborhood goals. New housing will be creatively designed, sustainable and accessible. Residential and mixed-use growth is strategically directed to the Downtown, corridors, Ontario Airport Metro Center Area, Ontario Ranch, and other areas. By encouraging an adequate supply and diversity of housing, Ontario will accommodate its changing housing needs, support economic prosperity, foster an inclusive community, and become the premier community of the Inland Empire.

Goal H-2 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.

Policies

H-2.1 **Corridor Housing.** We revitalize transportation corridors by encouraging the production of higher density residential and mixed-uses that are architecturally, functionally, and aesthetically suited to corridors.

H-2.2 **Historic Downtown.** We foster a vibrant historic downtown through facilitating a wide range of housing types and affordability levels for households of all ages, housing preferences, and income levels.

H-2.3 **Ontario Airport Metro Center.** We foster a vibrant, urban, intense, and highly amenitized community in the Ontario Airport Metro Center Area through a mix of residential, entertainment, retail, and office-oriented uses.

H-2.4 **Ontario Ranch.** We support a premier lifestyle community in the Ontario Ranch, distinguished by diverse housing, highest design quality, and cohesive and highly amenitized neighborhoods.

H-2.5 **Housing Design.** We require architectural excellence through adherence to City design guidelines, thoughtful site planning, environmentally sustainable practices, and other best practices.

H-2.6 **Infill Development.** We support the revitalization of neighborhoods through the construction of higher-density residential developments on underutilized residential and commercial sites.

H-3 Governmental Regulations

The City is committed to facilitating and encouraging the production, maintenance and improvement of housing in a responsible manner. However, various factors may limit the City's ability to address its housing needs, such as governmental regulations or environmental considerations. Market factors may also affect the feasibility of building housing or the affordability of housing in the community. Moreover, housing goals may at times conflict with

the need to promote other important City goals, including open space or the provision of jobs for the region.

Whereas City land use policy and municipal codes provide a regulatory framework for addressing housing, existing regulations cannot address every situation. In order to facilitate the type of development desired and to realize the greatest community benefits, the City's regulatory framework must be flexible and incentive based. The development review process must be time sensitive, predictable, and thorough. The review process must support long-term community benefits, rather than just short-term gain. Finally, the regulatory framework must contain a broad range of incentives to stimulate desired development and private investment and realize the community features that improve quality of life.

Goal H-3 A City regulatory environment that balances the need for creativity and excellence in residential design, flexibility and predictability in the project approval process, and the provision of an adequate supply and prices of housing.

Policies

H-3.1 **Incentives.** We maintain incentive programs that can be offered to projects that provide benefits to the community such as exceptional design quality, economic advantages, environmental sustainability, or other benefits that would otherwise be unrealized.

H-3.2 **Flexible Standards.** We allow flexibility in the application of residential and mixed-use development standards in order to gain benefits such as exceptional design quality, economic advantages, sustainability, or other benefits that would otherwise be unrealized.

H-3.3 **Development Review.** We maintain a residential development review process that provides certainty and transparency for project stakeholders and the public, yet allows for the appropriate review to facilitate quality housing development.

H-3.4 **Financial Incentives.** We consider financial incentives to facilitate and encourage the production, rehabilitation or improvement of housing, or provision of services where such activity furthers housing and community-wide goals.

H-4 Housing Assistance

Ontario recognizes the importance of an adequate supply of affordable housing and its importance to the quality of life of residents. Residential developments in the Ontario Ranch and Ontario Airport Metro Center area will provide quality housing opportunities to attract and retain Ontario's workforce and support Citywide economic development goals. Lower- and moderate-income residents will require homeownership and rental assistance to secure and maintain housing.

Housing prices and rents in Ontario and across the region continue to lead to lower homeownership rates, longer commutes, increased traffic congestion, higher cost burdens, and overcrowding in neighborhoods. Working with partners and the state and federal governments,

the City of Ontario is committed to providing a range of housing types and prices affordable to all economic segments of the City and assisting residents and the workforce to secure and maintain housing that is affordable and appropriate to their needs.

Goal H-4 Increased opportunities for low- and moderate-income households and families to afford and maintain quality ownership and rental housing opportunities, including move-up opportunities. Inclusive communities, racial equity, fair housing choice, and access to opportunity.

Policies

H-4.1 **Preservation of Affordable Apartments.** We strive to facilitate the preservation of the affordability of publicly assisted apartments for lower-income households through financial assistance, technical assistance, rehabilitation, and collaborative partnerships.

H-4.2 **Homeownership Opportunities.** We increase and expand homeownership rates for lower- and moderate-income households by offering financial assistance, low-interest loans, and educational resources, and by working in collaboration with partnerships.

H-4.3 **Rental Assistance.** We support the provision of rental assistance for individuals and families earning extremely low, very low, and low income with funding from the state and federal government.

H-4.4 **Mixed-income Housing.** We encourage the integration of affordable housing in the Ontario Ranch, Ontario Airport Metro Center Area, and existing neighborhoods.

H-4.5 **Collaborative Partnerships.** We support collaborative partnerships of nonprofit organizations, affordable housing developers, major employers, and for-profit developers to produce affordable housing.

H-4.6 **Fair Housing.** We further fair housing by prohibiting discrimination in the housing market, lifting barriers that restrict access to housing, and providing education, support, and enforcement services to address discriminatory practices.

H-5 Special Needs

The City of Ontario is home to a large number of people with special housing needs. These special needs may be related to occupation, income, family characteristics, disability, veteran status or other characteristics. Special needs groups include, but are not limited to, seniors, large families with children, people with disabilities, single-parent families, college students, veterans and people who are homeless. Though each group is markedly different, they share the challenge of finding suitable and affordable housing.

Ontario aspires to be the premier community in the Inland Empire. As such, the city's population will become increasingly diverse, with people of many cultures, backgrounds, family types, ages, and experiences. The housing needs of Ontario's residents will be equally diverse. Recognizing

the contributions of this diversity to the community, Ontario has the opportunity to demonstrate leadership in addressing the housing and support needs of all residents. Ontario is thus committed to creating a community that allows people to live in the City for their entire life, regardless of their special needs.

Goal H-5 **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.**

Policies

H-5.1 **Senior Housing.** We support the development of accessible and affordable senior housing and provide financial assistance for seniors to maintain and improve their homes.

H-5.2 **Family Housing.** We support the development of larger rental apartments that are appropriate for families with children, including, as feasible, the provision of services, recreation, and other amenities.

H-5.3 **Disabled People.** We increase the supply of permanent, affordable, and accessible housing for people with disabilities, and provide assistance to allow them to maintain and improve their homes.

H-5.4 **Homeless People.** We partner with nonprofit partners to provide emergency shelters, transitional housing, permanent supportive housing, and supportive services for people who are homeless.

H-5.-5 **Supportive Services.** We financially support organizations, as feasible, that provide support services that meet the needs of those with special needs and further the greatest level of independence.

H-5.6 **Partnerships.** We collaborate with nonprofit organizations, private developers, employers, government agencies, and other interested parties to develop affordable housing and provide support services.

Exhibits: Documents Incorporated by Reference

Housing Element Technical Report

PARKS AND RECREATION ELEMENT

Introduction

Parks and recreational spaces represent a critical physical, social and psychological element of a complete community. Beyond merely providing recreational opportunities, carefully sited and well-designed parks serve a multitude of functions for the community: creating neighborhood identity, serving as focal points for gathering and celebration, and increasing and protecting environmental resources. Moreover, parks act as the city's "breathing spaces," where people experience relief from the urban environment as they go about their daily routines.

Purpose

The Parks and Recreation Element:

- Establishes goals for the Ontario park and recreation system and recreation programs.
- Underscores the vital role parks and recreation programs play in achieving economic development, land use, housing, community health, infrastructure, and transportation objectives.

Principles

The City believes:

- Parks promote community engagement, economic investment, and quality aesthetic design.
- Parks should be distributed throughout the City.
- Well planned, managed and maintained parks provide opportunities for physical exercise and relaxation, which can lead to better health of members of the community.
- Programs and activities enrich the lives of members of the community.

Goals & Policies

PR-1 Planning & Design

Ontario's Park system will establish park sites that serve the City's population and employment locations. These parks will provide active, organized uses such as sports, local gathering spaces, recreational facilities, passive use areas, and signature destinations with notable attractions. They will be planned and designed to integrate with their surroundings.

Goal PR-1 A system of safe and accessible parks that meets the needs of the community.

Policies

PR-1.1 **Access to Parks.** In all new residential development areas, we strive to provide a park and/or recreational facility within walking distance (¼ mile) of every residence and prioritize the establishment of parks in environmental justice areas that do not have adequate access to parks.

PR-1.2 **Adjacency to Schools.** We examine locating parks adjacent to school sites to promote joint-use opportunities.

PR-1.3 **Funding.** We shall seek outside, one-time sources of funding for capital improvements and reserve ongoing City funds primarily for operations and maintenance.

PR-1.4 **Joint-use Opportunities.** In areas where there is a need but no City recreational facility, we explore joint-use opportunities. (e.g., school sites**).**

PR-1.5 **Acreage Standard.** We strive to provide 5 acres of parkland (public and private) per 1,000 residents.

PR-1.6 **Private Parks.** We expect development to provide a minimum of 2 acres of developed private park space per 1,000 residents.

PR-1.7 **Special Needs/Universal Design.** We attempt to provide recreational opportunities at parks for people of all ages and abilities.

PR-1.8 **Renovation.** We examine renovating existing facilities prior to building replacement facilities.

PR-1.9 **Phased Development.** We require parks be built in new communities before a significant proportion of residents move in.

PR-1.10 **Master Plans for Individual Park Facilities.** We require an individual park master plan for parks in excess of 10 acres.

PR-1.11 **Environmental Function of Parks.** We require new parks to meet environmental management objectives.

PR-1.12 **Trails.** We promote connections between parks and local trails including those managed by other public agencies.

PR-1.13 **Equestrian Trails.** We require the design, construction, and maintenance of equestrian trails in Rural Residential designated areas.

PR-1.14 **Multi-family Residential Developments.** We require that new multi-family residential developments of five or more units provide recreational facilities or open space, in addition to paying adopted impact fees.

PR-1.15 **Trail Connectivity.** We strengthen and improve equestrian, bike, and multipurpose trail connections within the City and work to improve trail connections into adjacent jurisdictions.

PR-1.16 **Equestrian Master Plan.** We use Homer Briggs Park as the primary focal point for the development of a Master Plan of Equestrian Trails in the Rural Residential area.

PR-2 Programming

Programs maximize the use of facilities, enrich the lives of residents, and strengthen social networks. Ontario's park and recreational facilities should be programmed to provide a range of recreational, cultural and educational opportunities that meet the needs of the entire community. As needs continue to evolve, we will respond by involving community members and organizations in programming, fostering a sense of ownership and increasing park usage, thereby creating a safer park environment.

Goal PR-2 A range of recreational programs provided by public, private, and nonprofit organizations that meet the needs of the community's varied interests, age groups, and abilities.

Policies

PR-2.1 **Participation.** We program park facilities to maximize utilization and participation, while considering park size, location, and population served.

PR-2.2 **Needs Assessment.** We track the needs and priorities for recreational programming and look for ways to meet demand.

PR-2.3 **Community Involvement.** We involve the local community in planning programs for neighborhood and community park facilities.

PR-2.4 **Access to Programs**. We provide a range of recreational and physical exercise programs that are accessible to residents of all income levels throughout the community and prioritize establishing and maintaining equitable access for residents in environmental justice areas.

PR-2.5 **Partnerships.** We partner with local and regional agencies, nonprofit organizations, and the private sector to provide a comprehensive range of recreational programs.

PR-2.6 **Crime Deterrents.** We promote and participate in recreational programming as part of our crime prevention effort.

Exhibits: Figures

Figure PR-01
Park & Recreational Facilities



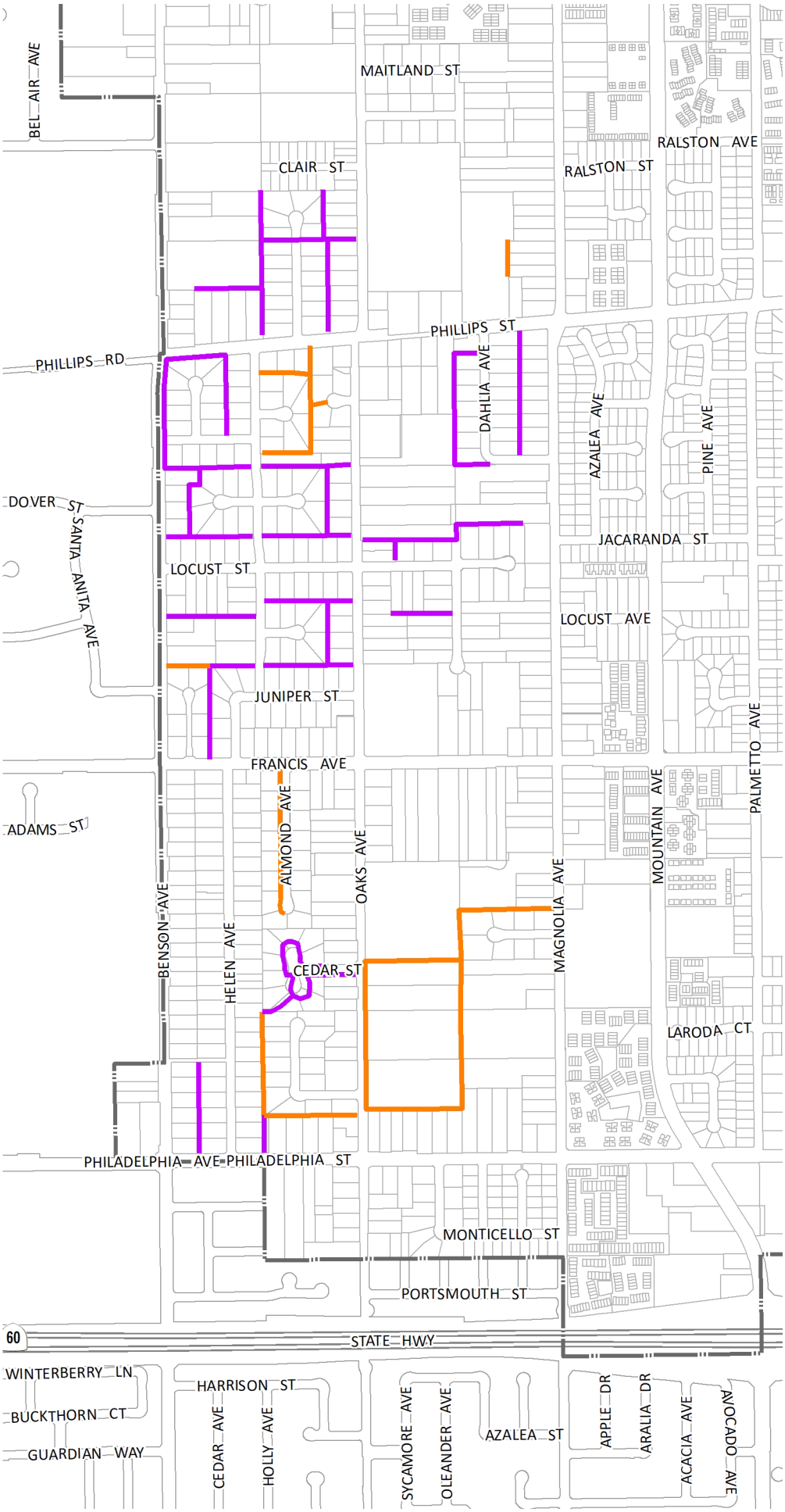
- Existing Park
- Existing Parkway
- Existing Trail
- Proposed Public Park
- Ontario City Boundary
- County Boundary
- Rail Network
- ★ Community Center
  1. Anthony Munoz Community Center
  2. Armstrong Community Center
  3. De Anza Community & Teen Center
  4. Dorothy A Quesada Community Center
  5. Ontario Senior Center
  6. Veterans Memorial Community Center
  7. Westwind Community Center

2·0·5·0 THE ONTARIO PLAN

0 2,500 5,000 10,000 FT

Source: The City of Ontario 2021 Date: 5/9/22

Figure PR-02
Equestrian Trails



City Equestrian Trail
Private Equestrian Trail
Ontario City Boundary

2·0·5·0
THE ONTARIO PLAN

0 400 800 1,600 FT

Source: The City of Ontario 2022 Date: 5/9/22

ENVIRONMENTAL RESOURCES ELEMENT

Introduction

Ontario's environmental resources are an integral part of our maturing City and are valued for the benefits they provide. Appropriately managed, they reduce health risks for residents and workers, lower energy and water costs, safeguard our water assets, and protect our environment. The systems that convey and treat water and waste, generate and distribute energy, promote beneficial air quality, and protect natural resources are essential to Ontario's health and prosperity. Ontario will manage resources comprehensively, utilizing natural and man-made systems that are both environmentally and economically sustainable.

Meeting growth demands in Ontario, however, requires careful treatment of our land, water, air and energy—not as disposable goods but as essential commodities and capital assets.

Particular focus must be given to improving the conditions and opportunities for those residents that face the highest risk of exposure to pollution and are also burdened by socioeconomic and health issues. These residents are considered to be disadvantaged and live in environmental justice areas. Our Vision and Principles throughout the Policy Plan reinforce the City's commitment to enabling all persons to enjoy equal access to healthy environments, healthy foods, parks and recreational facilities, and civic engagement opportunities. Although this Element includes a number of policies and a map that addresses the topic of environmental justice, the City has opted for an "environmental justice in all policies" approach to ensure the topic is present alongside the multitude of issues and topics that affect our residents and resources.

Purpose

The Environmental Resources Element:

- Defines the ethic to guide management of the City's environmental resources.
- Establishes goals for Environmental Infrastructure.
- Maps environmental justice areas.
- Establishes policies that support system integration, resource conservation and regeneration, energy independence, environmental justice, and healthy communities.

Principles

The City believes:

- Quality design of the physical environment includes vigilant stewardship of the City's environmental resources.

- Efficient backbone infrastructure systems should be multifunctional, strategically sited, sustainably designed, and integrated into the urban fabric.
- Commitment to the development and maintenance of our environmental infrastructure ensures community prosperity.
- Environmental infrastructure is a critical public investment.
- Every resident of Ontario should have the opportunity to live in a community that is healthy and safe.
- High quality environmental resources are integral building blocks of the community.
- Ecosystems improve public health and contribute significantly to the City's overall economic vitality.
- In order to protect our environmental resources, we must make wise decisions regarding the use of these resources.
- Protecting environmental resources is the responsibility of individuals, communities, the region, and the world.

Goals & Policies

ER-1 Water & Wastewater

Given constrained supplies in Southern California, water is a precious commodity that is critical to the City's ability to achieve its Vision.

Ontario gets water from four sources: groundwater, imported water, recycled water and local precipitation. Ontario's potable water supply comes predominantly from a combination of groundwater and imported sources. Recycled water is available for non-potable purposes in portions of the City. Some urban run-off is captured and used for recharging the aquifer, but most travels through the City during storm events via natural and man-made systems to Prado Dam. Protection of ground and surface water quality is important to the continued availability of the resource. Wholesale recycled water is available through the Inland Empire Utilities Agency (IEUA) for distribution by the City.

The City maintains a wastewater collection system and contracts with the IEUA for wastewater treatment. IEUA also operates an industrial non-reclaimable wastewater system, which runs through Ontario and is available to our industries.

Ontario recognizes that all water sources are not of equal quality, but all water has value and the water used should match the water quality required for the use. Recycled water, for example, should be used for landscape irrigation. The City's approach to water resources is to conserve when possible, reclaim and reuse where feasible, and ensure "the right water for the right use."

Goal ER-1 A reliable and cost-effective system that permits the City to manage its diverse water resources and needs.

Policies

ER-1.1 **Local Water Supply.** We increase local water supplies to reduce our dependence on imported water. New and redevelopment projects are aligned with our available water supply and/or to enhance our available water supply.

ER-1.2 **Matching Supply to Use.** We match water supply and quality to the appropriate use.

ER-1.3 **Conservation and Sustainable Water Supply.** We work with regional water providers and users to conserve water and ensure sustainable local water supplies as more frequent droughts reduce long term local and regional water availability.

ER-1.4 **Supply-Demand Balance.** We require that available water supply and demands be balanced.

ER-1.5 **Water Resource Management.** Environmental justice areas are prioritized as we coordinate with local agencies to protect water quality, prevent pollution, address existing contamination, and remediate contaminated surface water and groundwater.

ER-1.6 **Urban Run-off Quantity.** We encourage the use of low impact development strategies, including green infrastructure, to intercept run-off, slow the discharge rate, increase infiltration, and ultimately reduce discharge volumes to traditional storm drain systems.

ER-1.7 **Urban Run-off Quality.** We require the control and management of urban run-off, consistent with Regional Water Quality Control Board regulations.

ER-1.8 **Wastewater Management.** We require the management of wastewater discharge and collection consistent with waste discharge requirements adopted by the Regional Water Quality Control Board.

ER-2 Solid Waste & Recycling

Ontario provides solid waste collection and disposal services. For solid waste materials that cannot be reduced at the source, the City must take steps to maximize recycling and composting to ensure efficient collection and safe, environmentally sound disposal. If not recycled or composted, solid waste takes up landfill space that is very limited. Waste materials cause environmental impacts at each stage of their life cycle. There are environmental and economic impacts associated with the manufacture, transport, sale, disposal, and recycling of solid waste.

The treatment and disposal of solid waste traditionally creates significant unusable by-products and energy demands. The first approach to reduce the City's waste stream should be to reduce the generation of waste and find ways waste can be reused and recycled. New technologies and approaches can be used to reduce these impacts through recycling of construction, consumer,

green, and liquid waste and utilizing these waste products to generate renewable energy that reduce impacts on landfills. There is value in reducing the City's waste stream to as low as possible. Waste by-products that are channeled into a revenue stream reduce the demand upon facilities and reduce the use of non-renewable materials. The City cannot achieve its growth vision without decreasing waste by-products and freeing up capacity in landfills. Natural ecosystems efficiently breakdown waste by-products and are often more efficient, cost-effective and environmentally sensitive than man-made systems. While natural systems may be the optimal choice, the City recognizes the need to integrate both natural and manmade systems and processes to manage waste.

Goal ER-2 A cost effective, integrated waste management system that meets or exceeds state and federal recycling and waste diversion mandates.

Policies

ER-2.1 **Waste Diversion.** We shall meet or exceed AB 939 requirements.

ER-2.2 **Hazardous and Electronic Wastes.** We prohibit the disposal of hazardous and electronic waste into the municipal waste stream pursuant to state law.

ER-2.3 **Purchase Products Made from Recycled Materials.** We purchase recycled-content products where it is cost effective.

ER-3 Energy

Local conditions such as land use patterns, transportation options, and individual consumer consumption decisions impact energy use within the City. How we build neighborhoods, and construct and operate the buildings within them, can reduce per capita energy demand, increase conservation opportunities, and incorporate alternative energy sources. Finding ways to reduce the energy demands and encourage the development of renewable energy resources within the City can not only reduce our reliance upon non-renewable energy resources but can also make the City more ecologically and economically sustainable.

Goal ER-3 Cost-effective and reliable energy system sustained through a combination of low impact buildings, site and neighborhood energy conservation, and diverse sources of energy generation that collectively helps to minimize the region's carbon footprint.

Policies

ER-3.1 **Conservation Strategy.** We require conservation as the first strategy to be employed to meet applicable energy-saving standards.

ER-3.2 **Green Development– Communities.** We encourage the use of the LEED Neighborhood Development rating system, or similar mechanism, to guide the planning and development of all new communities.

ER-3.3 **Building and Site Design.** We require new construction to incorporate energy efficient building and site design strategies, which could include appropriate solar orientation, maximum use of natural daylight, passive solar, and natural ventilation.

ER-3.4 **Green Development– Public Buildings.** We require all new and substantially renovated City buildings in excess of 10,000 square feet achieve a LEED Silver Certification standard, as determined by the U.S. Green Building Council.

ER-3.5 **Fuel-Efficient and Alternative Energy Vehicles and Equipment.** We require purchase and use vehicles and equipment that are fuel efficient and meet or surpass state emissions requirements and/or use renewable sources of energy.

ER-3.6 **Generation- Renewable Sources.** We promote the use of renewable energy sources (e.g., solar, wind, biomass) in public and private sector development.

ER-4 Air Quality

Even though air quality is a regional issue, Ontario has the opportunity to demonstrate its leadership by striving for the healthiest air quality possible and reducing pollution sources within the City. 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. Most of the air pollution within Ontario is a result of the City's location within an inland valley where the predominant wind pattern flows from Orange and Los Angeles counties and backs up against the San Gabriel and San Bernardino Mountains.

The City is home to major transportation goods movement infrastructure – Ontario International Airport, major interstate highways, and three railway lines – which are major sources of air pollution. This combination of geographical factors and pollution sources contribute significantly to the region's failure to meet several federal and state standards.

The City of Ontario expects to double its population by 2050. We intend to develop strategies to minimize the air quality impacts of this growth. Of particular concern are the City's future impacts on Global Warming which is caused by an accumulation of Greenhouse Gases (GHG).

Goal ER-4 Improved indoor and outdoor air quality and reduced locally generated pollutant emissions.

Policies

ER-4.1 **Land Use.** We reduce GHG and other local pollutant emissions through compact, mixed use, and transit-oriented development and development that improves the regional jobs-housing balance.

ER-4.2 **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.

ER-4.3 **Greenhouse Gases (GHG) Emissions Reductions.** We will reduce GHG emissions in accordance with regional, state, and federal regulations.

ER-4.4 **Indoor Air Quality.** We will comply with State Green Building Codes relative to indoor air quality. We seek funding to improve indoor air quality for households with poor indoor air quality, with priority for lower income households in environmental justice areas.

ER-4.5 **Transportation.** We promote mass transit and non-motorized mobility options (walking, biking) to reduce air pollutant emissions.

ER-4.6 **Particulate Matter.** We support efforts to reduce particulate matter to meet State and Federal Clean Air Standards.

ER-4.7 **Other Agency Collaboration.** We collaborate with other agencies within the South Coast Air Basin to improve regional air quality at the emission source, with a particular focus on sources that affect environmental justice areas in Ontario.

ER-4.8 **Tree Planting.** We protect healthy trees within the City and plant new trees to increase carbon sequestration and help the regional/local air quality. We expand the tree canopy in environmental justice areas to enhance air quality and reduce the "heat island" effect.

ER-4.9 **New Localized Air Pollution Sources Near Existing Sensitive Receptors.** We require new developments to conduct a Health Risk Assessment for land uses that generate more than 100 trucks per day or 40 trucks per day by trucks operating transportation refrigeration units (TRU's) within 1,000 feet from sensitive land uses (California Health and Safety Code § 42705.5(a)(5)). If the health risk assessment determines the new development poses health hazards that increase the incremental cancer risk above the threshold established by the South Coast Air Quality Management District (AQMD), we will only approve permits upon the condition that adequate mitigation measures are proposed and implemented for potential impacts on the sensitive uses around the site and along the route within Ontario taken by the trucks to and from freeways. We require new developments that must perform a health risk assessment to conduct additional public outreach by sending notifications in multiple languages to all residents living within 500 feet, and encourage hosting a public meeting.

ER-5 Biological, Mineral & Agricultural Resources

Developed as the "Model Irrigation Colony," Ontario has a rich agricultural heritage. The northern portion of the City was farmed with grapes, citrus, olives and other fruit tree crops. The southern portion of the City has been used predominantly for dairy farms for over half a century. Other types of agricultural uses include cultivated crops, fallow fields and plant nurseries. Until the mid-1990s, southern Ontario was part of the San Bernardino County Dairy Preserve. Some of the City's dairy preserve properties are still under Williamson Act contracts. The City of Ontario adopted a right to farm ordinance which recognizes the right of agricultural operations to continue. However, increased environmental regulations are causing existing dairies to relocate

out of the region, resulting in a continued decline in the long-term viability of agricultural operations in southern Ontario.

Rare and/or endangered species that have the potential to occur in Ontario include the Delhi Sands Flower, the Loving Fly, and the San Bernardino Kangaroo Rat. Existing habitat for these species is of poor quality and/or is limited to isolated pockets. As the City further develops, there may be opportunities to integrate suitable habitat for sensitive species into new developments and/or participate in regional efforts for the conservation of high-quality habitat, thereby expanding and creating new habitat corridors.

There are no permitted mining operations in the City. According to the Department of Conservation, significant mineral resources within Ontario are limited to construction aggregate. Areas identified with potential mineral resources have been developed with urban uses and are not suitable for mineral resource extraction.

Goal ER-5 Protected high value habitat and farming and mineral resource extraction activities that are compatible with adjacent development.

Policies

ER-5.1 **Habitat Conservation Areas.** We support the protection of biological resources through the establishment, restoration, and conservation of high-quality habitat areas.

ER-5.2 **Entitlement and Permitting Process.** We comply with state and federal regulations regarding protected species.

ER-5.3 **Right to Farm.** We support the right of existing farms to continue their operations within the Ontario Ranch.

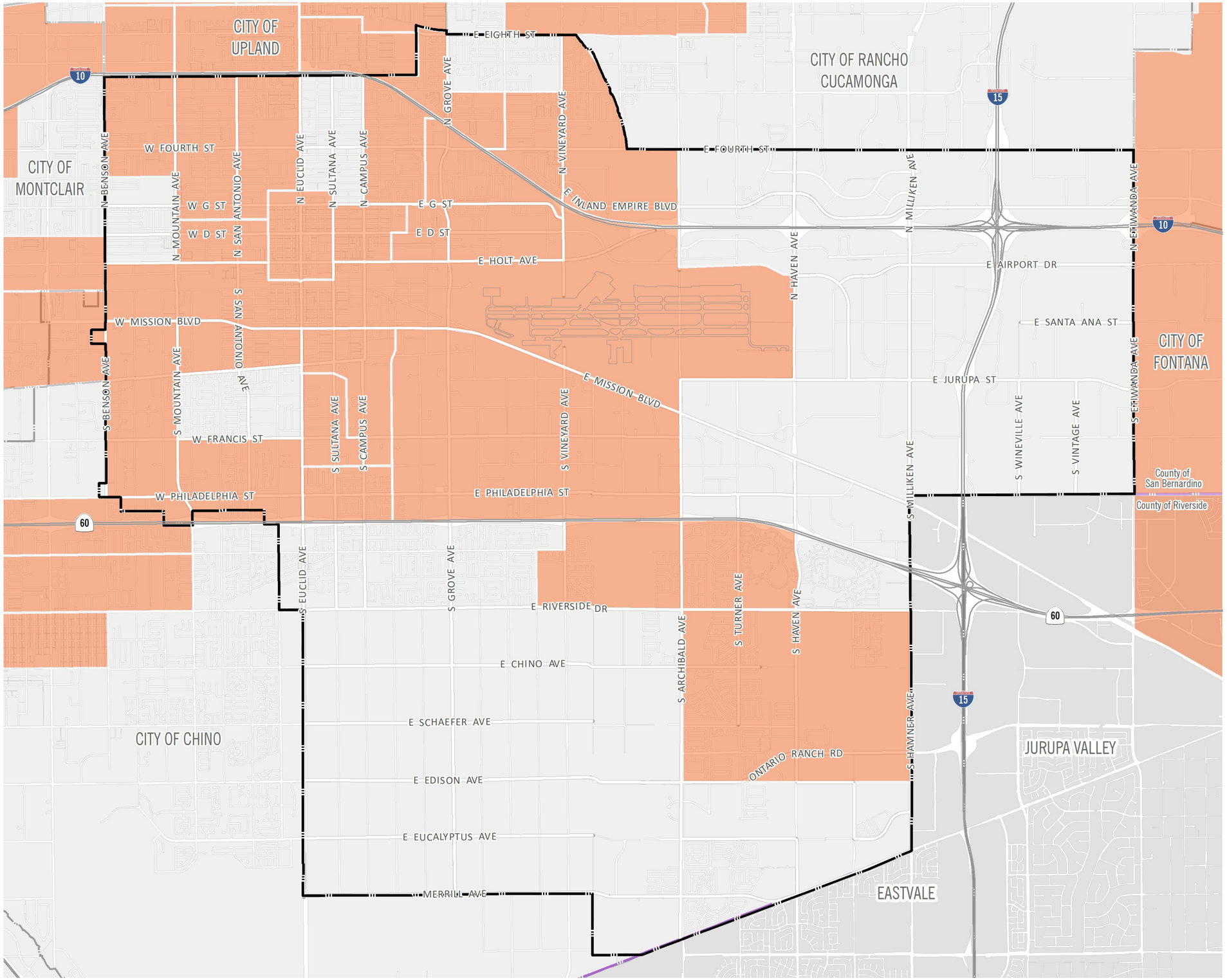
ER-5.4 **Transition of Farms.** We protect both existing farms and sensitive uses around them as agricultural areas transition to urban uses.

ER-5.5 **Mining Operations.** We prohibit future mining operations where the resource extraction activities are incompatible with existing or proposed adjacent land uses.

Exhibits: Figures

Figure ER-01

Environmental Justice Areas



Environmental Justice Community

Ontario City Boundary

County Boundary

2·0·5·0 THE ONTARIO PLAN

0 2,500 5,000 10,000 FT

Source: CES4 2021 Date: 5/9/22

COMMUNITY ECONOMICS ELEMENT

Introduction

The City's role is to create, maintain and grow economic value. Community shareholders, including property owners, tenants, families, and businesses have invested in Ontario and should expect a return from those investments, including financial and qualitative returns, such as: quality of life, job opportunities, potential for business growth, sense of safety, healthy environment, responsive government, amenities, and so much more – all of which is part of the Vision of being a "complete community."

Their investments, in turn, generate returns for the community. A business investing in expansion creates new job opportunities for residents. A developer investing in new housing attracts new consumers for Ontario's retailers. These investments add municipal revenues, which the City reinvests in community facilities, public improvements, and services that improve the quality of life for Ontario residents, employees, and visitors.

Through the Community Economics Element policies, the City commits itself to protecting these investments. Generating better and higher returns gives Ontario a competitive advantage to attract even more investment. This new investment and reinvestment creates a self-sustaining cycle of prosperity.

Purpose

The Community Economics Element:

- Articulates our approach to developing and maintaining the community's economy and its relationship to the City's fiscal health.
- Creates a framework to attract investment in Ontario.
- Establishes our policies for economic development.

Principles

The City believes:

- A complete community will be better positioned to compete and attract investment.
- The wise and principled management of the public's finances is a primary responsibility of our City government.
- Actions taken by the City should take into consideration immediate and long term economic and fiscal implications.
- Unique, high-quality places differentiate Ontario and thereby attract additional investment.

Goals & Policies

CE-1 Complete Community

The concept of creating, maintaining, and growing economic value within the City underlies the Ontario Vision. While economic value is often measured in monetary terms – property values, taxable sales, and equity growth, we require decision-making that also reflects qualitative value. We express this qualitative value as the concept of "complete community." A complete community provides housing, jobs, education, shopping and services, culture, and recreation for people at all ages and socioeconomic levels. Most importantly, a complete community provides opportunities for those residents and businesses willing to improve themselves and create wealth and invest in the community.

This section establishes policies that incorporate this concept into land use planning, regulations, City governance, and operations.

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

Policies

CE-1.1 **Jobs-Housing Balance**. We pursue improvement to the Inland Empire's balance between jobs and housing by promoting job growth that reduces the regional economy's reliance on out-commuting.

CE-1.2 **Jobs and Workforce Skills.** We use our economic development resources to:

1. attract jobs suited for the skills and education of current and future City residents;
2. work with regional partners to provide opportunities for the labor force to improve its skills and education; and
3. attract businesses that increase Ontario's stake and participation in growing sectors of the regional and global economy.

(Link to Social Resources Policy SR-2.2)

CE-1.3 **Regional Approach to Workforce Development.** We work with our partners to provide workforce training and development services throughout the region, recognizing that Ontario employers rely on workers living outside of the City.

CE-1.4 **Business Retention and Expansion.** We continuously improve two-way communication with the Ontario business community and emphasize customer service to existing businesses as part of our competitive advantage.

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

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.

CE-1.7 **Retail Goods and Services.** We seek to ensure a mix of retail businesses that provide the full continuum of goods and services for the community.

CE-1.8 **Regional Attraction.** We encourage the development and programming of regional, cultural, and entertainment destinations in Ontario.

CE-1.9 **Regional Leadership.** We provide leadership for public, quasi-public, and private-sector partners that help Ontario and its residents and businesses realize our goals and achieve our Vision.

CE-1.10 **Life-Long Education.** We work with our partners who provide life-long learning to ensure that our residents and workforce have access to education at all stages of life.

CE-1.11 **Socioeconomic Trends.** We continuously monitor, plan for, and respond to changing socioeconomic trends.

CE-1.12 **Circulation.** We continuously plan and improve public transit and non-vehicular circulation for the mobility of all, including those with limited or no access to private automobiles. (Link to Mobility Element *Public Transit* Section)

CE-1.13 **Safety and Security.** We invest in public safety and communicate our successes because the perception and reality of safety and security are necessary prerequisites for private investment and economic growth.

CE-2 Placemaking

The City's land use plans and policies seek to create distinctive and high-quality places. Such places add value and thereby attract additional investment. The City of Ontario focuses on creating a range of places where people want to live, work, and visit. This section establishes policies that acknowledge the value of place in the decision-making process.

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

Policies

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

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-2.3 **Interim Development.** We require interim development that does not reflect the long-term Vision, be limited in scale of development so that the investment can be sufficiently amortized to make Vision-compatible redevelopment financially feasible.

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. (Link to Community Design Element Policy CD-5.1)

CE-2.6 **Public Maintenance.** We require the establishment and operation of maintenance districts or other vehicles to fund the long-term operation and maintenance of the public realm whether on private land, in rights-of-way, or on publicly-owned property. (Link to Community Design Element Policy CD-5.1)

CE-3 Fiscal Decision-making

Every Municipal decision affects the revenues and expenditures of city government. New zoning regulations, for example, can necessitate staff time to document non-conformance created by new standards. Street widening can encourage speeding, requiring increased patrolling and enforcement.

Good decision-making requires that fiscal impacts be reasonably projected and be part of the deliberative process. The City desires to continuously improve its understanding of the direct and indirect fiscal impacts of its decisions and include them in its decision-making process.

This section establishes policies that minimize negative fiscal impacts and incorporate long-term fiscal thinking into decisions.

Goal CE-3 Decision-making deliberations that incorporate the full short-term and long-term economic and fiscal implications of proposed City Council actions.

Policies

CE-3.1 **Fiscal Impact Disclosure.** We require requests for City Council action to disclose the full fiscal impacts, including direct and indirect costs.

CE-3.2 **General Plan Amendments.** We require those proposing General Plan amendments to disclose reasonably foreseeable impacts through a fiscal analysis.

CE-3.3 **Long-Term Funding Disclosure.** We require those requesting City support or funding for projects or programs to disclose if and how they can be continued without further City support.

CE-3.4 **Improving Fiscal Decision-Making.** We periodically assess the accuracy of projections for staff time and City resources and use the assessment results to improve our fiscal decision-making process.

CE-3.5 **Sustainable Development.** We recognize impacts to municipal finances as an element of sustainability, and we require claims of sustainability to assess fiscal impacts.

CE-3.6 **Fully Funded Liability.** We require long-term liabilities, such as retiree medical benefits, employee accrued leave balances, and self-insured liability claims to be fully funded to ensure sound, long-term fiscal health.

CE-3.7 **Programmatically Balanced Budget.** We require that the annual budget include appropriations allocated in a manner to meet the goal of the programmatically balanced budget.

CE-3.8 **Budget Margins.** We require that the adopted budget for revenue and expenditures reflect sufficient budget margins to minimize negative impacts to City services due to economic uncertainties.

CE-3.9 **Complete Comparative Context.** We require that our annual budget process provide the complete comparative context for proposed new and increased funding so decision makers can fully understand the trade-offs among budget choices.

SAFETY ELEMENT

Introduction

The City is committed to protecting life, property, and commerce from disruptions and loss associated from human-caused and natural hazards, disasters, and other threats to public health and safety. Natural hazards that could impact Ontario include earthquakes, flooding, fire, wind, and climate-related hazards. Man-made hazards include hazardous materials, noise, and crime. A clear management framework for emergency services is essential to adequately plan for and respond to these hazards.

Purpose

The Safety Element:

- Identifies potential hazards.
- Provides background on the history of hazards and the likelihood of future changes to these hazards.
- Provides policies that increase resilience of residents, businesses, workers, and visitors.
- Provides policies to reduce the level of property loss due to a potential disaster.
- Provides a framework for emergency management.

Principles

The City believes:

- It is the role of government to minimize exposure to natural and human-caused hazards.
- A safe and healthy environment is necessary to build and maintain a sustainable, resilient, and prosperous Ontario.
- Reduction in the loss of life, injury, private property damage, infrastructure damage, economic losses and social dislocation can be achieved through planning, preparedness, and response.
- Interdepartmental and inter-jurisdictional coordination and collaboration are necessary to be resilient to everyday emergencies and major disasters.

Goals & Policies

S-1 Seismic & Geologic Hazards

Ontario is susceptible to earthquakes, liquefaction, and subsidence caused by rapid withdrawal of groundwater. For the City to thrive and continue to attract investment, residents, business owners, and investors need assurance that the City is prepared for and will effectively respond to seismic and geologic hazards.

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

Policies

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.

S-1.2 **Entitlement and Permitting Process.** We follow state guidelines and the California Building Code to determine when development proposals must conduct geotechnical and geological investigations.

S-1.3 **Continual Update of Technical Information.** We maintain up-to-date California Geological Survey seismic hazard maps.

S-1.4 **Seismically Vulnerable Structures.** We conform to state law regarding unreinforced masonry structures and coordinate with not-for-profits to facilitate seismic retrofits in environmental justice areas and for low-income households.

S-2 Flood Hazards

Flood hazards to the area can be classified as flooding down natural channels and flooding due to capacity constraints of the storm drain system. A 100-year flood or larger event is anticipated to result in extensive property damage and displacement of hundreds of households. Catastrophic failure of any water retaining structure due to storm induced flood or dam failure inundation, has the potential to cause considerable damage in Ontario.

Goal S-2 Minimized risk of injury, loss of life, property damage and economic and social disruption caused by flooding and inundation hazards.

Policies

S-2.1 **Entitlement and Permitting Process.** We require hydrological studies prepared by a state-certified engineer when new development is located in a 100-year or 500-year floodplain to assess the impact that the new development will have on the flooding potential of existing development down-gradient.

S-2.2 **Floodplain Mapping.** We require any new development partially or entirely in 100-year flood zones to provide detailed floodplain mapping for 100- and 200-year storm events as part of the development approval process.

S-2.3 **Facilities that Use Hazardous Materials.** We comply with state and federal law and do not permit facilities using, storing, or otherwise involved with substantial quantities of onsite hazardous materials to be located in the 100-year flood zone or 500-year flood zone unless all standards of elevation, floodproofing, and storage have been implemented to the satisfaction of the Building Department.

S-2.4 **Prohibited Land Uses.** We prohibit the development of new essential and critical facilities in the 100-year floodplain and discourage the development of new essential and critical facilities in the 500-year floodplain unless all standards of elevation and flood proofing demonstrate that a facility can be safe and operational during a flood event, implemented to the satisfaction of the Building Department.

S-2.5 **Stormwater Management.** We maintain the storm drain system to convey a 100-year storm, when feasible, and encourage environmental site design practices to minimize flooding and increase groundwater recharge, including natural drainage, green infrastructure, and permeable ground surfaces. (Link to Environmental Resources Element)

S-2.6 **Use of Flood Control Facilities.** We encourage joint use of flood control facilities as open space or other types of recreational facilities.

S-2.7 **Collaboration Between Agencies.** Collaborate with the San Bernardino County Flood Control District and other state and federal agencies to maintain flood-control infrastructure to minimize flood damage.

S-3 Fire & Rescue Hazards

The City of Ontario seeks to reduce the threat of fire hazards to life, property and economic viability by providing fire, rescue, emergency medical, and specialty emergency response services. Due to the local topography and nearby Cajon Pass, Santa Ana Winds by far pose the greatest fire hazard to the City. The Santa Ana winds pose a continual fire conflagration hazard to any dense area of the City, with an increased risk to older portions of Ontario. Ontario's commercial and industrial facilities increase the possibility of fires involving hazardous materials, which could affect nearby residential areas. Ontario is also surrounded and bisected by major transportation networks and pipeline transfer systems which add further risk.

Goal S-3 Reduced risk of death, injury, property damage and economic loss due to fires, accidents and normal everyday occurrences through prompt and capable emergency response.

Policies

S-3.1 **Prevention Services.** We proactively mitigate or reduce the negative effects of fire, hazardous materials release, and structural collapse by implementing the regularly adopted California Fire Code and California Building Code.

S-3.2 **Community Outreach.** We provide education to local schools and community groups to promote personal and public safety.

S-3.3 **Fire and Emergency Medical Services.** We maintain sufficient fire stations, equipment and staffing to respond effectively to emergencies and meet the needs of the community and state requirements.

S-3.4 **Special Team Services.** We maintain effective special rescue services.

S-3.5 **Emergency Notifications.** We maintain a public alert notification system that efficiently conveys information about imminent, developing, ongoing, and concluding emergency events to residents and visitors, working with network providers that translate information into other languages.

S-3.6 **Interagency Cooperation.** In order to back up and supplement our capabilities to respond to emergencies, we participate in the California Fire Rescue and Mutual Aid Plan.

S-3.7 **Water Supply and System Redundancy.** We monitor our water system to manage and ensure adequate firefighting water supplies.

S-3.8 **Fire Prevention through Environmental Design.** We require new development to incorporate fire prevention consideration in the design of streetscapes, sites, open spaces, and buildings. (Link to Community Design Element)

S-3.9 **Resource Allocation.** We analyze fire data to evaluate the effectiveness of our fire prevention and reduction strategies and allocate resources accordingly.

S-4 Noise Hazards

Physical health, psychological wellbeing, social cohesion, property values and economic productivity can all be affected by excessive amounts of noise. Ontario has many mobile and stationary sources of noise, impacts from them must be considered in development decisions.

Goal S-4 An environment where noise does not adversely affect the public's health, safety, and welfare.

Policies

S-4.1 **Noise Mitigation.** We utilize the City's Noise Ordinance, building codes, and subdivision and development codes to mitigate noise impacts.

S-4.2 **Coordination with Transportation Authorities.** We collaborate with airport owners, FAA, Caltrans, SBCTA, SCAG, neighboring jurisdictions, and other transportation providers in the preparation and maintenance of, and updates to transportation-related plans to minimize noise impacts and provide appropriate mitigation measures.

S-4.3 **Airport Noise Mitigation.** We aggressively pursue funding and utilize programs to reduce effects of aircraft noise in impacted areas of our community.

S-4.4 **Truck Traffic.** We manage truck traffic to minimize noise impacts on sensitive land uses.

S-4.5 **Roadway Design.** We design streets and highways to minimize noise impacts.

S-4.6 **Airport Noise Compatibility.** We utilize information from Airport Land Use Compatibility Plans to prevent the construction of new noise-sensitive land uses within airport noise impact zones.

S-4.7 **Rail Noise Mitigation.** We require residential and mixed use development of vibration-sensitive uses in areas within 200 feet of rail to evaluate for indoor vibration levels and mitigate any exceedances of the Federal Transit Administration vibration-annoyance criteria.

S-5 Wind-Related Hazards

Severe windstorms can pose a significant risk to property and life in the region by creating conditions that disrupt essential systems such as public utilities, telecommunications, and transportation routes. High winds, including Santa Ana winds, can cause damage to homes, businesses, landscaping, public property, and utilities, as well as pose threats to public safety through the accelerated spread of a fire. The alluvial sand that underlies the majority of Ontario is very susceptible to erosion, and strong winds cause this sand to impact property, air quality, and visibility.

Goal S-5 Minimize the risk of injury, property damage, and economic loss resulting from windstorms and wind-related hazards.

Policies

S-5.1 **Dust Control Measures.** We require the implementation of Best Management Practices for dust control at all excavation and grading projects.

S-5.2 **Grading in High Winds**. We prohibit excavation and grading during strong wind conditions, as defined by the Building Code.

S-5.3 **Public Safety Power Shutoffs.** We coordinate with utility companies to minimize service interruptions, such as Public Safety Power Shutoffs, before, during, and after windstorms and wind-related hazards.

S-6 Hazardous Materials & Waste

Ontario's role as a transportation hub and manufacturing center is key to the City's economy. However, these uses make the city susceptible to spills of toxic materials and vulnerable to the byproducts generated in industrial areas. Earthquakes, fires, floods, and strong winds all increase the potential of a hazardous materials release, contaminating the land, air, and water. Of particular concern is exposure to airborne pollutants and groundwater contamination.

Goal S-6 Reduced potential for hazardous materials exposure and contamination.

Policies

S-6.1 **Disclosure and Notification.** We enforce disclosure laws that require all users, producers, and transporters of hazardous materials and wastes to clearly identify the materials that they store, use, or transport.

S-6.2 **Response to Hazardous Materials Releases.** We respond to hazardous materials incidents and coordinate these services with other jurisdictions.

S-6.3 **Safer Alternatives.** We minimize our use of pesticides and other hazardous materials by choosing non-toxic alternatives that do not pose a threat to the environment**,** especially when it could affect public park facilities and open spaces.

S-6.4 **Safe Storage and Maintenance Practices.** We require that the users of hazardous materials be adequately prepared to prevent and mitigate hazardous materials releases.

S-6.5 **Location of Hazardous Material Facilities.** We regulate facilities that will be involved in the production, use, storage, or disposal of hazardous materials, pursuant to federal, state, county, and local regulations, so that impacts to the environment and sensitive land uses are mitigated. We prohibit new hazardous waste facilities in close proximity to sensitive land uses and environmental justice areas.

S-6.6 **Location of Sensitive Land Uses.** We prohibit new sensitive land uses from locating within airport safety zones and near existing sites that use, store, or generate large quantities of hazardous materials. (Link to Land Use Element)

S-6.7 **Household Hazardous Waste.** We support the proper disposal of household hazardous substances.

S-6.8 **Mitigation and Remediation of Groundwater Contamination.** We actively participate in local and regional efforts directed at both mitigating environmental exposure to contaminated groundwater and taking action to clean up contaminated groundwater once exposure occurs.

S-6.9 **Remediation of Methane.** We require development to assess and mitigate the presence of methane, per regulatory standards and guidelines.

S-7 Law Enforcement

Maintaining health and safety in Ontario's residential neighborhoods and commercial and industrial districts contributes to the City's prosperity. Ontario achieves this through a proactive approach that includes prevention strategies that engage the community.

Goal S-7 **Residential neighborhoods, commercial areas, and industrial districts that are kept safe through a multi-faceted approach of prevention, suppression, and community involvement in public safety.**

Policies

S-7.1 **Police Unit Response.** We respond to calls for service in a timely manner.

S-7.2 **Community Oriented Problem Solving (C.O.P.S.).** We support and maintain the mission of COPS to identify and resolve community problems.

S-7.3 **Prevention Services.** We provide crime prevention programs targeted to youth, parents, seniors, businesses, and neighborhoods.

S-7.4 **Crime Prevention through Environmental Design (CPTED).** We require new development to incorporate CPTED in the design of streetscapes, sites, open spaces, and buildings.

S-7.5 **Interdepartmental Coordination.** We utilize all City departments to help reduce crime and promote public safety.

S-7.6 **Partnerships.** We partner with other local, state, and federal law enforcement agencies and private security providers to enhance public safety services in Ontario.

S-7.7 **Resource Allocation**. We analyze crime data to evaluate the effectiveness of crime prevention and reduction strategies and allocate resources accordingly.

S-7.8 **Social Services.** We support behavioral health and social services as part of the public safety solution.

S-8 Emergency Management

Ontario is susceptible to a variety of natural and human-caused hazards including earthquakes, floods, fires, windstorms, and hazardous materials release. While evacuation routes are located throughout the city, some neighborhoods may have evacuation constraints. Ontario seeks to reduce risks and increase resilience by building collaborative preparedness, response, and recovery programs.

Goal S-8 **Disaster resilient, prepared community through effective emergency/disaster preparedness, response, mitigation, and recovery.**

Policies

S-8.1 **State and Federal Mandates.** We maintain emergency management programs that meet the requirements of the State of California Standardized Emergency Management System (SEMS) and the National Incident Management System (NIMS).

S-8.2 **Emergency Management Plans.** We maintain, update, and adopt the Emergency Operations Plan (EOP) and incorporate, by reference the City's Hazard Mitigation Plan (HMP).

S-8.3 **Emergency/Disaster Training Exercises.** We conduct training and exercises to prepare for and evaluate emergency/disaster response and recovery procedures.

S-8.4 **Interagency Collaboration.** We maintain partnerships, including automatic aid agreements, with fire protection, police and sheriff departments, and emergency management agencies in San Bernardino and Riverside County to strengthen emergency response.

S-8.5 **Interdepartmental Coordination.** We utilize all City departments to help support emergency/disaster preparedness, response, mitigation, and recovery.

S-8.6 **Community Outreach.** We provide education to the community to promote personal, family, and community emergency preparedness to both natural and human-generated hazards.

S-8.7 **Extreme Heat and Air Quality.** We work to ensure that all community members are informed about and have access to community cooling centers and clean air centers during extreme heat events or wildfires, with a focus on serving environmental justice communities. We support the development of extreme heat emergency response policies and practices to address these critical health risks in the community.

S-8.8 **Regional Partnerships for Climate Adaptation.** We partner with local governments in San Bernardino County, Riverside County, and Inland Southern California Climate Collaborative to develop regional climate change adaptation strategies and programs.

S-8.9 **Backup Power in Critical Facilities.** We require backup power be maintained in critical facilities. We encourage backup power solutions that include renewable energy components.

S-9 Energy Resiliency

Maintaining an efficient and resilient energy supply for Ontario's residents and businesses helps ensure continuity of economic drivers and city operations. Ontario attains energy resiliency through creating local, renewable energy and battery storage systems, constructing new buildings and retrofitting existing ones to use less electricity and natural gas.

Goal S-9 Incorporate energy efficient practices and renewable energy systems to improve air quality, comfort, and energy reliability during temporary power outages.

S-9.1 **Solar Energy.** We support and may incentivize the installation of residential and commercial solar panels and battery storage systems that can provide electricity during power outages.

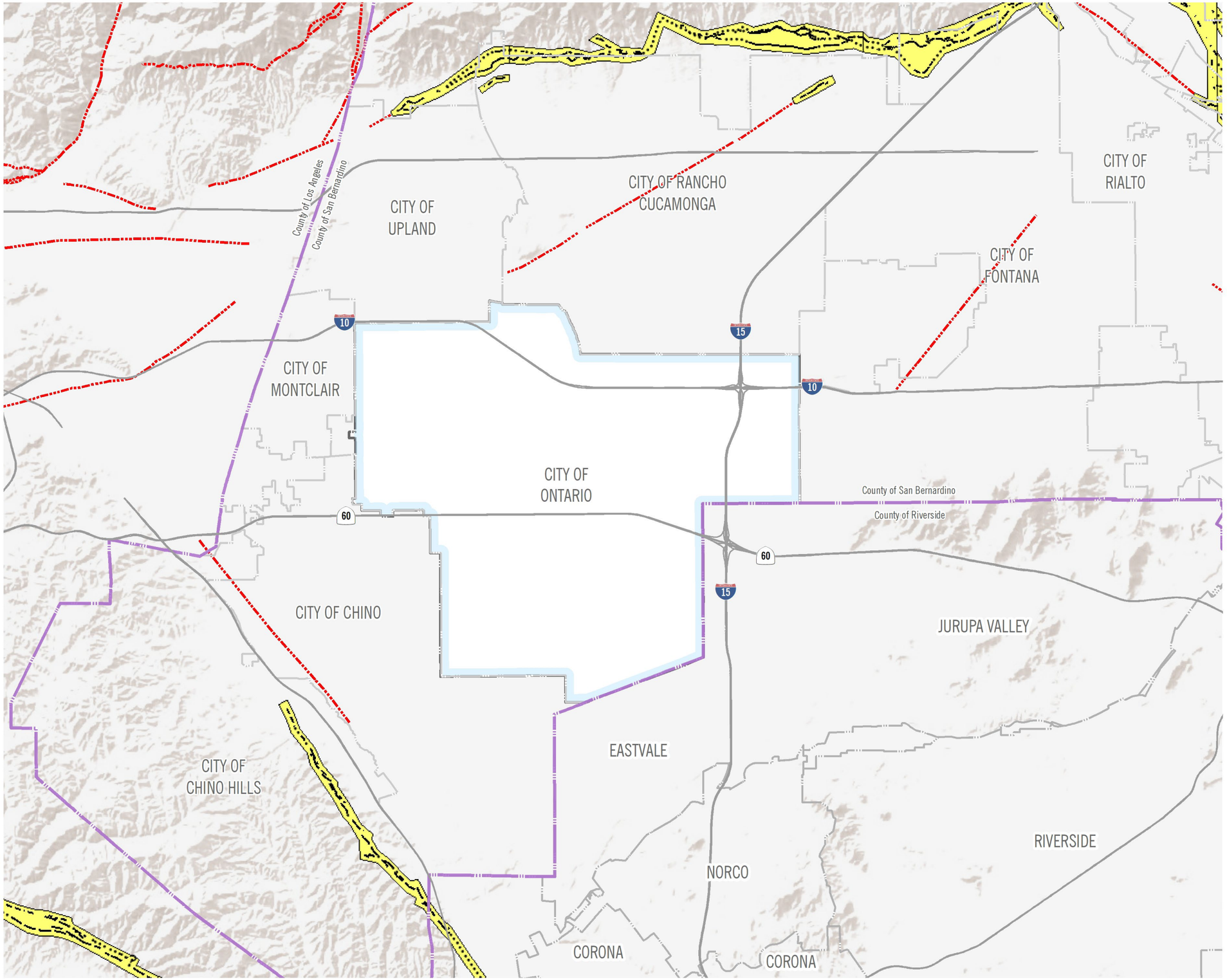
S-9.2 **Renewable Energy.** Renovate existing city-owned facilities and plan future facilities to include renewable energy generation capacity and battery storage as part of an effort to make public facilities and services greener and more resilient to power outages.

S-9.3 **Energy Efficiency Retrofits.** We support and may incentivize retrofits to residential and commercial buildings that improve energy efficiency and insulation from extreme temperatures, giving priority towards low-income applicants.

Exhibits: Figures

Figure S-01

Regional Faults & Fault Zones



Ontario City Boundary
County Boundary
Alquist Priolo Fault Traces
Inferred
Concealed
Alquist Priolo Fault Zones
Regional Faults (USGS)

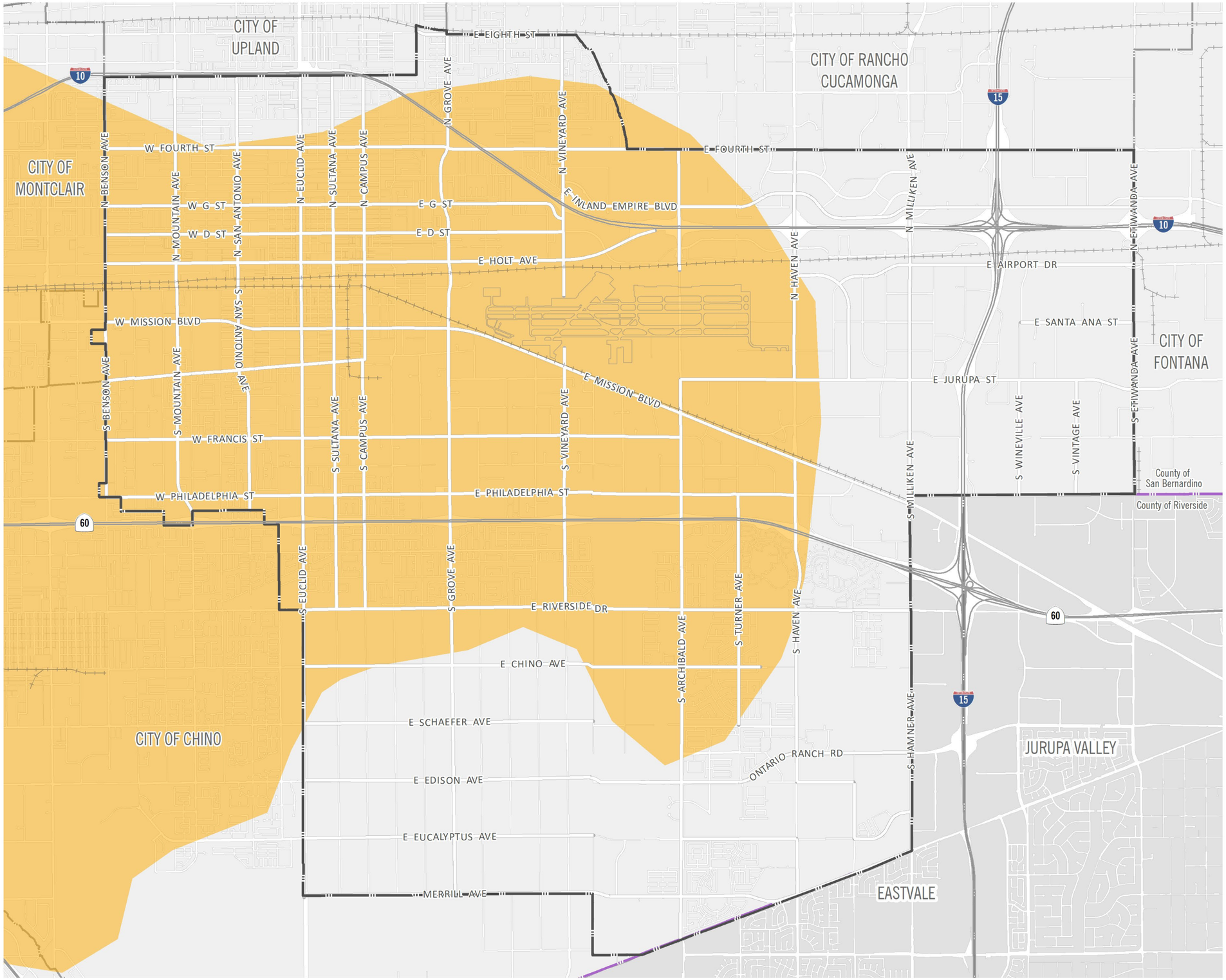
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Source: USGS 2021

Date: 5/9/22

Figure S-02
Subsidence Zones



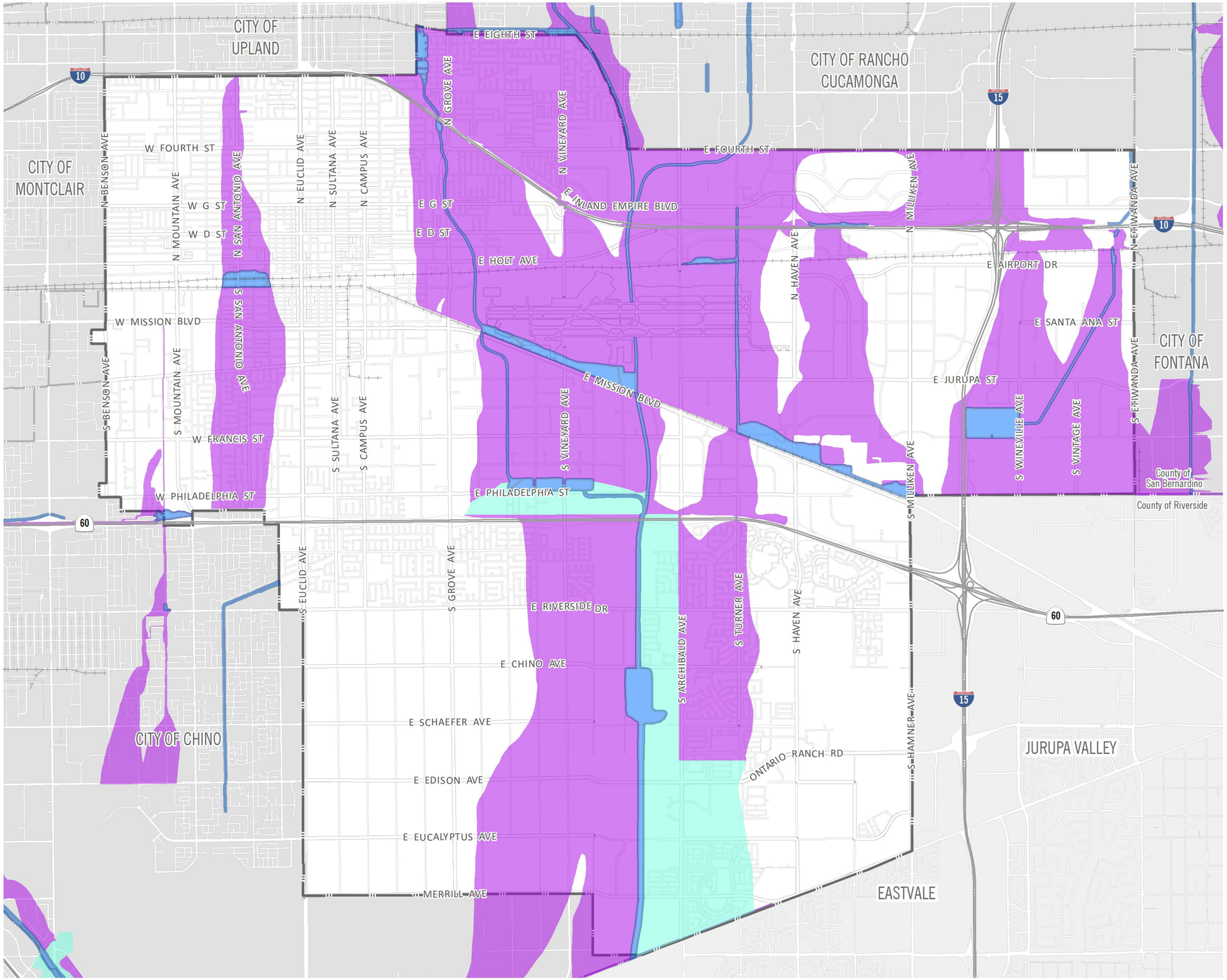
- Ontario City Boundary
- County Boundary
- Subsidence Due to Groundwater Pumping
- Rail Network

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Source: The City of Ontario 2021 Date: 5/9/22

Figure S-03
Flood Hazard Zones



- Ontario City Boundary
- County Boundary
- Rail Network

Flood Zone

- FEMA 100-Year Floodplain
- FEMA 500-Year Floodplain
- Area with Reduced Flood Risk Due to Levee

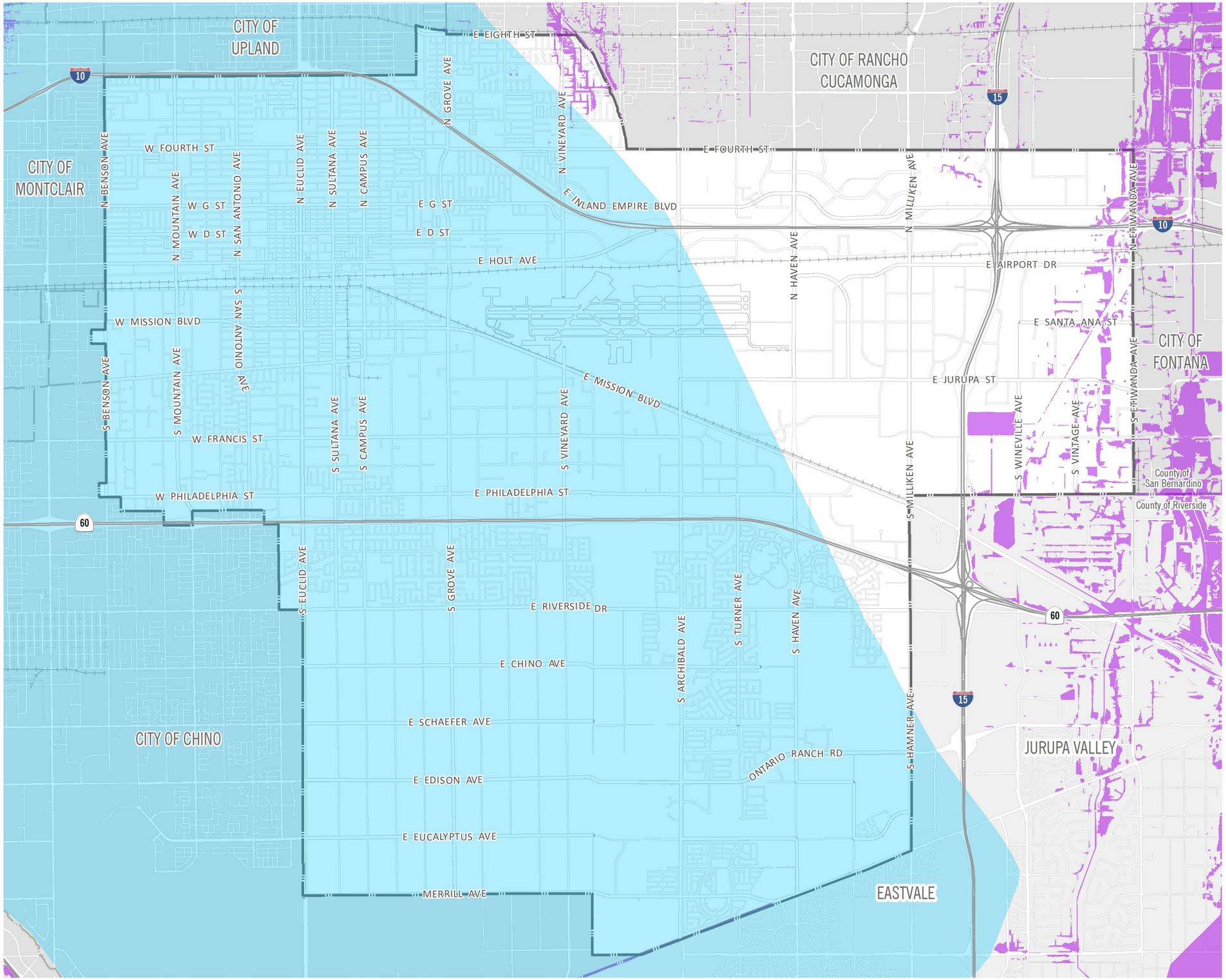
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Source: The City of Ontario 2021 Date: 5/9/22

Figure S-04

Dam Inundation Zones



- Potential Inundation from San Antonio Dam
- Potential Inundation from Debris Basins
- Ontario City Boundary
- County Boundary
- Rail Network

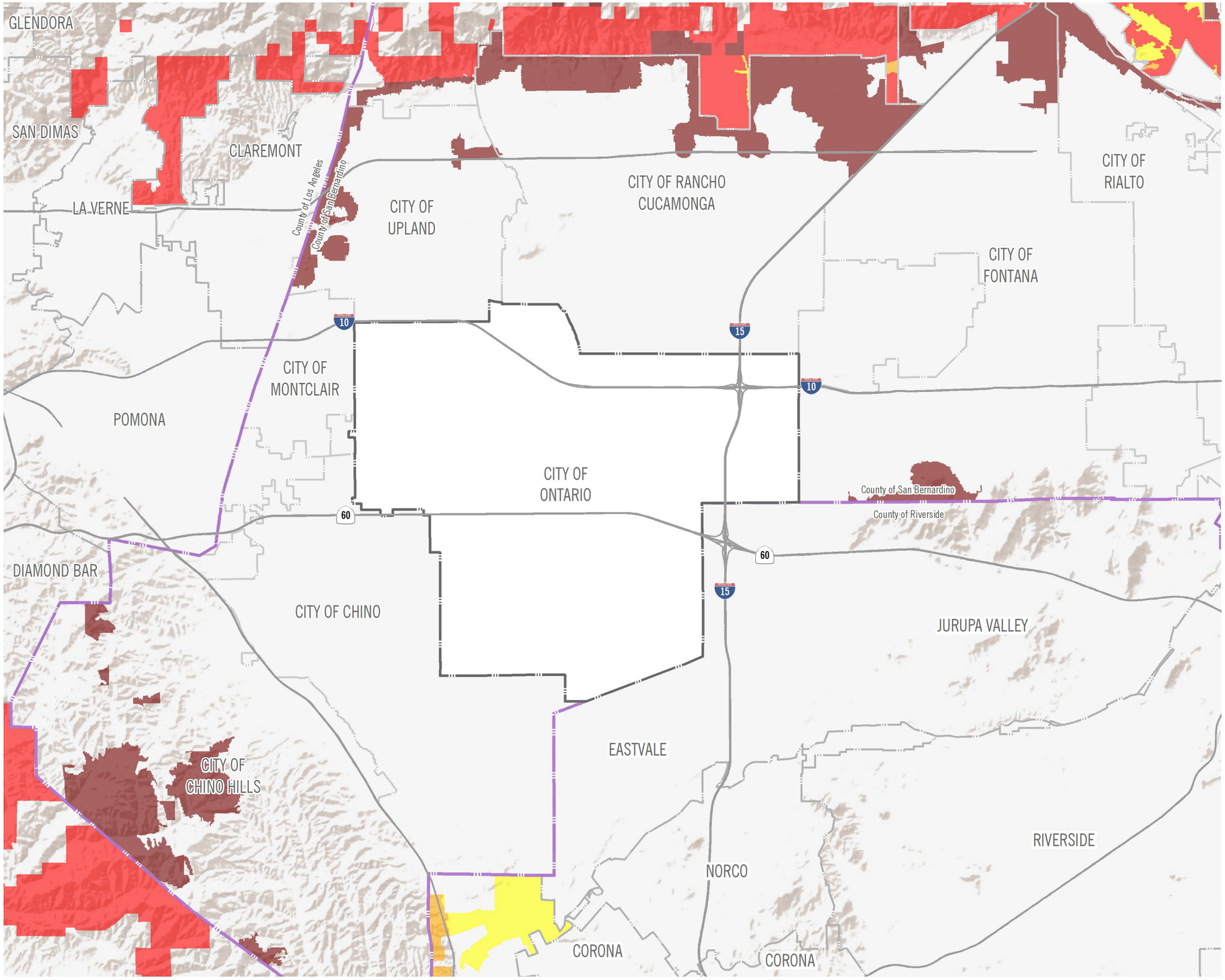
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Source: DWR 2021

Date: 5/9/22

Figure S-05
Fire Hazard Severity Zones



Ontario City Boundary

County Boundary

Fire Hazard Severity Zone in Local Responsibility Area

Hazard Class

Very High

Fire Hazard Severity Zone in State Responsibility Area

Hazard Class

Very High

High

Moderate

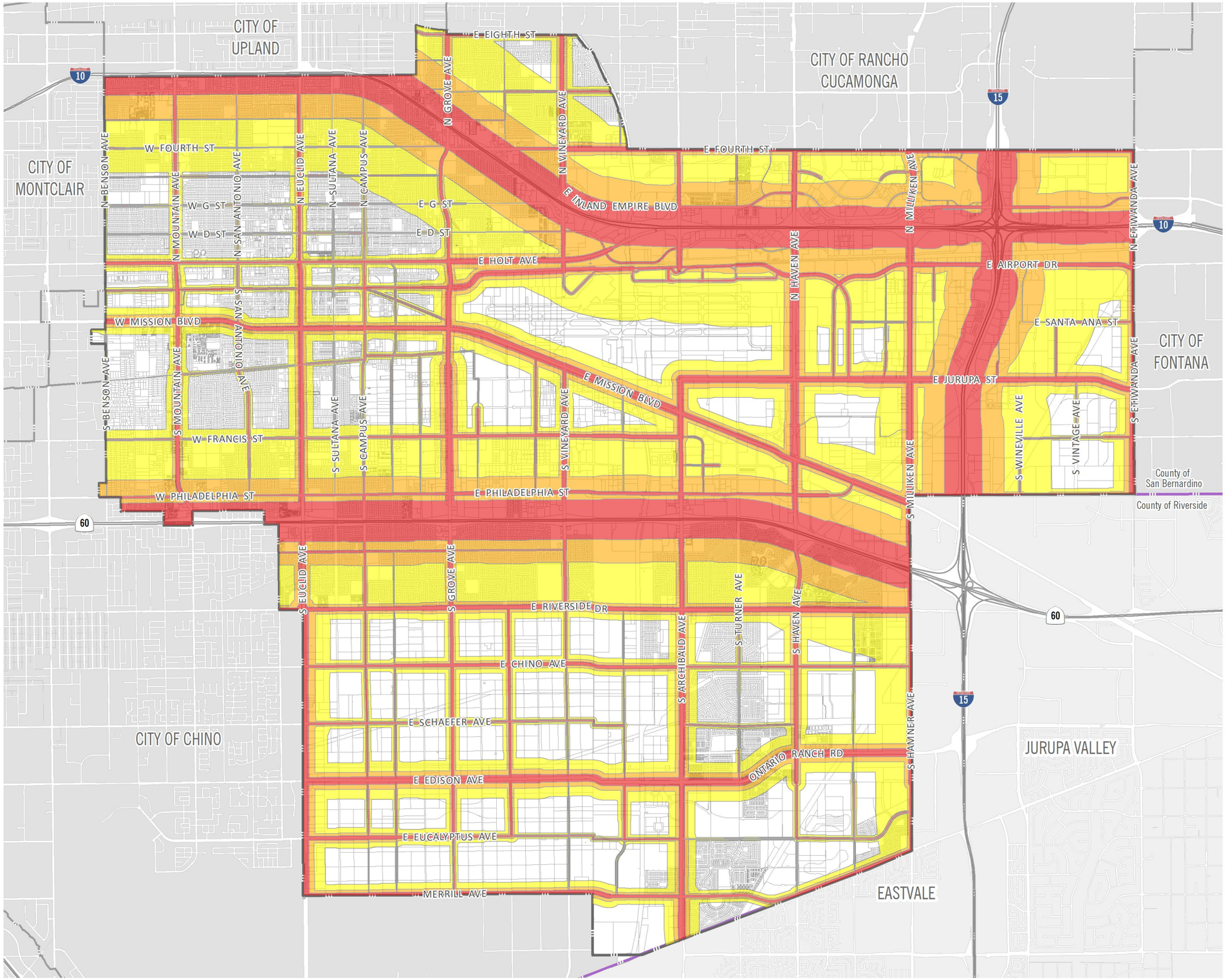
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Source: CalFire 2007

Date: 5/9/22

Figure S-06a
Future Traffic Noise Contours



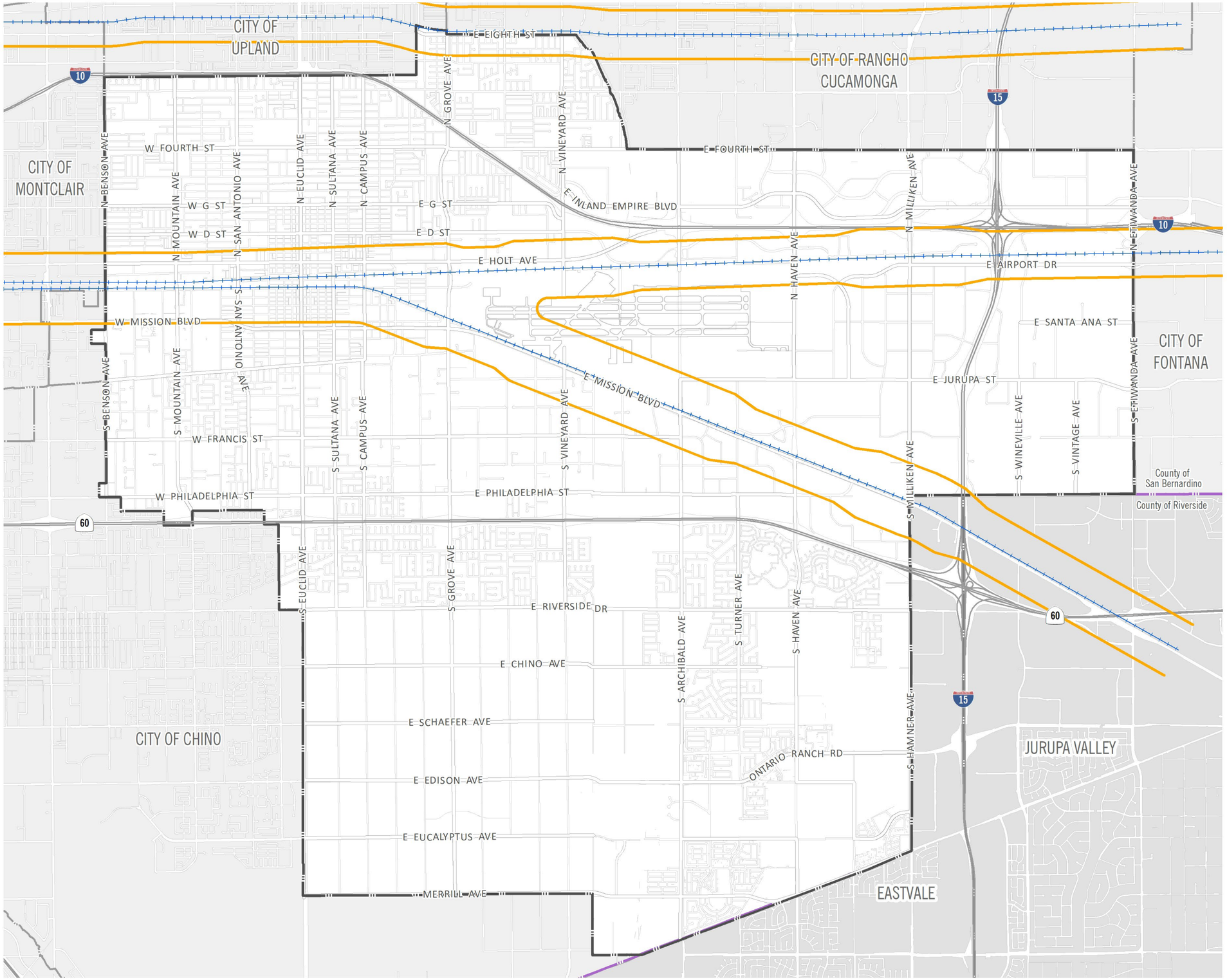
Future Noise Contours
- 60-65 dBA CNEL
- 65-70 dBA CNEL
- 70+ dBA CNEL
- Ontario City Boundary
- County Boundary

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Source: Fehr & Peers 2021; PlaceWorks 2021 Date: 5/9/22

Figure S-06b
Rail Noise Contour



- Rail Network
- Future 65 dBA CNEL
- Ontario City Boundary
- County Boundary

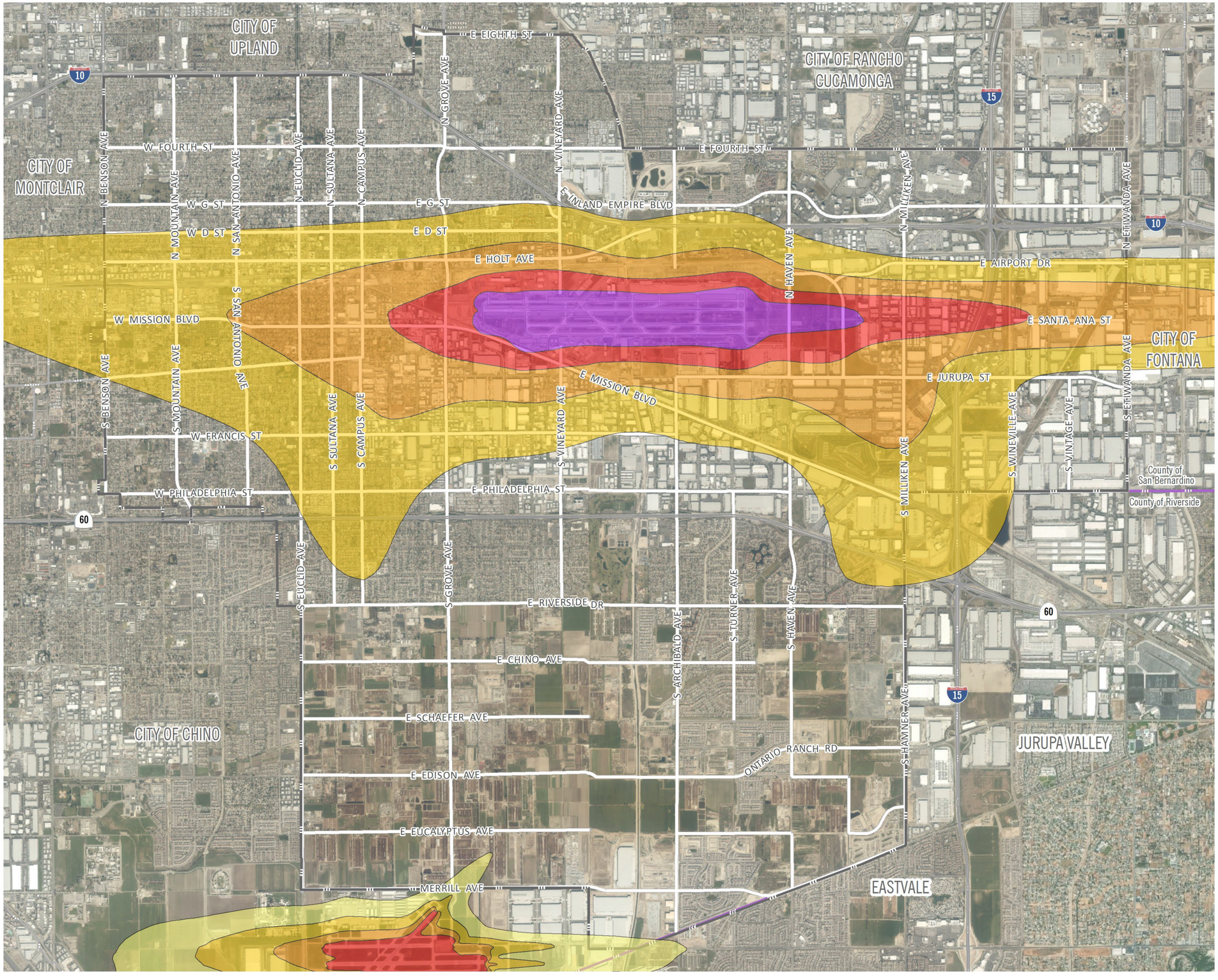
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Source: The City of Ontario 2009

Date: 5/9/22

Figure S-06c
Airport Noise Contours



Ontario City Boundary
County Boundary

Ontario Airport Noise Contours
- 60-65 dBA CNEL
- 65-70 dBA CNEL
- 70-75 dBA CNEL
- 75+ dBA CNEL

Chino Airport Noise Contours
- 55-60 dBA CNEL
- 60-65 dBA CNEL
- 65-70 dBA CNEL
- 70+ dBA CNEL

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Source: The City of Ontario 2020, 2022; Riverside County ALUCP 2008

Date: 5/9/22

Figure S-07

Hazardous Material Cleanup Sites



- Ontario City Boundary
- County Boundary
- Rail Network

Hazardous Material Cleanup Sites (Open Cases)

1, Alger Manufacturing Company Inc.
2, General Electric – Flat Iron
3, General Electric Co – Jet Engine Test Cell Facility
4, Ontario International Airport Joint Investigation
5, South Archibald TCE Plume
6, Sunshine Cleaners
7, 1425 South Vineyard Avenue
8, Aluminum – Art Plating Company Inc.
9, American Metals Recycling
10, Danco
11, Mission Cleaners
12, Ontario Plaza

Cleanup sites include those where soil or groundwater has been affected or is suspected to be affected by a chemical release from past or present land uses (referred to as "environmental cases") and are identified on federal, state, and local regulatory agency lists. These lists are developed to document and record disturbance activities on identified sites.

The status of each environmental case varies and can be either active (with ongoing investigations or remediation), closed (remediation or clean-up completed and approved by the regulatory agency), or unresolved (usually indicating that efforts toward remediation have stalled or been suspended).

This exhibit shows cleanup sites with open cases in Ontario which include sites with an active or unresolved status.

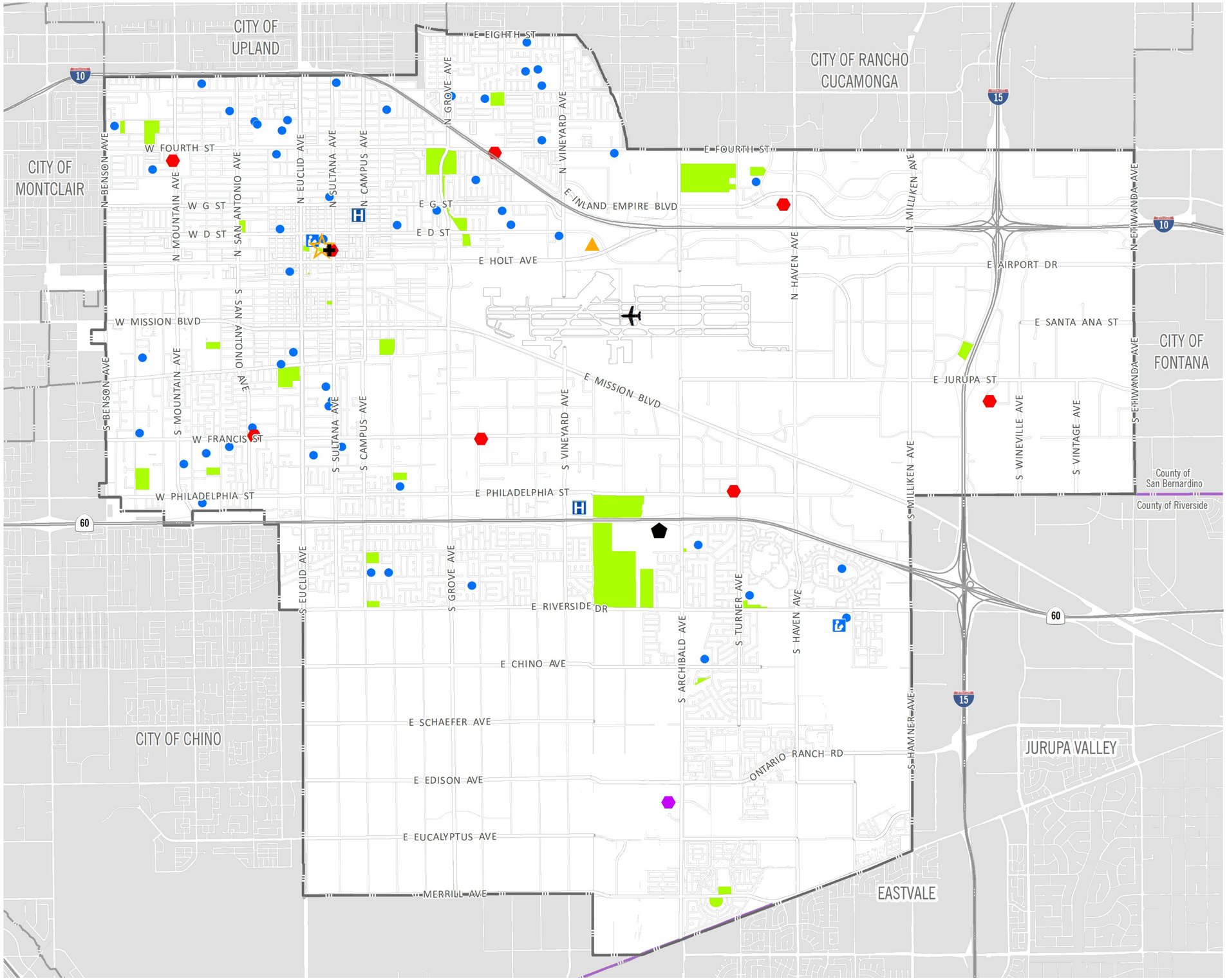
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Source: Envirostar 2021, GeoTracker 2021 Date: 5/9/22

Figure S-08

Critical Facilities



- Ontario City Boundary
- County Boundary

Critical Facilities

- City Hall
- EOC
- Police Headquarters
- Convention Center
- Fire Station
- New Fire Station
- Airport
- Hospital
- Library
- Public & Private Schools
- Park

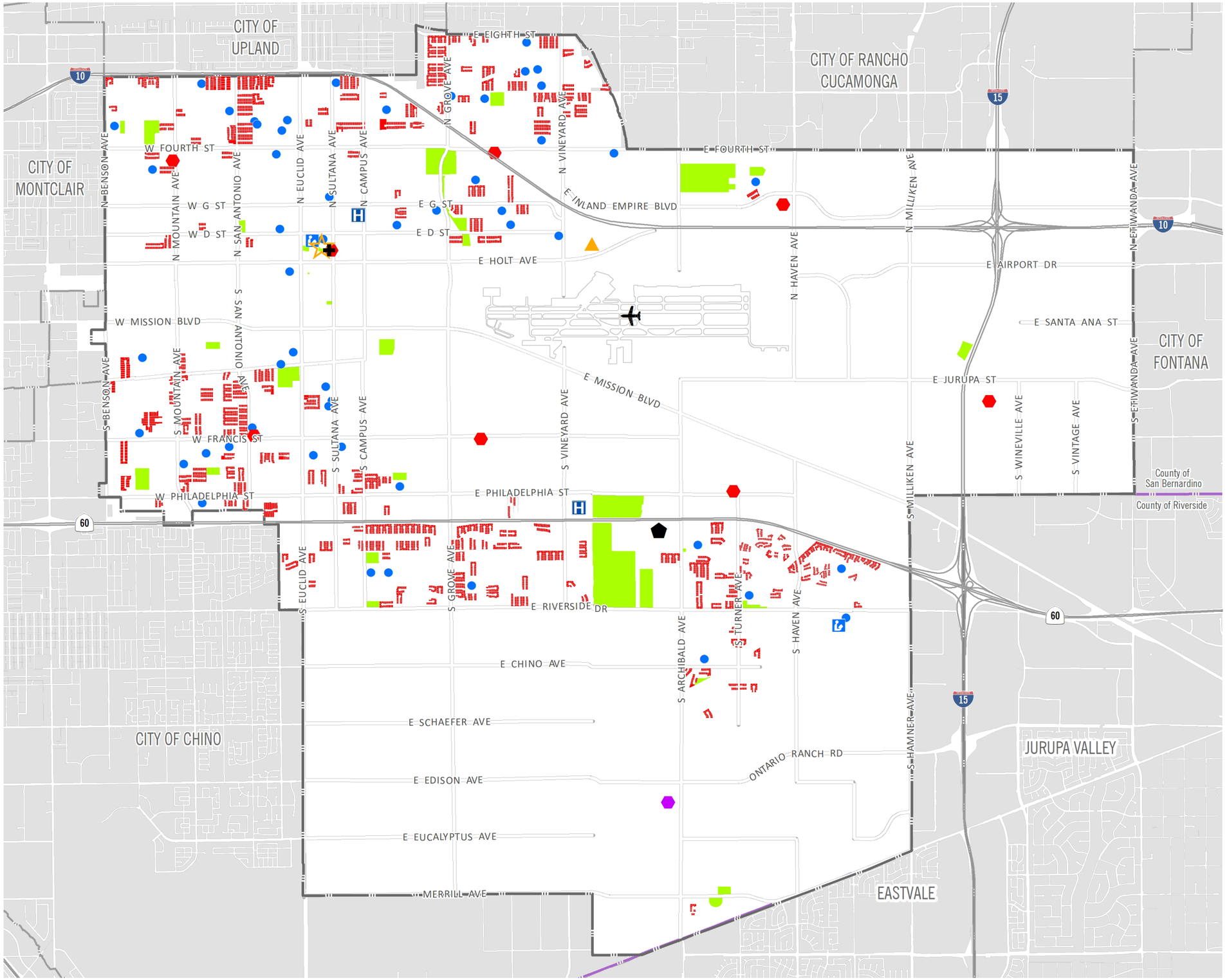
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Source: The City of Ontario 2021

Date: 5/9/22

Figure S-09
Evacuation Constrained Areas



- Ontario City Boundary
- County Boundary
- Residential Parcel with Evacuation Constraint

Critical Facilities

- City Hall
- EOC
- Police Headquarters
- Convention Center
- Fire Station
- New Fire Station
- Airport
- Hospital
- Library
- Public & Private Schools
- Park

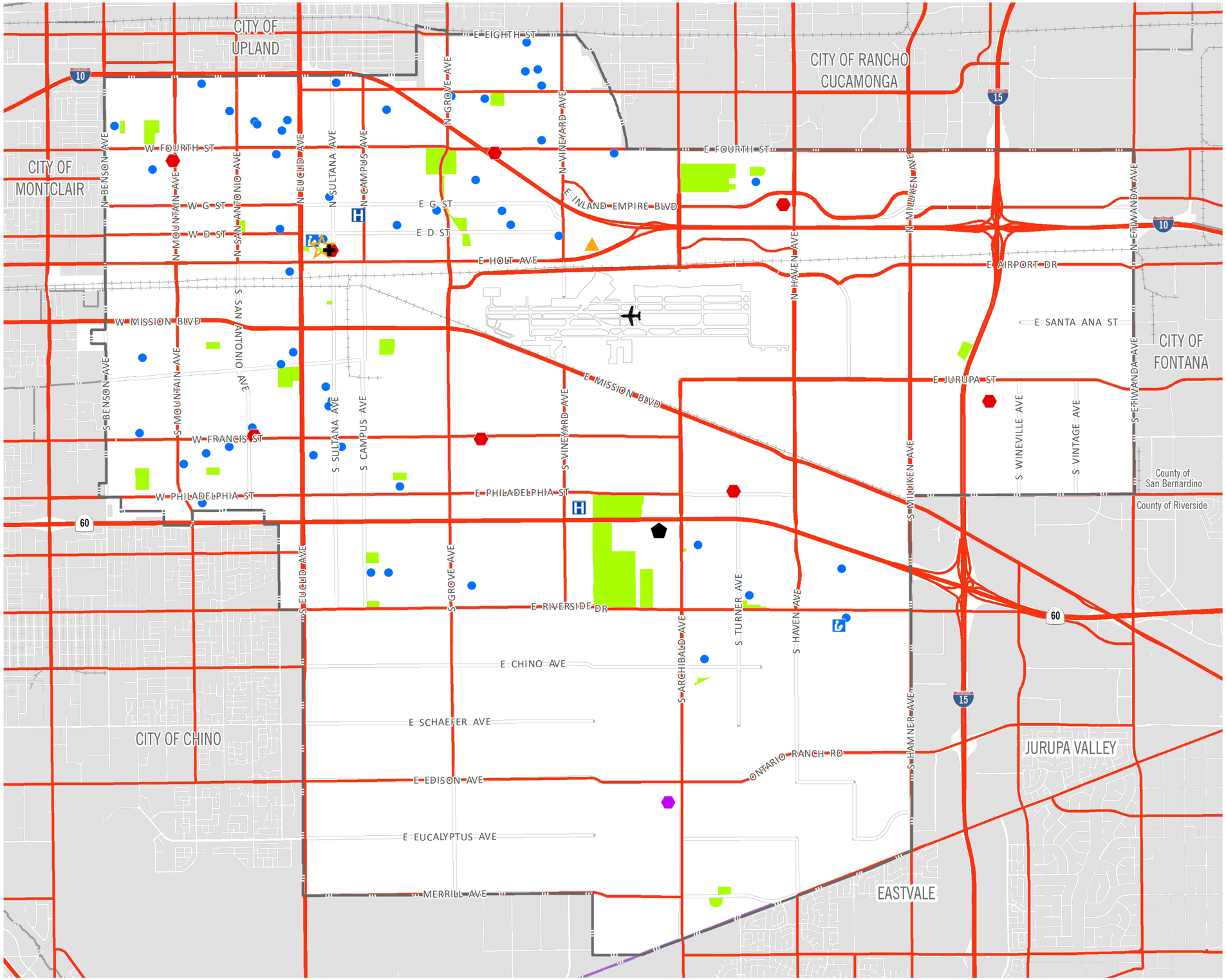
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Source: The City of Ontario 2021

Date: 5/9/22

Figure S-10
Evacuation Routes



- County Boundary
- Ontario City Boundary
- Rail Network
- Evacuation Routes

Critical Facilities

- City Hall
- EOC
- Police Headquarters
- Convention Center
- Fire Station
- New Fire Station
- Airport
- Hospital
- Library
- Public & Private Schools
- Park

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Source: The City of Ontario 2021 Date: 5/9/22

Exhibits: Documents Incorporated by Reference

Local Hazard Mitigation Plan

Vulnerability Assessment Report

MOBILITY ELEMENT

Introduction

Ontario is strategically located within a regional transportation network that includes an international airport with passenger and air cargo operations, three freeways, three freight rail lines, commuter and passenger rail services, public transit and a local network of streets and multi-purpose trails. This network provides multimodal transportation options for those traveling within, to or through the City. This robust system creates unique opportunities for Ontario as a regional jobs hub and a complete community. Ontario's Vision to concentrate growth in key locations will allow the City to capitalize on this transportation system.

Ontario's Vision is that there will be more mobility options as the City and the region grow. Personal vehicles will continue to provide individual mobility and flexibility for travel, though fuel systems will change, and guidance technology will become much more sophisticated. Bus travel will be a convenient and reliable option. The commuter rail system will provide service all day throughout the region and high-speed rail may be developed for longer-distance trips. Air travel will be linked through a future multimodal station in close proximity to ONT airport where access to many modes of transit will be available. Freight transportation via trucks, rail and air cargo will provide efficient movement of goods to the City, region, and beyond while minimizing negative impacts.

The mobility system will be coordinated with future land use patterns and levels of buildout. Access and connectivity to mobility options will be integrated into neighborhoods, center, corridors and districts. The placement of housing, jobs and amenities in closer proximity to each other and design strategies focused on the pedestrian and a variety of multimodal options will make walking and other forms of active transportation a desirable alternative to driving.

Purpose

The Mobility Element:

- Provides overall guidance for the City's responsibility to satisfy the local and subregional mobility needs of our residents, visitors, and businesses while maintaining the quality of life outlined in the Vision.
- Coordinates the mobility system with future land use patterns and levels of buildout.
- Addresses access and connectivity among the various neighborhoods, centers, corridors, and districts.
- Addresses the range of mobility options, including vehicular, trucking, freight and passenger rail, air, pedestrian, bicycle, other modes of active transportation, and transit.

Principles

The City believes:

- Access to convenient local and regional mobility options is essential to the City's growth and prosperity.
- A comprehensive multimodal mobility system is vital to providing equitable access to jobs, schools, shopping, services, parks, and other key destination points for people of all abilities and incomes.
- Transportation systems should reflect the context and desired character of the surrounding land uses.
- Well designed and maintained roadways, sidewalks, and bikeways are essential for the safe and efficient movement of goods and people.
- Transportation routes and their rights-of-way should be planned and preserved based upon projected travel demands.

Goals & Policies

M-1 Roadway System

Ontario's roadway system must meet multiple goals. It must provide convenient access and be safe, free flowing, visually appealing, multifunctional and in context with its surroundings. The roadway system should be designed to provide the necessary capacity to accommodate the traffic generated from the future buildout of the Land Use Plan while maintaining feasible Level of Service standards. The street rights-of-way also need to accommodate pedestrians, bicyclists, landscaping, traffic control devices, and infrastructure in a manner that is safe and aesthetically pleasing. Exhibit M-01, Roadway Classifications shows the hierarchy of our roadway system, consistent with the guidelines of the Federal Highway Administration.

Goal M-1 A system of roadways that meets the mobility needs of a dynamic and prosperous Ontario.

Policies

M-1.1 **Roadway Design and Maintenance.** We require our roadways to:

1. Comply with federal, state, and local design and safety standards;
2. Meet the needs of multiple transportation modes and users;
3. Handle the capacity envisioned in the City of Ontario Master Plan of Streets and Highways;
4. Be maintained in accordance with best practices;

5. Be compatible with the streetscape and surrounding land uses; and

6. Promote the efficient flow of all modes of traffic through the implementation of intelligent transportation systems and travel demand management strategies.

(Link to Community Design Element Policies CD-2.5, CD-2.6, CD-2.16, CD-3.3)

M-1.2 **Mitigation of Impacts.** We require development to mitigate its traffic impacts.

M-1.3 **Agency Coordination on Roadway Improvements.** We work with Caltrans, SBCTA, and others to identify, fund, and implement needed improvements to roadways when necessary. We work with neighboring jurisdictions to promote regional connectivity, access, and meet operational level of service standards at the City limits.

M-1.4 **Complete Streets.** We work to provide a complete, balanced, context-aware, multimodal transportation network that meets the needs of all users of streets, roads, and highways, including motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation. We prioritize implementation of complete streets improvements in environmental justice areas to facilitate opportunities for residents to use active transportation systems.

M-1.5 **Level of Service.** Maintain a peak hour Level of Service (LOS) E or better at all intersections. Maintain Level of Service D or better on arterial streets in the City. Develop and maintain a list of locations where LOS E or LOS F are considered acceptable and would be exempt from this level of service policy. Considerations for LOS exemption include being restricted by environmental constraints, lacking available right-of-way, deterring an increase in VMT, or degrading other modes of travel (such as bicycle or pedestrian infrastructure).

M-1.6 **Reduce Vehicle Miles Traveled.** We will strive to reduce VMT through a combination of land use, transportation projects, travel demand management strategies, and other trip reduction measures in coordination with development projects and public capital improvement projects.

M-2 Active Transportation

In Ontario, active modes of transportation, such as walking and bicycling, promote a healthy lifestyle, improve air quality and traffic congestion by reducing the number of vehicles on the road, help to provide equitable access for people of different abilities and incomes to all areas of the City, and play a key role in creating vibrant neighborhoods, centers, corridors, and districts. Promoting development patterns and a mix of land uses that encourage active transportation combined with requiring thoughtful design of our trails, rights-of-way, buildings, and public realm to create a safe, comfortable, and convenient experience is integral to establishing a robust active transportation network.

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

Policies

M-2.1 **Active Transportation.** We maintain our Active Transportation Master Plan to create a comprehensive system of on- and off-street bikeways and pedestrian facilities that are safe, comfortable, and accessible and connect residential areas, businesses, schools, parks, and other key destination points.

M-2.2 **Bicycle System.** We provide off-street multipurpose trails and Class II bikeways as our preferred paths of travel and use the Class III for connectivity in constrained circumstances. When truck routes and bicycle facilities share a right-of-way, we prefer Class I or Class IV bicycle facilities. We require new development to include bicycle facilities, such as bicycle parking and secure storage areas.

M-2.3 **Pedestrian Walkways.** We require streets to include sidewalks and visible crosswalks at major intersections where necessary to promote safe and comfortable mobility between residential areas, businesses, schools, parks, recreation areas, and other key destination points. (Link to Community Design Policy CD-3.3)

M-2.4 **Network Opportunities.** We use public rights-of-way and easements such as, utility easements, levees, drainage corridors, road rights-of-way, medians, and other potential options to maintain and expand our bicycle and pedestrian network. In urban, mixed- use, and transit-oriented Place Types, we encourage the use of underutilized public and private spaces to expand our public realm and improve pedestrian and bicycle connectivity. (Link to Community Design Element *Urban, Mixed Use, and Transit-oriented Place Types* Section)

M-3 Public Transit

Public transportation plays an important role in providing an equitable and comprehensive transportation system and is essential to achieving the Vision. It provides an alternative mode of transportation for motorists and a primary mode for the transit dependent. Though the development and operation of most public transit services and facilities are outside the City's authority, the City actively promotes transit through sound land planning, urban design, and active participation in regional transportation agencies.

Future features of the public transit system in Ontario could include a new multimodal transit center, more extensive and frequent local bus service, higher-speed bus rapid transit corridors for longer trips, more Metrolink trains that connect to other regional hubs, convenient transfer centers, light and high-speed rail connections, improved feeder systems, connections to the City's active transportation network, and future land use patterns that are designed to promote transit use.

Goal M-3 A public transit system that is a viable alternative to automobile travel and meets basic transportation needs of the transit-dependent.

Policies

M-3.1 **Transit Partners.** We maintain a proactive working partnership with transit providers to ensure that adequate public transit service is available, cost-efficient, and convenient, particularly for residents in environmental justice areas.

M-3.2 **Alternative Transit Facilities at New Development.** We require new development adjacent to an existing or planned transit stop to contribute to the creation of transit facilities, such as bus shelters, transit bays and turnouts, and bicycle facilities, such as secure storage areas.

M-3.3 **Transit-Oriented Development.** We may provide additional development-related incentives to those inherent in the Land Use Plan for projects that promote transit use and reduce vehicle miles traveled.

M-3.4 **Bus Rapid Transit (BRT) Corridors.** We work with regional transit agencies to implement BRT service and reduce vehicle miles traveled by targeting destinations and corridors with the highest number of potential riders.

M-3.5 **Light Rail.** We support extension of the Metro Rail Gold Line to Ontario, and will work to secure station locations at the proposed multimodal transit center.

M-3.6 **Metrolink Expansion.** We advocate expansion of Metrolink service to include the Downtown and the multimodal transit center.

M-3.7 **High Speed Rail.** We encourage the development of high-speed rail systems that would enhance regional mobility in Southern California and serve the City of Ontario.

M-3.8 **Feeder Systems.** We work with regional transit agencies to secure convenient feeder service from the Metrolink station and the proposed multimodal transit center to employment centers in Ontario.

M-3.9 **Ontario Airport Metro Center Circulator.** We will explore development of a convenient mobility system, including but not limited to shuttle service, people mover, and shared car system, for the Ontario Airport Metro Center.

M-3.10 **Multimodal Transportation Center.** We intend to ensure the development of a multimodal transportation center near ONT airport to serve as a transit hub with amenities for transit riders, pedestrians, and bicyclists transitioning to local buses, BRT, the Gold Line, high-speed rail, the proposed Ontario Airport Metro Center Circulator, and other future transit modes. We support locations for the multimodal transportation center that are north of ONT airport, between Vineyard Avenue and Interstate 15.

M-3.11 **Transit and Community Facilities.** We require the future development of community-wide serving facilities to be sited in transit-ready areas that can be served and made accessible by public transit. Conversely, we plan (and coordinate

with other transit agencies to plan) future transit routes to serve existing community facilities.

M-4 Goods Movement

Goods movement in Ontario is provided via trains, trucks, and airplanes. The movement of goods to and through Ontario is critical to our economy, enabling growth of industrial and transportation-related businesses in the City and region. However, planes, trucks, and trains generate noise and air pollutants and contribute to traffic congestion along flight paths and corridors and at railroad grade crossings. To mitigate these impacts, we are committed to building grade-separated rail crossings, designing and locating industrial and warehousing land uses, and developing truck routes to protect our neighborhoods from truck traffic.

Goal M-4 An efficient flow of goods through the City that maximizes economic benefits and minimizes negative impacts.

Policies

M-4.1 **Truck Routes.** We designate and maintain a network of City truck routes that provide for the safe and efficient transport of goods while minimizing negative impacts on local circulation and noise-sensitive land uses, as shown on Exhibit M-04, Truck Routes. We will minimize conflicts on truck routes through the design and implementation of buffers between travel lanes and pedestrian and bicycle facilities on designated truck routes.

M-4.2 **Regional Participation.** We work with regional and subregional transportation agencies and adjacent cities to plan and implement goods movement strategies, including regional truck routes, plans and projects that improve mobility, support the efficient movement of goods, and minimize negative environmental impacts. (Link to Environmental Resources Policy ER-4.3)

M-4.3 **Railroad Grade Separations.** We eliminate at-grade rail crossings identified on Exhibit M-01, Roadway Classifications.

M-4.4 **Environmental Considerations.** We support both local and regional efforts to reduce/eliminate the negative environmental impacts of goods movement through the planning and implementation of truck routing and the development of a plan to evaluate the future needs of clean fueling/recharging and electrified truck parking.

M-4.5 **Air Cargo.** We support and promote a ONT airport that accommodates 1.6 million tons of cargo per year, as long as the impacts associated with that level of operations are planned for and mitigated.

M-5 Regional Transportation

The transportation system serving Ontario, which includes three freeways, three rail mainlines and an international airport, provides our city with unparalleled regional access and is a primary reason for our tremendous potential. However, regional transportation forecasts project more congested freeways and local streets, which could limit economic development and affect quality of life. To maximize our potential and achieve our Vision, the City needs to be an active participant and leader in identifying and developing solutions to these issues through cooperative regional and subregional planning efforts.

Traditional solutions won't be enough to solve projected future regional traffic congestion and new approaches may be needed. The City should take a leadership role at the federal, state, regional, and subregional levels to pursue the most promising strategies.

Goal M-5 A proactive leadership role in helping identify and facilitate implementation of strategies that address regional transportation challenges.

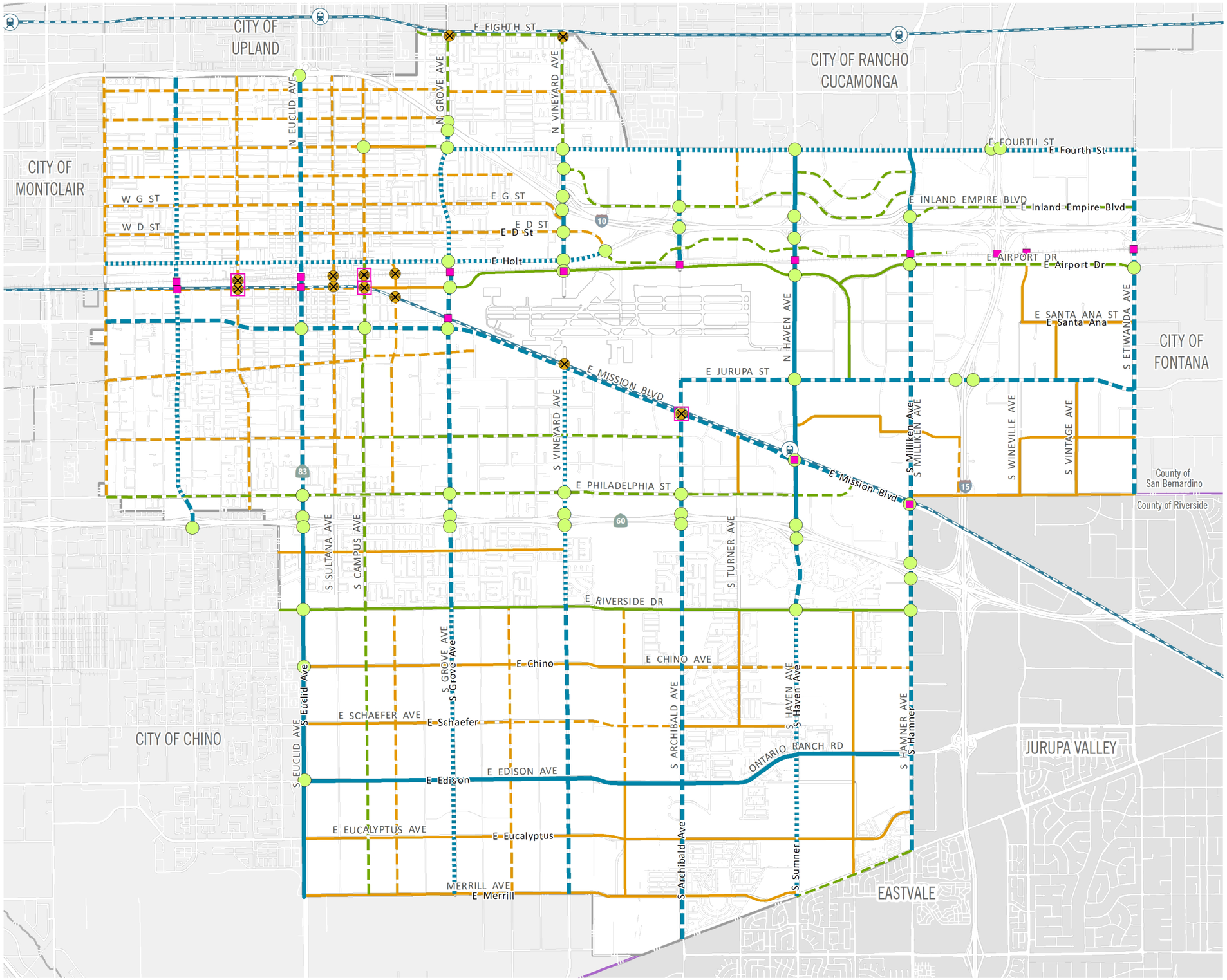
Policies

M-5.1 **Regional Leadership.** We maintain a leadership role to help identify and implement potential solutions to long-term regional transportation problems.

M-5.2 **Land Use Compatibility with Regional Transportation Facilities.** We work with ONT, railroads, Caltrans, SBCTA, and other transportation agencies to minimize impacts.

Exhibits: Figures

Figure M-01
Roadway Classifications



MOBILITY

Principal Arterial
- 8 Lanes
- 6 Lanes
- 4 Lanes

Minor Arterial
- 6 Lanes
- 4 Lanes

Collector
- 4 Lanes
- 2 Lanes
- Enhanced Intersections

Rail Crossings
- Existing At-Grade Crossing
- Existing Grade-Separated Crossing
- Future Grade-Separated Crossing

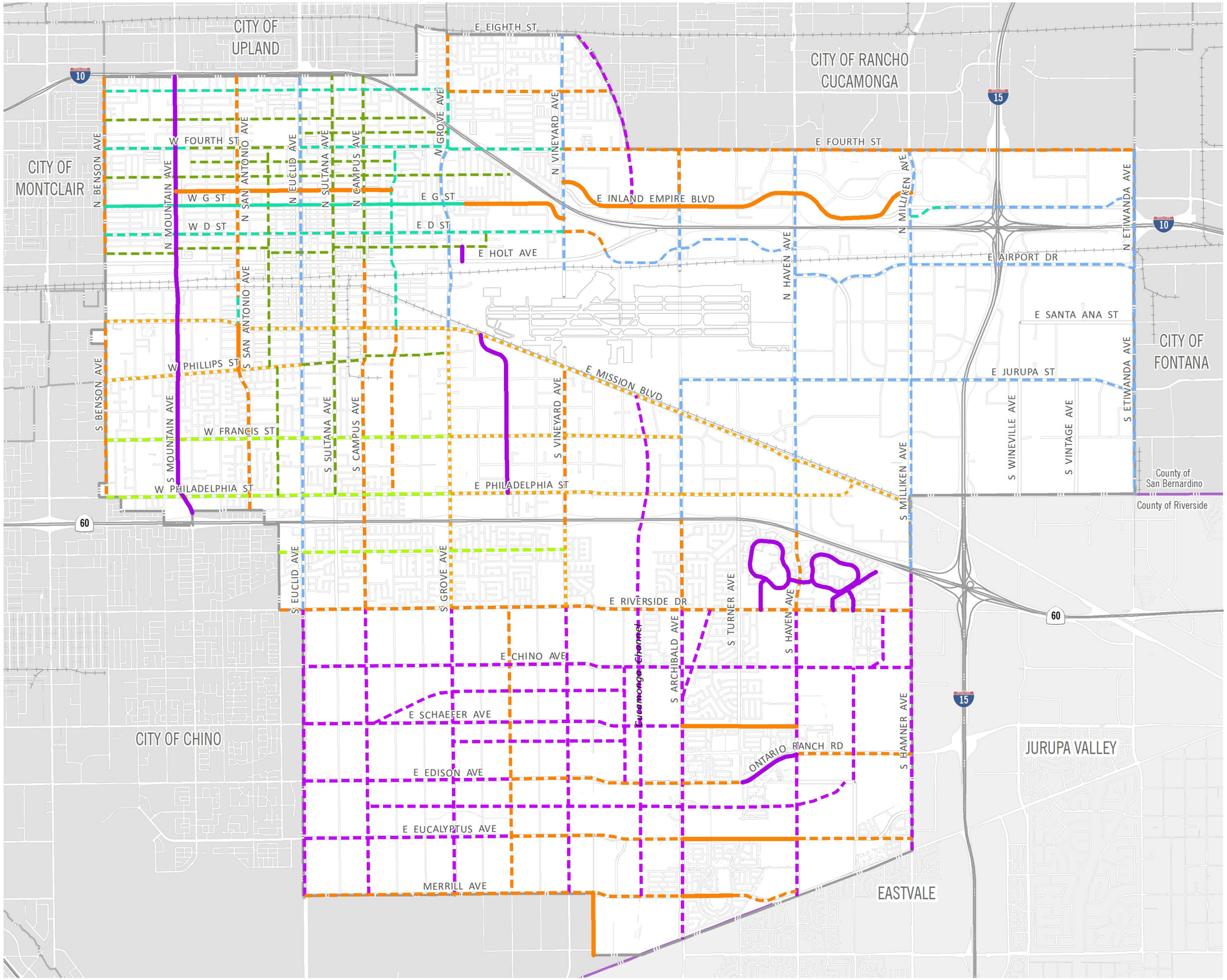
- Metrolink
- Metrolink Station
- Railroad
- Ontario City Boundary
- County Boundary

2·0·5·0 THE ONTARIO PLAN

0 2,500 5,000 10,000 FT

Source: The City of Ontario 2021 Date: 5/9/22

Figure M-02
Multipurpose Trails & Bikeways



- Ontario City Boundary
- County Boundary
- Rail Network

Existing Trail & Bike Network
- Multipurpose Trail (Class I)
- Bike Lane (Class II)
- Bike Route (Class III)

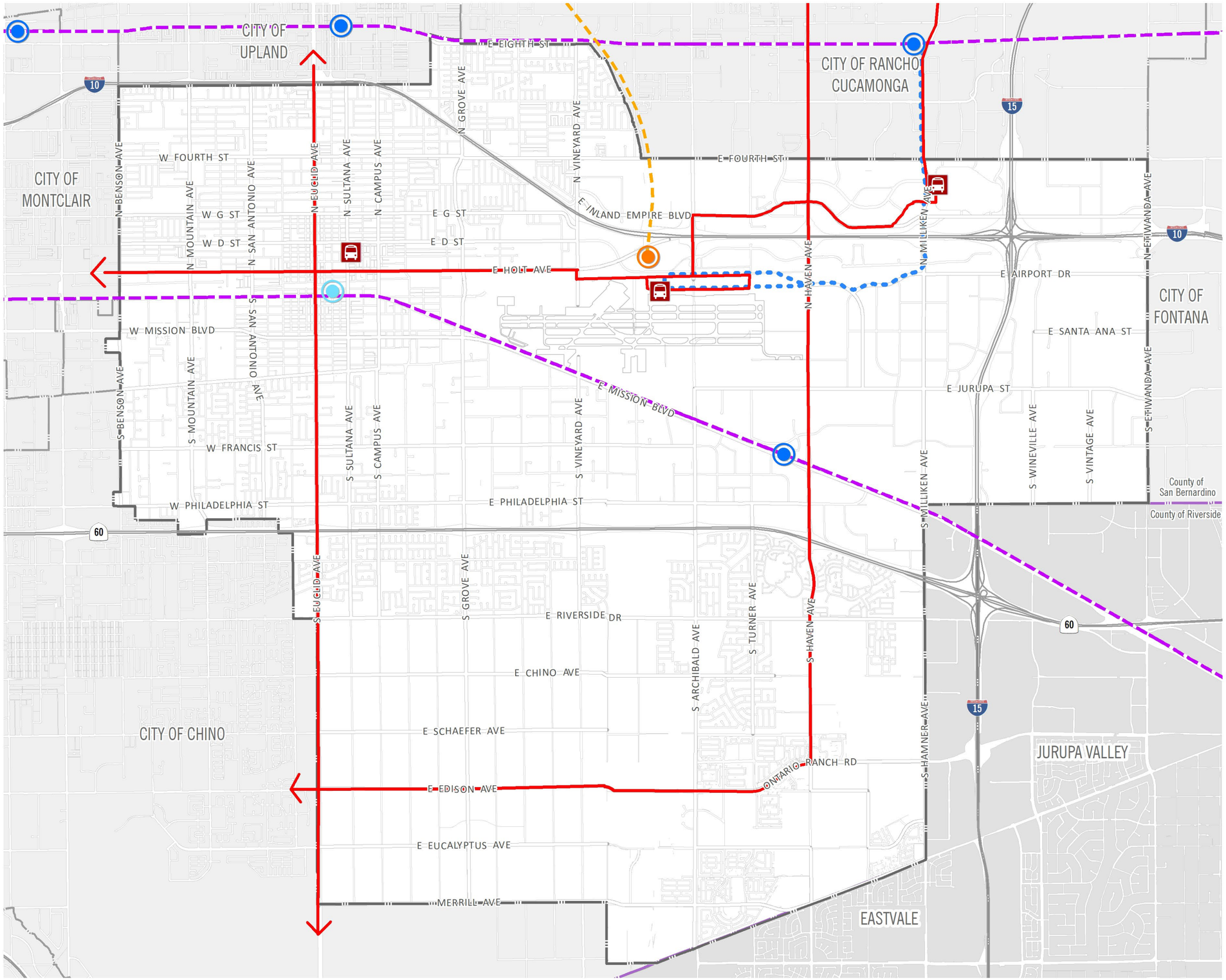
Proposed Trail & Bike Network
- MultipurposeTrail (Class I)
- Bike Lane (Class II)
- Buffered Bike Lane (Class II)
- Bike Lane (Class II)/Bike Route (Class III)
- Bike Boulevard (Class III)
- Bike Route (Class III)
- Additional Studies Required

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Source: The City of Ontario 2022 Date: 5/9/22

Figure M-03
Public Transit



Transit Centers
- Existing Bus Transfer Center
- Existing Metrolink Station
- Amtrak Station/Proposed Metrolink Station
- Future Multimodal Transportation Center

- BRT Corridor
- Metro Goldline Extension
- Metrolink
- Ontario Airport Loop
- Railroad
- Ontario City Boundary
- County Boundary

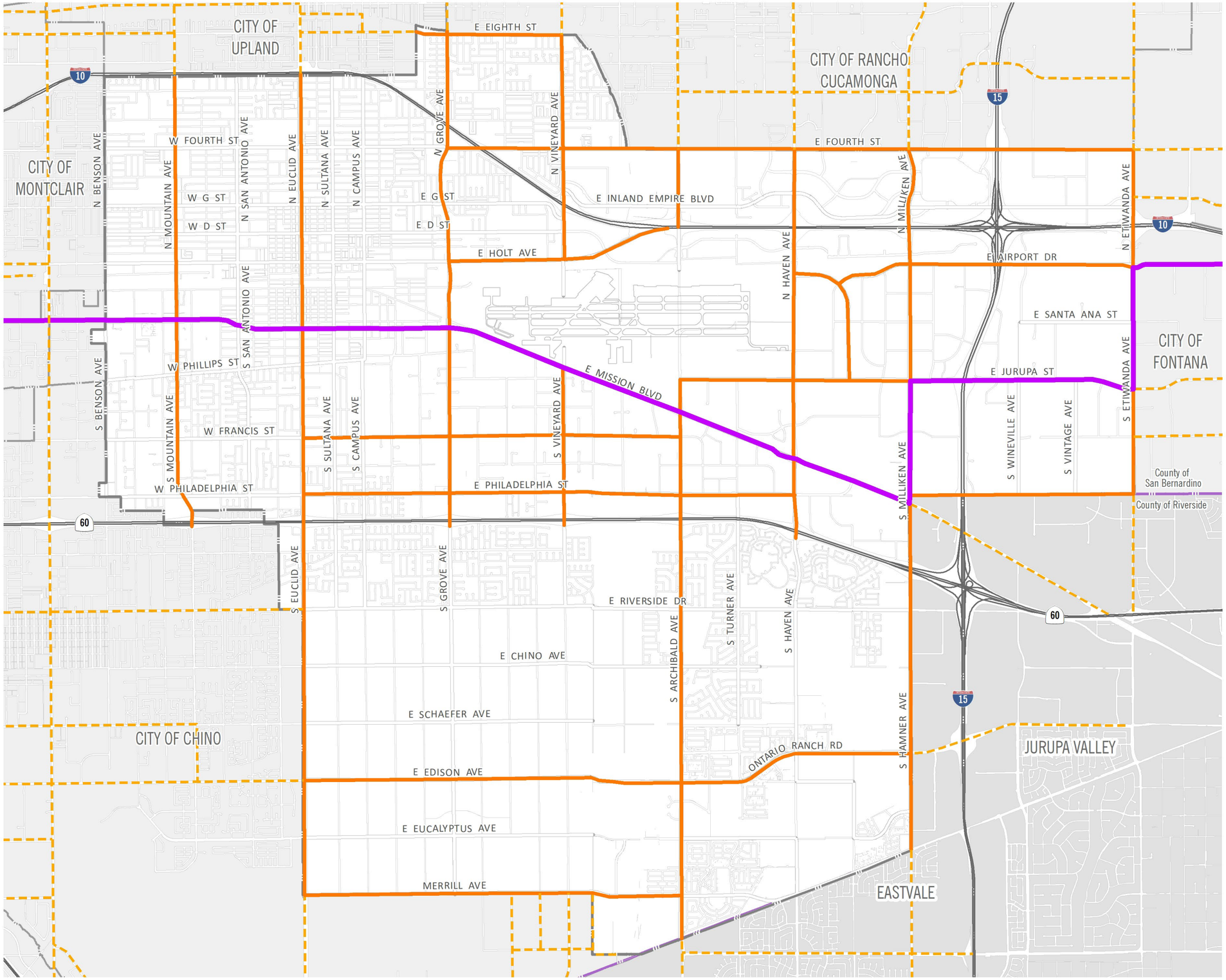
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Source: The City of Ontario 2020 Date: 5/9/22

MOBILITY

Figure M-04
Truck Routes



- State DOT Network
- Truck Route
- Adjacent Agency Truck Route
- Ontario City Boundary
- County Boundary

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Source: The City of Ontario 2020 Date: 5/9/22

COMMUNITY DESIGN ELEMENT

Introduction

All members of the community—residents, business owners, workers, visitors, and investors—need places and spaces that are both functional and appealing. Quality design of the built environment can: protect existing investments; achieve sustainable environments; create safe, comfortable, and pleasant places where people want to live, work and recreate; and add value to the community.

Purpose

The Community Design Element:

- Distinguishes Ontario as home to a unique, highly aesthetic built environment that fosters enjoyment, financial benefit, and wellbeing for the entire community.
- Articulates design qualities that will create locally and regionally significant places.
- Utilizes community design to help achieve the Vision in the areas of economic development, land use, housing, community health, infrastructure, and transportation.

Principles

The City believes:

- Quality design of buildings, streets, public spaces, City gateways, and open spaces is vital to prosperity and makes Ontario a place where people want to be.
- Strategically located urban districts that are designed around transportation systems help define Ontario's regional identity.
- Ontario's unique history and heritage – expressed in its streets, landscaping and buildings – help define the community's identity.
- Well maintained property and infrastructure are required to protect and encourage community investment.
- A diverse mix of residential and commercial neighborhoods, centers, corridors, and districts is vital to achieving the Vision.

Goals & Policies

CD-1 Image & Identity

Ontario's Vision is to be the urban and employment center for the Inland Empire. Due to its strategic regional location, capacity for growth, and potential for intensification and urbanization of select areas, Ontario is uniquely situated to fulfill this role. However, thoughtful design choices will be required to ensure the new urban patterns and forms create distinct and complete places that complement Ontario's historic development and respects the distinct identities of the City's established viable neighborhoods.

The City's physical form will set it apart from suburban communities in the Inland Empire by establishing new urban districts, like the Ontario Airport Metro Center, which will serve as regional employment, entertainment, and commercial hubs that are supported by a robust residential population. The planning and design of these districts should enhance the City's image and identity within the region, state, and nation.

Existing viable neighborhoods also distinguish Ontario as a premier community with a breadth of different places for people to live, work, and play. As the City evolves, it is committed to preserving and protecting these neighborhoods, while finding ways to enhance and embrace the special character of each.

Ontario's transportation and view corridors also play an integral role in characterizing the City's image and identity. The City is traversed by three freeways, three rail lines, one state highways, and it is home to an international airport. For many visitors, the primary image of Ontario is shaped by what is seen from these transportation systems. The experience of traveling along transportation corridors should be enhanced to communicate the distinct identities of adjacent places within the City, which will entice visitors to experience more of what Ontario has to offer. Views of the San Gabriel Mountains are visible to the north from most north-south corridors. These views provide an important tool to orient residents, employees, and visitors within the City, and they are part of Ontario's identity.

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

Policies

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. (Link to Community Design Element *Urban, Mixed Use, and Transit-oriented Place Types* Section)

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

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

CD-1.5 **View Corridors.** We require all major north-south streets be designed and redeveloped to feature views of the San Gabriel Mountains, which are part of the City's visual identity and a key to geographic orientation. Such views should be free of visual clutter, including billboards and may be enhanced by framing with trees.

CD-2 Design Quality

Ontario is made up of neighborhoods, commercial areas, public spaces, parks, and roadways that have developed over more than a century. This has resulted in an eclectic built environment with a rich blend of architectural styles including the historic downtown, residential neighborhoods, equestrian properties, commercial centers, and industrial and office complexes.

Intense urban, mixed use, and transit-oriented districts are envisioned to be added in strategic areas of the City, and agricultural areas of the City are expected to redevelop as part of Ontario's complete community. Designs for new urban districts, residential communities, sites, and buildings, will help to realize the City's Vision, improve connectivity, help to realize active transportation and public transit goals, and reflect its intended or existing role within the City by melding appropriate and high quality design, with attention to detail that would be expected in a preeminent Southern California city.

High quality design will be applied citywide to achieve distinct neighborhoods, centers, corridors, and districts. Buildings and places shall respect the site context and further the City's Vision. This approach ensures all physical improvements, including the layout of new communities and urban districts, overall site design, landscaping, building design and orientation, architectural details, site furniture and building materials, coordinate help achieve vibrant places and enhance value and livability throughout the City.

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

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

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

2. A true architectural style which is carried out in plan, section, and elevation through all aspects of the building and site design and appropriate for its setting; and

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

CD-2.2 **Neighborhood Design.** We create distinct residential neighborhoods that promote a sense of community and identity by emphasizing access, connectivity, livability, and social interaction through such elements as:

1. A pattern of smaller, walkable blocks that promote activity, safety, and access to nearby amenities and services;
2. Varied parcel sizes and lot configurations to accommodate a diversity of housing types;
3. Traffic calming measures to slow traffic and promote walkability while maintaining acceptable traffic flows and emergency evacuation access;
4. Floor plans that encourage views onto the street and de-emphasize the visual and physical dominance of garages (introducing the front porch as the "outdoor living room"), as appropriate; and
5. Landscaped parkways, with sidewalks separated from the curb and designed to maximize safety, comfort, and aesthetics for all users.

CD-2.3 **Commercial Areas.** We desire commercial areas and centers to be distinctive, pedestrian friendly, functional, and vibrant with a range of businesses, places to gather, and connectivity to the neighborhoods they serve.

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

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

CD-2.6 **Connectivity.** We promote development of local street patterns, multimodal networks, and connected public spaces that create and unify neighborhoods, rather than divide them, and create cohesive and continuous corridors, rather than independent "islands" through the following means:

1. Local street networks that provide access both between subdivisions and within neighborhoods and discourage through traffic;
2. A local street system that is logical and understandable for the user. A grid system is preferred to avoid circuitous and confusing travel paths between

internal neighborhood areas and adjacent arterials and to provide adequate emergency and evacuation access; and

3. Pedestrian and bicycle networks that provide convenient access to neighborhoods and nearby destinations, such as schools, parks, other public spaces, commercial areas, and transit stops.

CD-2.7 **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:

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

2. Structured parking: facade articulation, screening, appropriate lighting, and landscaping.

3. Garage parking: providing access to single-family residential garages through alley access, recessing garages from the frontage to emphasize front doors or active living spaces.

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.

CD-2.14 **Availability of Information.** We provide easy access to information for developers, builders and the public about design quality, construction quality, and sustainable building practices.

CD-2.15 **Leverage Professional and Trade Organizations.** We support excellence in design and construction quality through collaboration with trade and professional organizations that provide expertise, resources and programs for developers, builders, and the public.

CD-2.16 **Transit Stops.** We require transit stops be conveniently located, well lit, safe, and clearly accessible to pedestrians, bicyclists, and people of all abilities.

CD-3 Urban, Mixed Use, and Transit-Oriented Place Types

The development of urban, mixed use, and transit-oriented environments place new demands on the design and quality of buildings, open spaces, and public spaces. These areas, as shown on Exhibit CD-01, Place Types, are distributed throughout the city and are generally centered around areas designed as mixed use. They include a range of scales that are intended to fulfill different roles within city. However, all of the identified urban, mixed use, and transit oriented Place Type areas are envisioned as walkable environments with a safe, comfortable, and inviting public realm that encourages people to spend time.

Goal CD-3 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.

Policies

CD-3.1 **Unique Identity.** We promote development that heightens the unique character and identity of each Place Type by requiring compatible land uses and land planning, site design, and building design that promotes an active public realm.

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

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

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

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

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

CD-4 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. With some of the most authentic historically distinct residential neighborhoods in Southern California, Ontario is among a handful of communities whose creative and proactive approach to historic preservation serves as a model for others. The Ontario Museum of History and Art and the City's Historic Preservation program have long recognized that the story of its businesses, industries, and people are as important as the history of its neighborhoods, buildings, streets, and landscapes.

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

Policies

CD-4.1 **Cultural Resource Management.** We update and maintain an inventory of historic sites and buildings, professional collections, artifacts, manuscripts, photographs, documents, maps, and other archives.

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

CD-4.3 **Collaboration with Outside Agencies.** We pursue opportunities to team with other agencies, local organizations, and nonprofits in order to preserve and promote Ontario's heritage.

CD-4.4 **Incentives.** We use the Mills Act and other federal, state, regional and local programs to assist property owners with the preservation of select properties and structures.

CD-4.5 **Adaptive Reuse.** We actively promote and support the adaptive reuse of historic sites and buildings to preserve and maintain their viability.

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

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

CD-5 Protection of Investment

Communities that are well maintained, safe and visually appealing are more desirable places to live and conduct business. Properties that are continually maintained retain their value and encourage others to invest.

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

Policies

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.

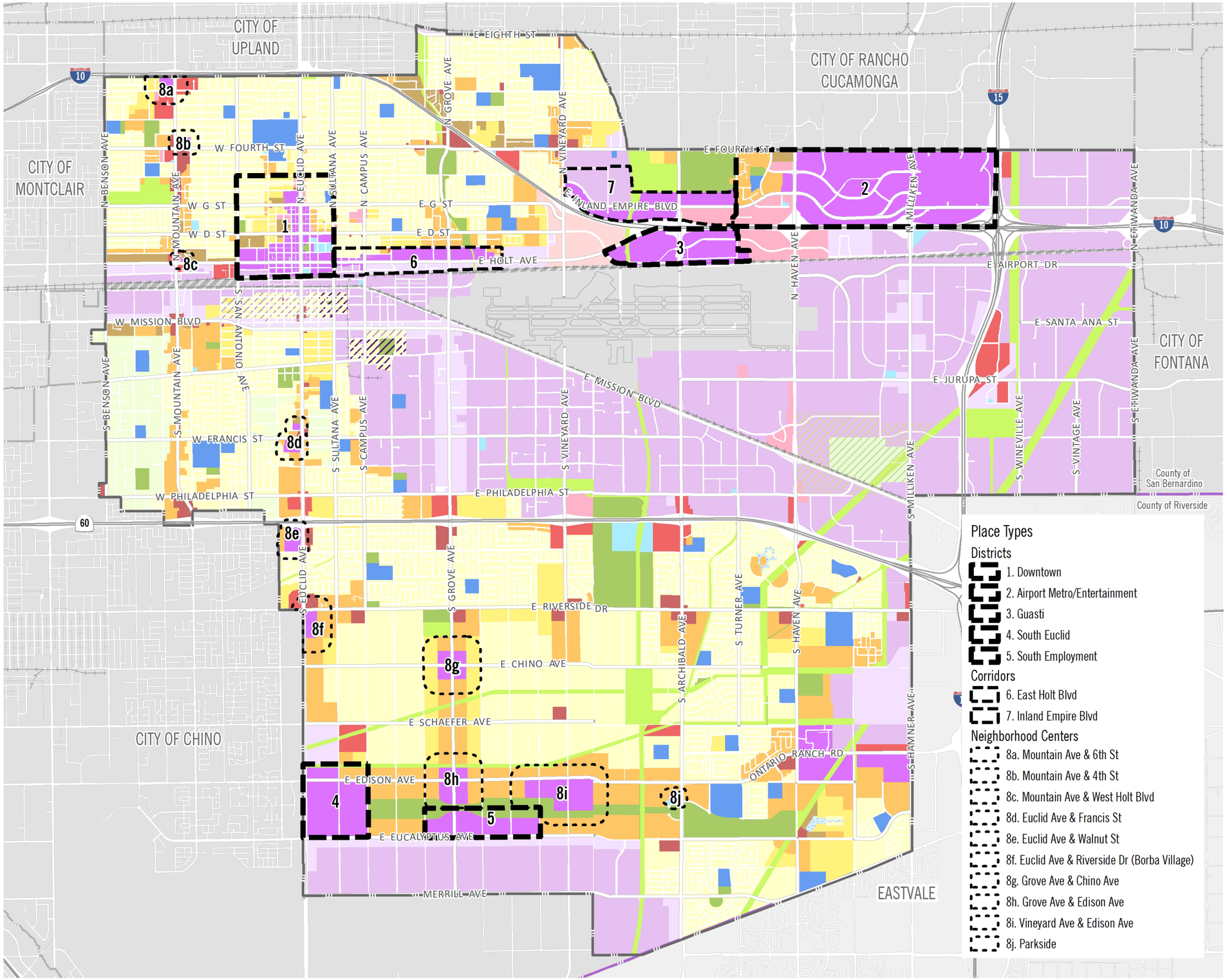
CD-5.2 **Maintenance of Infrastructure.** We require the continual maintenance of infrastructure.

CD-5.3 **Improvements to Property & Infrastructure.** We provide programs to improve property and infrastructure.

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

Exhibits: Tables and Figures

Figure CD-01
Place Types



Place Types

Districts
- 1. Downtown
- 2. Airport Metro/Entertainment
- 3. Guasti
- 4. South Euclid
- 5. South Employment

Corridors
- 6. East Holt Blvd
- 7. Inland Empire Blvd

Neighborhood Centers
- 8a. Mountain Ave & 6th St
- 8b. Mountain Ave & 4th St
- 8c. Mountain Ave & West Holt Blvd
- 8d. Euclid Ave & Francis St
- 8e. Euclid Ave & Walnut St
- 8f. Euclid Ave & Riverside Dr (Borba Village)
- 8g. Grove Ave & Chino Ave
- 8h. Grove Ave & Edison Ave
- 8i. Vineyard Ave & Edison Ave
- 8j. Parkside

- Ontario City Boundary
- County Boundary
- Rail Network

Overlay Zones
- Business Park
- Industrial
- Landfill Impact Area

Land Use

Residential
- RR Rural Residential
- LDR Low Density Residential
- LMDR Low Medium Density Residential
- MDR Medium Density Residential
- HDR High Density Residential

Mixed-Use
- MU Mixed Use

Commercial
- NC Neighborhood Commercial
- GC General Commercial
- OC Office Commercial
- HOS Hospitality

Employment
- BP Business Park
- IND Industrial

Other
- OS-NR Open Space - Non-Rec
- OS-R Open Space - Recreation
- OS-W Open Space - Water
- PF Public Facility
- PS Public School
- ARPT Airport
- LF Landfill
- Rail

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Source: The City of Ontario 2022 Date: 5/9/22

CD-02 Place Type Categories

Place Types

Districts – Districts are geographically large, culturally unique, and regionally significant areas of the city that fulfill different but complementary roles in creating a complete community. As regional destinations, districts serve as the "face of the city." Each district has a distinct identity that reflects its role within the city context and establishes a defined sense of place through the creation of an amenity-rich, transit-accessible, mixed-use environments where people can live, work, shop, dine, and have many of their daily needs met within a comfortable and convenient walk or bike ride from their residence, transit stop, or parked vehicle.



1

Downtown District

The historic center of Ontario, the Downtown District, is envisioned as the placed-based, people-focused, commercial, and cultural "heart" of the City and features several designated historic districts and landmark. Downtown will support a variety of businesses, housing opportunities for residents with a variety of income levels, creative spaces, entertainment options, and institutional and civic uses, while preserving its historic character, buildings, neighborhoods, and places. Complementing the wide mix of uses are designs, layouts and public spaces that give residents, visitors, and businesses a strong sense of connection and creates a place where people want to spend time.



2

Airport / Metro Entertainment District

The Airport / Metro Entertainment District is envisioned as a large-scale regional entertainment hub, leveraging attractions, such as the Toyota Arena and Ontario Mills, supported by a variety of retail and dining options integrated alongside high-intensity office and residential development. This area will evolve into a walkable urban center through the addition of mixed use infill development, a pedestrian-oriented road and trail network, key public realm improvements, and multiple transit options.



3

Guasti District

The historic Guasti (winery) Village sets the theme and backdrop to the Guasti District. The district is envisioned to preserve and enhance the historic buildings as the focal point of a vibrant mixed use area that leverages its proximity to the Ontario International Airport, Ontario Convention Center, and the potential future development of a multimodal transit center. The district will include intensive office, commercial, and lodging uses along the I-10 corridor, and appropriately scaled residential, office, commercial, and lodging near the Guasti Village historic core. The multimodal mixed use area within the Guasti District is intended to leverage proximity to the future multimodal transportation center and link the Convention Center, Guasti compound, and airport through strong physical and visual design.

CD-02 Place Type Categories

Place Types



4

South Euclid District

Lying at the southwest corner of the City, the South Euclid District is envisioned to develop as a vertically- and horizontally- mixed use area to serve the populations of newly developing Ontario Ranch and adjoining communities. The district will include a range of housing types integrated within and alongside retail, commercial, and office uses, as well as public spaces and trails that connect the "Great Park" to Euclid Avenue. The area is intended to be highly walkable with pedestrian-oriented site design and road network and amenitized transit stops that leverage the Bus Rapid Transit (BRT) investments.

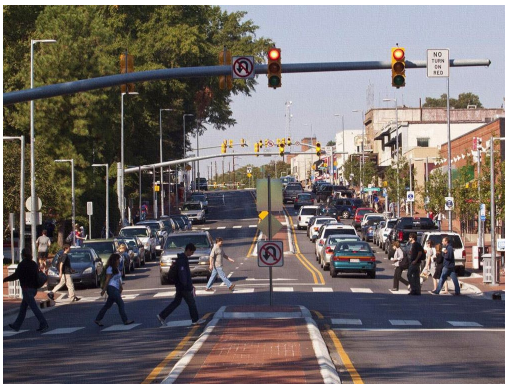


5

South Employment District

The South Employment District is envisioned to foster employee-intensive office, entertainment facilities, live/work, and supporting retail uses in a campus environment designed to leverage proximity to the "Great Park" and maintain compatibility with surrounding residential areas. Outside of the Chino Airport safety zone, higher density stand-alone and mixed use residential neighborhoods are intended to orient toward the "Great Park" and incorporate transition areas from the surrounding business park uses.

Corridors – Corridors are important components of the vehicular circulation system, moving traffic through the city and connecting to the greater region. While this remains an important role of the city's corridors, they are envisioned as vibrant and sustainable places, with a mix of uses, a variety of transportation options, and comfortable pedestrian and bicycle access to surrounding neighborhoods.



6

East Holt Boulevard Corridor

Holt Boulevard is an important east-west corridor connecting Ontario to the greater region, with improved connectivity options through the addition of BRT service. This corridor is envisioned to gradually build out over time through infill development that ultimately yields vibrant neighborhood-serving commercial areas, a variety of housing options, and employment opportunities that are clustered around BRT stops that can be easily accessed by pedestrians and bicyclists.

CD-02 Place Type Categories

Place Types



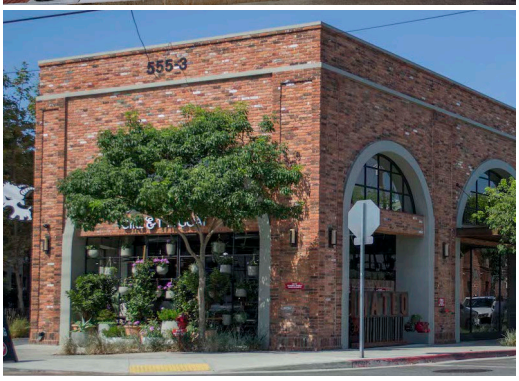
7

Inland Empire Boulevard Corridor

The Inland Empire Boulevard Corridor connects Vineyard Avenue and the Convention Center directly to the heart of the Airport / Metro Entertainment District and future BRT. Near- to mid-term improvements include the addition of significant rows of large street trees to provide shade, spatial definition, and a better pedestrian environment; the addition of new bicycle facilities, infill buildings oriented to the street, and reorientation of existing building entrances toward the street where possible. Over the longer term, this corridor has the potential to become a westward extension of the Airport / Metro Entertainment District environment.

Neighborhood Centers – Neighborhood Centers serve as local gathering places, allow for convenient access to amenities, and help to establish identity for the surrounding neighborhoods. They typically consist of locally serving commercial uses and/or other community-serving uses, and intended to be accessible by foot, bike, transit, or car for those visiting the site or residing in the surrounding area. This place type is generally applied to the area within a short walk of a single or cluster of mixed use parcels along a larger street and/or around an intersection. Neighborhood Centers can be found throughout the existing city fabric (infill) and in areas planned for future growth and development (south of Riverside Drive).





8

(a-e)

Neighborhood Center - Infill

Neighborhood Centers located in areas where the commercial and residential parcels were largely developed in an incremental manner prior to 2020, are north of Riverside Drive, and are categorized as "infill" centers. These centers will range in size, complexity, and relationship to the surrounding streets and neighborhoods. Some are very small centers that may only include a horizontal mix of uses fronting onto a wide sidewalk while others may involve a vertically integrated mix of higher density residential and nonresidential uses oriented around a public plaza or other form of open space. All of these centers are envisioned to incorporate site design that prioritizes safe, and attractive, and well-shaded pedestrian access onsite, from the public rights-of-way, and from the adjacent neighborhoods.

CD-02 Place Type Categories

Place Types



8 (f-j)

Neighborhood Center – South of Riverside Drive

Neighborhood Centers identified south of Riverside Drive are generally underutilized or vacant as of 2022. These Neighborhood Centers are envisioned to bring new vitality and involve some level of master planning, with the roadway, pathways, open spaces, public realm designs, and site designs coordinated prior to the development of all of the parcels. These centers will range in size, complexity, and relationship to the surrounding streets and neighborhoods.

Some of these centers will involve a small node of mixed use development that is connected to the "Great Park" while others will involve larger clusters of mixed use areas that serve as a focus point for the surrounding residential neighborhoods. The largest of these centers are intended to serve not only as a local focal point but also as a major citywide landmark that also connects directly to the "Great Park". All but the smallest of these centers are envisioned to consist of some amount of vertically integrated and higher intensity residential, office, and retail buildings oriented toward the "Great Park", large public plazas, and/or large trail systems.

All of these centers are envisioned to incorporate site design that prioritizes safe, attractive, and well-shaded pedestrian access onsite, from the public rights-of-way, and from the adjacent neighborhoods. Parking areas are to be located next to and behind buildings to provide a variety of frontages along streets.

CD-03 Downtown District Place Type

1. Downtown District

District Key



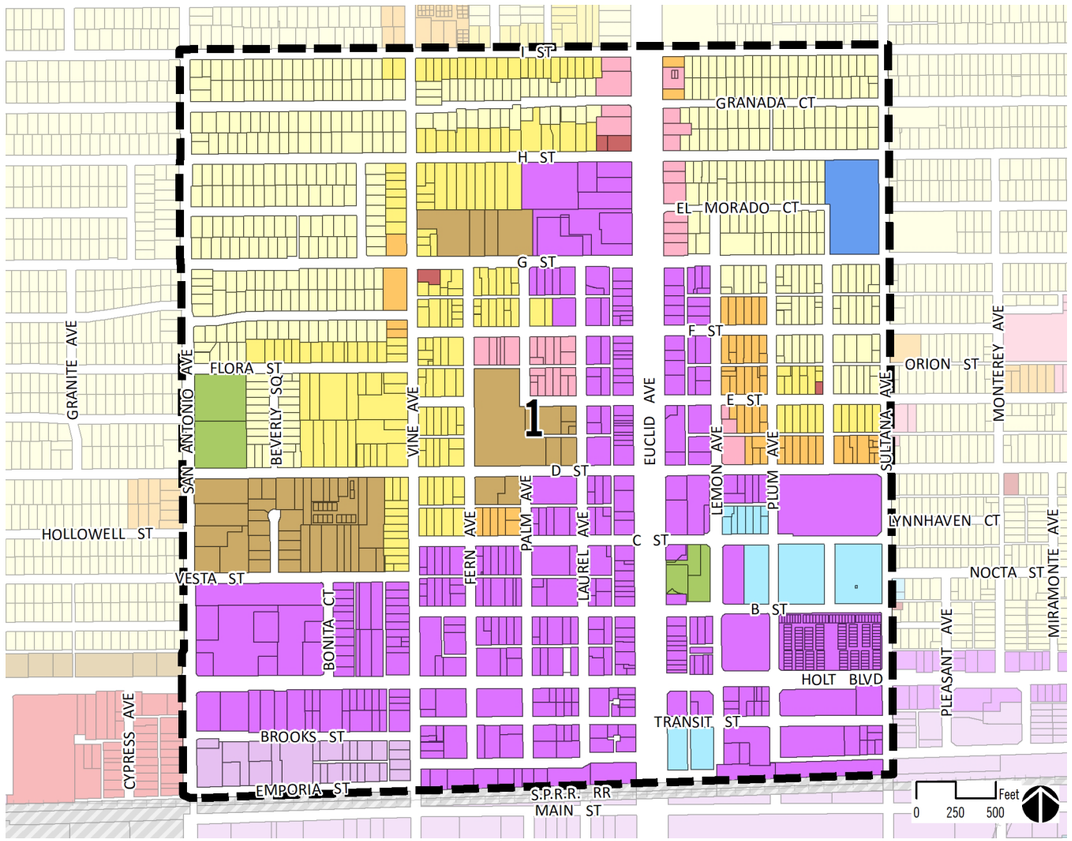
VISION

As the historic center of Ontario, the Downtown District, is envisioned as the 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.



Conceptual reconfiguration of Euclid Ave (within existing curb-to-curb dimension) adding a Class IV bikeway, parking lane planters, and "off-peak" parking along the median to maintain three travel lanes during peak traffic volume times.

LAND USE



Land Use Designation	Residential Density & Non-Residential Intensity	Intention
Low Density	2.1 to 5.0 dwelling units per acre	Single-family detached residences.
Low-Medium Density	5.1 to11.0 dwelling units per acre	Single/multi-family attached and detached residences, including small lot subdivisions, townhouses, and courtyard homes.
Medium Density	11.1 to 25.0 dwelling units per acre	Single/multi-family attached and detached residences including townhouses, courtyard homes, stacked flats, and small lot single-family subdivisions.
High Density	25.1 to 45.0 dwelling units per acre	Multi-family dwellings including stacked flats and mid-rise and high-rise residential complexes.
Mixed Use - Downtown	25.0 to 75.0 dwelling units per acre 2.0 FAR for retail and office uses	Envisioned as an intensive vertical and horizontal mixture of retail, office, and residential uses in a pedestrian friendly atmosphere. The historic character is enhanced. The most intensive uses are envisioned along Euclid and Holt Avenues.
Neighborhood Commercial	0.40 FAR	Local serving retail, personal service, office, and dining uses, typically located within a predominantly residential neighborhood.
Office Commercial	0.75 FAR	An intense mixture of professional office, supported by regional serving retail, service, tourist-serving, entertainment, dining, and supporting service uses that capitalize on strategic locations in Ontario. This designation also allows for professional offices such as financial, legal, insurance, medical, and other similar uses in a neighborhood setting and/or as adaptive reuse.
Industrial	0.55 FAR	Variety of light industrial uses, including warehousing / distribution, assembly, light manufacturing, research and development, storage, repair facilities, and supporting retail and professional office uses. This designation also accommodates activities that could potentially generate impacts, such as noise, dust, and other nuisances.
Open Space - Recreation	Not applicable	Open space that includes utility easements, and drainage channels. We desire to realize multiple uses from these open spaces, such as trails, greenways, joint-use recreational amenities, landscaped parkways/medians, parking lots, and nurseries.
Public Facility	Not applicable	Public facilities including civic centers, governmental institutions, police and fire stations, transportation facilities, museums, and public libraries.
Public School	Not applicable	Public schools (K-12) and universities.

DOWNTOWN DISTRICT INTENDED OUTCOMES

This section describes the intended result, or outcome, of applying Urban, Mixed Use, and Transit-oriented Place Type Policies (CD-3.1 to CD-3.6) to this Place Type.

Unique Identity



Downtown Ontario is the historic economic, cultural, and civic hub of Ontario, organized by a simple, walkable network of treelined streets, laid out as a new "Model Colony" in the 1880s.

The District's history, historic buildings, and distinct urban form define downtown's unique identity. These aspects should be preserved, celebrated, and enhanced to reinforce the area's existing identity.

Comfortable, Safe, Human Scale Public Realm



The Downtown's public realm is a traditional network of streets and public open spaces that are lined with a rich variety of buildings built since the 1880s.

Downtown's streets, parks, and plazas should be enhanced as "outdoor rooms of community," providing an attractive, comfortable, safe, and lively environment within which to walk, explore, shop, dine, meet friends and neighbors, and participate in community events. Each new public and private improvement in this area should reinforce a "pedestrians first" atmosphere.

Complete and Connected Network



Downtown Ontario's robust grid pattern network connects the retail core seamlessly to surrounding neighborhoods, Holt Boulevard, and the Ontario Amtrak station. The layout of street system provides each person with a wide range of choices including travel route and travel mode for each trip.

Downtown's simple, open network of pedestrian-friendly streets and blocks - with perimeters typically less than 1,600 feet – is the ideal public realm framework for any urban, mixed use, or transit-oriented area, the existing block structure should be maintained and completed.

Context Aware and Appropriate Building Design



Within the Euclid Avenue retail core, buildings from various time periods comfortably mix with newer buildings, unified by a number of important shared characteristics including, 1) tall, clear glass ground floor shopfronts, 2) welcoming entries along the sidewalk that reflect original 25-foot wide lots, 3) upper floor windows that relate to ground floor articulation consistent with a historic main street pattern.

Future infill development and renovations should respect and reflect established facade patterns to preserve Downtown's historic character. The architecture of new buildings should reflect the time in which they are built, while harmonizing with the scale, rhythm, and character of their historic predecessors.

Active Frontages



Within the retail core, the large clear glass shopfronts built right up to the sidewalk "blur the line" between the outdoor public realm and the indoor private businesses, prominently displaying wares and activities to passerby and in many cases allowing those activities – dining in particular – to spill out onto the sidewalks and into plazas and parks.

On side streets as one moves toward surrounding neighborhoods, ground floor offices and residences require some degree of privacy from passersby, buildings are set back from the sidewalk, reducing visibility into the residence or office, while offering views outward to the street and other public spaces, improving public safety and pedestrian comfort.

Managed Infrastructure

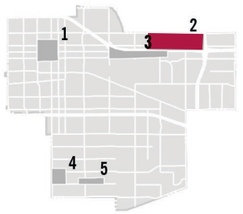


Successful downtowns require active and coordinated management of parking, public realm maintenance, special events, business recruitment, and on-going promotional activities to remain competitive with other downtown areas, lifestyle shopping centers, and "experience retail" destinations. Downtown Ontario and other regional downtowns must compete for customers, visitors, tenants, and events with successful, managed districts, so active, coordinated, management of the Downtown District is necessary to compete.

CD-04 Airport Metro / Entertainment District Place Type

2. Airport Metro / Entertainment District

District Key



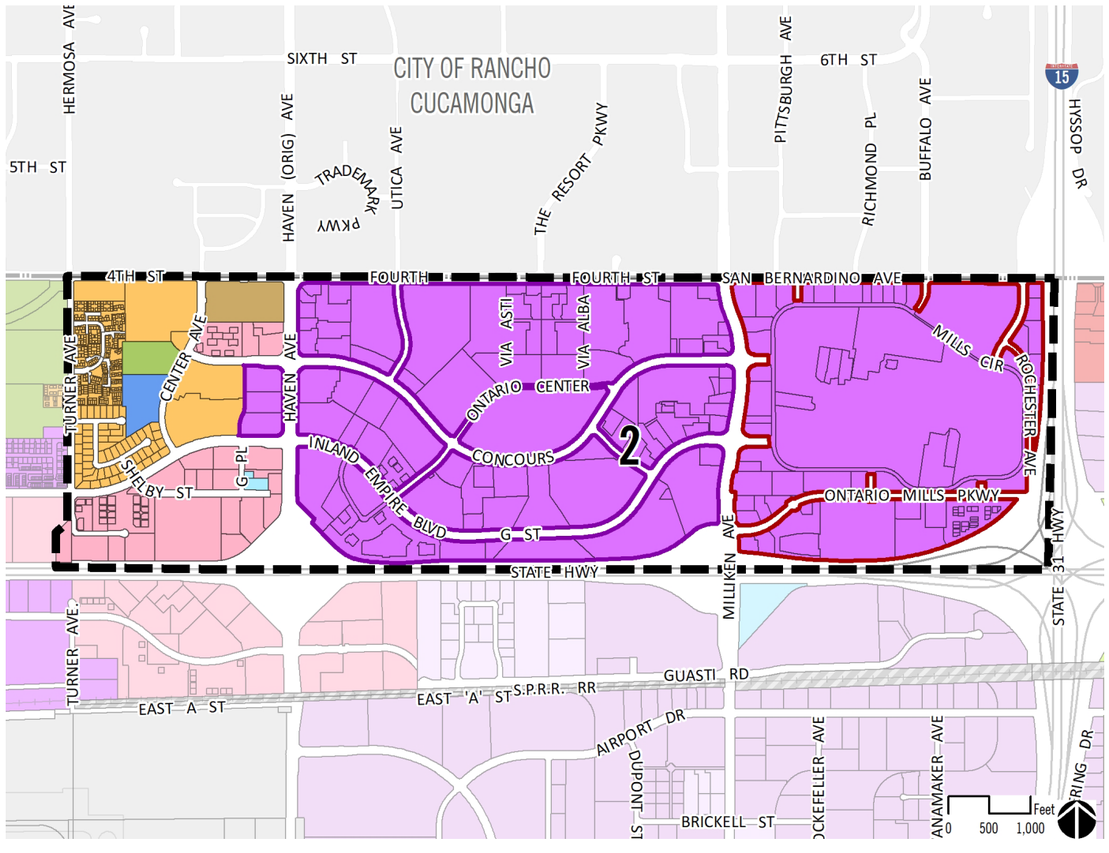
VISION

The Airport / Metro Entertainment District is envisioned as a large-scale regional entertainment hub, leveraging attractions, such as the Toyota Arena and Ontario Mills, supported by a variety of retail and dining options integrated alongside high-intensity office and residential development. This area will evolve into a walkable urban center through the addition of mixed use infill development, a pedestrian-oriented road and trail network, key public realm improvements, and multiple transit options.



Conceptual illustration showing mixed use infill development, streetscaping, and public realm improvements on Concourse Steet, near the Toyota Arena.

LAND USE



Land Use Designation	Residential Density & Non-Residential Intensity	Intention
Medium Density	11.1 to 25.0 dwelling units per acre	Single/multi-family attached and detached residences including townhouses, 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 - Ontario Center	20.0 to 125.0 dwelling units per acre 2.0 FAR for office uses 1.0 FAR for retail uses	This area is one of the most intensive developments in Ontario and is characterized by low-rise (3-5 stories) and mid-rise (5-10 stories), mixed use buildings, iconic architecture, and regionally significant uses, such as the City owned arena and other cultural and entertainment uses. This area accommodates a vertical and horizontal mixture of entertainment, retail, office, and residential uses in an active, pedestrian oriented atmosphere. In this area, the Haven Corridor is envisioned as an elegant, landscaped boulevard lined multi-story office uses near the I-10 and mixed and residential uses closer to the City's northern boundary along 4th Street. There is an approved Specific Plan on this site that may require amendment to align with TOP.
Mixed Use - Ontario Mills	25.0 to 85.0 dwelling units per acre 1.5 FAR for office uses 1.0 FAR for retail uses	This area will continue to be our regional retail center. We envision intensification of the area to include additional retail and entertainment, office, and multi-family (3-5 story) residential uses. New development is envisioned to occur along the interior loop road and the perimeter of the area. There is an approved Specific Plan on this site that may require amendment to align with TOP.
Office Commercial	0.75 FAR	An intense mixture of professional office, supported by regional serving retail, service, tourist-serving, entertainment, dining, and supporting service uses that capitalize on strategic locations in Ontario. This designation also allows for professional offices such as financial, legal, insurance, medical, and other similar uses in a neighborhood setting and/or as adaptive reuse.
Open Space - Recreation	Not applicable	Open space that includes utility easements, and drainage channels. We desire to realize multiple uses from these open spaces, such as trails, greenways, joint-use recreational amenities, landscaped parkways/medians, parking lots, and nurseries.
Public Facility	Not applicable	Public facilities including civic centers, governmental institutions, police and fire stations, transportation facilities, museums, and public libraries.
Public School	Not applicable	Public schools (K-12) and universities.

AIRPORT METRO / ENTERTAINMENT DISTRICT INTENDED OUTCOMES

This section describes the intended result, or outcome, of applying Urban, Mixed Use, and Transit-oriented Place Type Policies (CD-3.1 to CD-3.6) to this Place Type.

Unique Identity



The Airport Metro/ Entertainment District is envisioned as a major urban hub with a significant concentration of jobs, retail, entertainment, and housing, organized around a pedestrian-oriented street pattern that provides a uniquely urban experience and a rich public realm.

Comfortable, Safe, Human Scale Public Realm



A walkable, urban-scale public realm that includes the street network and a series of connected public spaces is envisioned to create comfortable, human-scale, pedestrian-oriented public spaces.

To achieve this, as new infill development occurs, surface parking lots should be reorganized into smaller blocks by introducing new public and private streets that extend through parking areas to establish a walkable network.

New streets should include generous sidewalks, large shade trees, and new buildings should be sited and designed to form a strong "streetwall" of urban buildings that define the public spaces.

Complete and Connected Network



The existing street network should be reorganized by adding additional local roads (public and private) that incorporate linkages through existing parking lots to create a walkable block pattern with high-quality pedestrian, bicycle, and transit facilities.

In addition to adding more local streets, modifications to existing streets, such as new bicycle facilities, new curbside parking, new bus stops, and new shade trees should be considered to ensure multimodal connectivity, and create walkable, enjoyable urban spaces.

The District's multimodal network of streets, trails, and transit options should link to nearby destinations, including the Ontario International Airport (ONT), Downtown and Guasti Districts, the multimodal transit center, and nearby Metrolink stations.

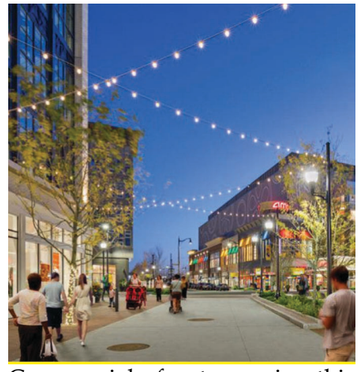
Context Aware and Appropriate Building Design



Just as existing major streets can be updated to radically improve walkability and urban character, many existing buildings can be updated to provide better street-facing frontages. New infill development, on the other hand, should be sited and designed to front sidewalk and other public spaces to establish "outdoor rooms" where people want to spend time.

The scale of buildings in this District is envisioned to range from 2 and 3 stories up to 10. Taller buildings should be sited and designed to shape the adjacent public spaces, and providing views of the San Bernardino Mountains and surrounding city from the windows, balconies and roof terraces.

Active Frontages



Commercial frontages in this District should be characterized by tall, clear glass ground floors filled with restaurants and bars, nightclubs and music venues, retail shops, restaurants, and offices. Many of the District's streets – as well as other open spaces such as plazas, squares, courtyards, balconies, and roof terraces – will be activated by outdoor dining and other interior uses that spill into the street, creating a lively street life and blurring the line between outdoor and indoor uses.

Residential and office uses should overlook the public realm from upper floors, and on some local streets ground floor.

Managed Infrastructure



Active and coordinated management of the public realm will be critical to the success of the Entertainment District as it becomes an increasingly vibrant, active, and intense urban environment.

Shared parking, should be prioritized to efficiently utilize parking throughout the day, limit the amount of land needed to accommodate parking, encourage people to park once and walk to a variety of destinations within the District, and promote transit ridership.

In addition to shared infrastructure, shared maintenance and management of public open spaces throughout the District would ensure a cohesive, efficient, and coordinated series of public spaces.

CD-05 Guasti District Place Type

3. Guasti District

District Key



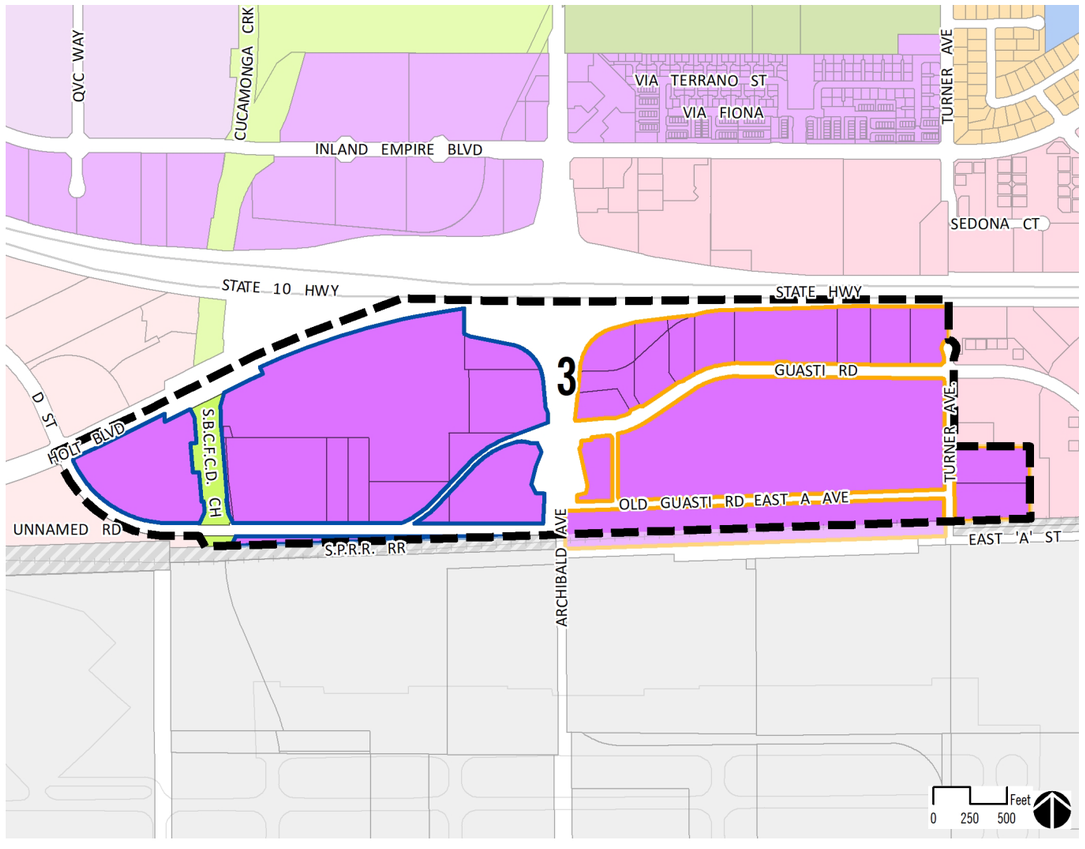
VISION

The historic Guasti (winery) Village sets the theme and backdrop for the Guasti District. The district is envisioned to preserve and enhance the historic buildings as the focal point of a vibrant mixed use area that leverages its proximity to the Ontario International Airport, Ontario Convention Center, and the potential future development of a multimodal transit center. The district will include intense office, commercial, and lodging uses along the I-10 corridor, and — appropriately-scaled residential, office, commercial, and lodging near the Guasti Village historic district core. The multimodal mixed use area within the Guasti District is intended to leverage proximity to the future multimodal transportation center and link the Convention Center, Guasti compound, and airport through strong physical and visual design.



- *Guasti Village will be the heart of a unique retail/entertainment district and destination that is unlike any-thing else in the city or broader region.*

LAND USE



Land Use Designation	Residential Density & Non-Residential Intensity	Intention
Mixed Use - Guasti	25.0 to 65.0 dwelling units per acre 1.0 FAR for office and retail uses	This site includes the Guasti Winery, which is on the National Register of Historic Places. This area is envisioned as a mixture of high-quality office, lodging, retail and residential uses that incorporate the Guasti Winery. More intensive office and commercial uses are envisioned along I-10 while office, commercial, and lodging uses are envisioned in and around the historic structures; the southern portion of the area is being considered as potential site for the multimodal transit center. There is an approved Specific Plan on this site that may require amendment to align with TOP.
Mixed Use - Multimodal	20.0 to 80.0 dwelling units per acre 1.0 FAR for office and retail uses	The Multimodal Mixed Use Area is under consideration for our future multimodal transit station that links rail, regional, local, and Airport transit. Intensive office, retail, and residential uses are envisioned to be integrated with the transit station, which is expected to be within the area or in close proximity. The transit center is envisioned as an iconic, convenient, and intuitively designed multimodal transportation center that serves the City of Ontario and the region at-large.
Open Space - Non-Rec	Not applicable	Open space that includes utility easements, and drainage channels. We desire to realize multiple uses from these open spaces, such as trails, greenways, joint-use recreational amenities, landscaped parkways/medians, parking lots, and nurseries.

GUASTI DISTRICT INTENDED OUTCOMES

This section describes the intended result, or outcome, of applying Urban, Mixed Use, and Transit-oriented Place Type Policies (CD-3.1 to CD-3.6) to this Place Type.

Unique Identity



The remaining historic buildings, structures, landscape, and spatial relationships that represent the viticulture company town of Guasti Village establish a clear and unique identity that will be preserved and celebrated as the area evolves into a unique urban hub that blends modern mixed use development, hospitality, jobs, housing, and transit access with the historic agrarian scale, character, and landscapes of the original Guasti (winery) Village.

Comfortable, Safe, Human Scale Public Realm



A new network of comfortable, human-scale, pedestrian-oriented public spaces that preserve and enhance the historic site is envisioned within this District.

To achieve this, a new network of pedestrian-oriented, shaded, treelined streets, and other public open spaces should be established. The design of the overall District should celebrate and connect the historic site to other points of interest such as the Ontario Convention Center, Ontario International Airport (ONT), and a planned multimodal transit center. Existing heritage trees should be utilized to offer shade, define the boundaries of public spaces, and provide wind-protection.

Complete and Connected Network



A walkable block structure, similar in scale to the Downtown District, is envisioned to create connections between the Ontario International Airport (ONT), the Ontario Convention Center, the Guasti site, higher intensity uses along the I-10 corridor, and the District's multimodal transit options including BRT service, Ontario Airport Loop, and creation of the city's multimodal transit center.

The street pattern should be augmented by a network of public spaces that blend the District's historical roots with more urban forms of land use.

Within this walkable block structure, some variation may occur. For example, some blocks may be dedicated entirely to surface or structured parking to accommodate the needs of regional-serving retail uses and businesses.

Context Aware and Appropriate Building Design



This District is located between the I-10 freeway, and ONT airport, with limited transitions between this area and other uses. As a result, context aware design should focus on providing appropriate transitions between the historic site within the District, the more intense uses along the I-10 corridor, and the hospitality uses near the Ontario Convention Center.

Buildings of all scales should be sited and designed to spatially define the network of local streets and open spaces.

Active Frontages



The array of uses envisioned for this District requires a flexible palette of frontage activation strategies.

Streetscapes and open spaces adjacent to office and employment uses should be activated by large main entries, lobbies, bike parking areas and employee break rooms and yards. Retail, restaurant, and entertainment uses should incorporate large windows that encourages uses to spill out into the street. Hotels or other hospitality uses should face the public realm with lobbies and restaurants, and housing should serve to activate some of the smaller streets, green spaces, and paseos by orienting lobbies, community rooms, terraces, courtyards, and balconies towards public spaces in a way that provides residents with both privacy and views of the streets and other public open spaces.

Managed Infrastructure



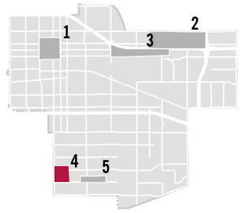
To reduce the land area devoted to parking cars to the practical minimum, it will be important that good transit service is provided to the District by the several lines currently in the planning stages, and that shared parking facilities are provided and actively managed.

Coordinated maintenance and management of public and common area landscaping and lighting within cohesive areas of the District should also be required.

CD-06 South Euclid District Place Type

4. South Euclid District

District Key



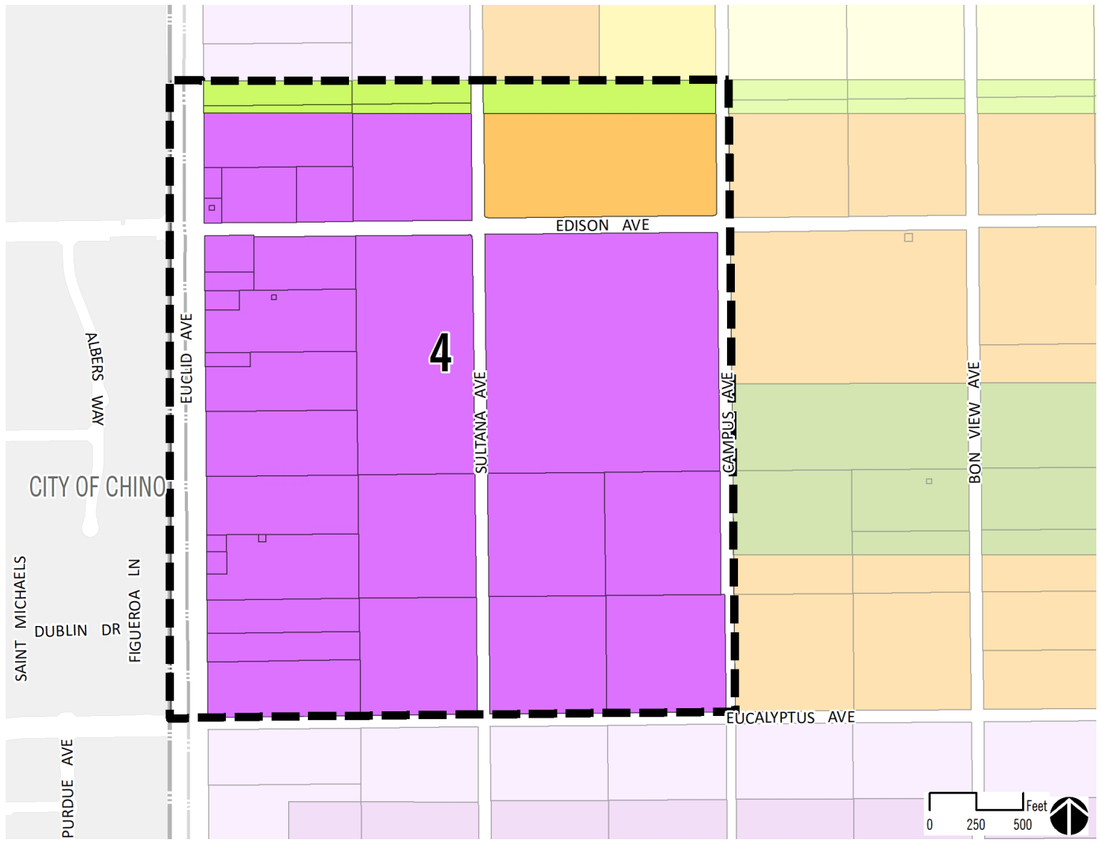
VISION

Lying at the southwest corner of the city, the South Euclid District is envisioned to develop as a vertically- and horizontally mixed use area to serve the populations of newly developing Ontario Ranch and adjoining communities. The district will include a range of housing types integrated within and alongside retail, commercial, and office uses, as well as public spaces and trails that connect the "Great Park" to Euclid Avenue. The area is intended to be highly walkable with pedestrian-oriented site design and road network and amenitized transit stops that leverage the Bus Rapid Transit (BRT) investments.



A new mixed use and lifestyle center within the South Euclid District would create a destination and amenity for neighborhoods in south Ontario - as well as surrounding neighborhoods in Chino, Eastvale, and beyond.

LAND USE



Land Use Designation	Residential Density & Non-Residential Intensity	Intention
Medium Density	20.1 to 25.0 dwelling units per acre[1]	Single/multi-family attached and detached residences including townhouses, courtyard homes, stacked flats, and small lot single-family subdivisions.
Mixed Use - Great Park	14.0[1] to 65.0 dwelling units per acre 1.5 FAR for office uses 1.0 FAR for retail uses *Subject to Specific Plan*[1]	The Great Park Mixed Use Areas are envisioned as the southwestern-activity centers for citizens of Ontario. These areas accommodate a vertical and horizontal mixture of commercial, office, entertainment, and residential uses all connecting to the Great Park with a pedestrian oriented atmosphere. It is envisioned that the major roads through these Mixed Use areas are couplets, which are a series of one-way streets that disperse traffic and allow reduced street widths, maximize the sense of community, and emphasize pedestrian accessibility. These Mixed Use areas are envisioned as low-rise (3-5 stories) with some mid-rise (5-10 stories) near the intersection of Euclid and Edison/Ontario Ranch Road.
Open Space - Non-Rec	Not applicable	Open space that includes utility easements, and drainage channels. We desire to realize multiple uses from these open spaces, such as trails, greenways, joint-use recreational amenities, landscaped parkways/medians, parking lots, and nurseries.

Note:

1. All medium density and mixed use parcels within the South Euclid District are within the affordable housing overlay zoning district. The overlay, 1) sets a minimum density of 20 dwelling units per acre; 2) waives the specific plan requirement if there is no existing specific plan and the proposed project includes 20 percent of units affordable to lower incomes, consistent with Tier 1 requirements outlined in the development code; and 3) allows a maximum density of 30 dwelling units per acre in the medium density land use category if the project includes 25 percent of units affordable to lower incomes, consistent with Tier 2 requirements outlined in the development code.

SOUTH EUCLID DISTRICT INTENDED OUTCOMES

This section describes the intended result, or outcome, of applying Urban, Mixed Use, and Transit-oriented Place Type Policies (CD-3.1 to CD-3.6) to this Place Type.

Unique Identity



The design character of the South Euclid District is envisioned to be varied, with a retail and civic core near Euclid Avenue that acts as a high-quality lifestyle center, with a highly walkable system of local roads, building and site design that enhance the pedestrian experience, and a connected network of outdoor spaces that link the larger open spaces of the "Great Park" and provide access to transit stops. The District will include a variety of attached and multifamily housing types in a very walkable, sustainable, and urban neighborhood setting.

Comfortable, Safe, Human Scale Public Realm

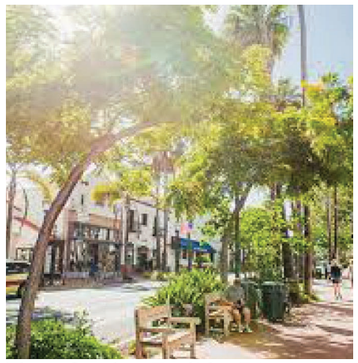


The public realm in the South Euclid District is envisioned as a walkable local street pattern that links a network of other public spaces, like plazas and parks, together, ultimately connecting to the "Great Park." The public realm is defined by thoughtfully designed adjacent buildings and appropriate landscaping.

To achieve this, buildings should be sited to create inviting outdoor spaces, and facades should be articulated at regular intervals. Indoor uses should engage adjacent public spaces. Retail shops and restaurants should face wide, shaded sidewalks that provide opportunities for indoor uses, such as dining, to spill out into the street.

Whenever possible, commercial parking should be located in shared parking lots or structures within blocks behind shops and buildings, while residential parking should be alley-loaded.

Complete and Connected Network



The South Euclid District is envisioned to be organized around a simple connective block structure that is similar in scale to the Downtown District, with typical blocks that are approximately 1,600 feet in perimeter, a size that facilitates pedestrian activity.

The street pattern should logically and conveniently link to neighborhoods within and next to the District, and the public space network within the District should establish a strong connection to the "Great Park", linking it to the District, Euclid Avenue, and transit stops along Ontario Ranch Road.

Some variation in the pattern may occur. Streets may be closed to vehicular access, with buildings fronting public spaces. Alternatively, blocks may be dedicated to surface or structured parking to serve retail and business uses. Maintaining safe and convenient pedestrian access should be prioritized.

Context Aware and Appropriate Building Design



Buildings should be designed and scaled relative to the spaces they front.

In commercial areas, buildings may include vertically mixed use projects with commercial on the ground floor, and housing or offices on the upper floors, stand-alone multifamily housing, or stand-alone office buildings. Less intense development is envisioned to the east along the "Great Park" frontage with, one- to three-story commercial, residential, and office uses that provide a strong presence and enhance the pedestrian environment.

Housing should reflect the scale, massing, and character of nearby buildings, with higher density apartments near the commercial core and around transit stops, transitioning to smaller scale multifamily and attached homes near adjacent neighborhoods.

Active Frontages



Within the commercial areas, ground floor building design should incorporate tall, clear shopfronts that blur the line between outdoor and indoor environments and allow for activities like outdoor dining to occupy adjacent sidewalks or other public spaces.

Residential buildings should be sited and designed to engage the street while maintaining privacy. Front doors and stoops should front the street and outdoor living spaces should overlook residential street and spaces.

Managed Infrastructure



Coordinated management of District-wide facilities and infrastructure will play an integral role in fostering a robust pedestrian atmosphere.

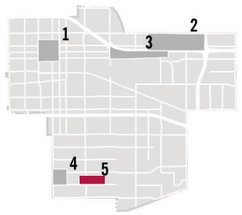
Shared parking strategies in the commercial core should be established to encourage visitors to park once and enjoy the area on foot, fully utilize available parking at all times of day, and provide flexibility to better adapt to changes in land use as well as changing trends in how people travel.

Shared maintenance should also be established to provide efficient, consistent, and sustainable maintenance and management of public spaces.

CD-07 South Employment District Place Type

5. South Employment District

District Key



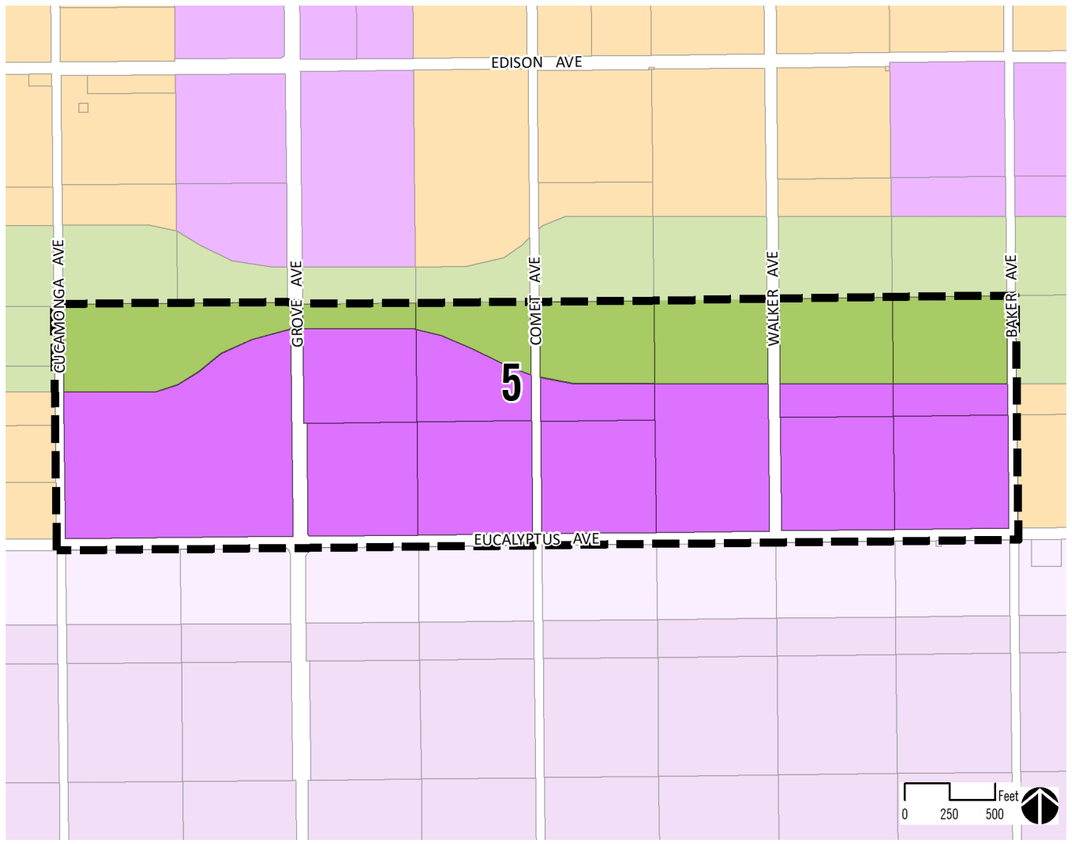
VISION

The South Employment District is envisioned to foster employee-intensive office, entertainment facilities, live/work, and supporting retail uses in a campus environment designed to leverage proximity to the Great Park and maintain compatibility with surrounding residential areas. Outside of the Chino Airport safety zone, higher density stand-alone and mixed use residential neighborhoods are intended to orient toward the Great Park and incorporate transition areas from the surrounding business park uses.



The Great Park-inspired, campus-like setting of the South Employment District will attract a variety of employment generating uses.

LAND USE



Land Use Designation	Residential Density & Non-Residential Intensity	Intention
Mixed Use - Eucalyptus / Chino Airport Overlay	25.0 to 45.0 dwelling units per acre (outside of airport safety zone) 2.0 FAR for office and vertically-mixed uses 0.60 FAR for business park and retail uses *Subject to Specific Plan*[1]	Envisioned to primarily accommodate employee-intensive office, entertainment facilities, live/work, and supporting retail uses in a campus environment designed to leverage proximity to the park and maintain compatibility with surrounding residential areas. Stand-alone and mixed use residential is permitted outside of the Chino Airport safety zone, primarily centered on Grove. Business park uses, such as research and development and "clean" industrial are also permitted provided they do not involve the frequent use of trucks (Class 4 or higher) as part of its primary activities.
Open Space - Recreation	Not applicable	Open space that includes utility easements, and drainage channels. We desire to realize multiple uses from these open spaces, such as trails, greenways, joint-use recreational amenities, landscaped parkways/medians, parking lots, and nurseries.

Note:

1. All mixed use parcels within the South Employment District are within the affordable housing overlay zoning district. The overlay, 1) sets a minimum density of 20 dwelling units per acre; 2) waives the specific plan requirement if there is no existing specific plan and the proposed project includes 20 percent of units affordable to lower incomes, consistent with Tier 1 requirements outlined in the development code; and 3) allows a maximum density of 30 dwelling units per acre in the medium density land use category if the project includes 25 percent of units affordable to lower incomes, consistent with Tier 2 requirements outlined in the development code.

SOUTH EMPLOYMENT DISTRICT INTENDED OUTCOMES

This section describes the intended result, or outcome, of applying Urban, Mixed Use, and Transit-oriented Place Type Policies (CD-3.1 to CD-3.6) to this Place Type.

Unique Identity



The South Employment District is envisioned as an employment hub with integrated residential uses concentrated around Grove Avenue, and supporting commercial uses, set in a campus-like environment. Proximity to the "Great Park," higher-density housing, and transit opportunities along Ontario Ranch Road will drive the success of this District as a pedestrian-first, transit-oriented campus.

A roadway between the mixed use area and the southern park boundary will provide public access to the "Great Park" from within the District, and attract visitors to the area outside of office hours.

Comfortable, Safe, Human Scale Public Realm



A complete network of complete streets will combine with Great Park access to form the foundation for establishing a comfortable, human-scale public realm in this District.

The "Great Park" will bring broad open spaces and citywide trail connections into this area, which should connect to the new network of streets.

The planned roadways in this area provide the foundation for a walkable network of streets and sidewalks, but an interconnected system of secondary local streets that link public spaces to the Great Park should be established.

Complete and Connected Network



The South Employment District is envisioned to be organized around a connective multimodal network in a campus-like environment.

Portions of the network will provide vehicular accesses, but circulation within the District will focus on providing pedestrian and bicycle connections between residences, employment centers, the "Great Park," and transit stops along Ontario Ranch Road through a network of interconnected pedestrian malls, local streets, and other public spaces.

Context Aware and Appropriate Building Design



Buildings in this District are expected to range from 2 to 4-stories in height, with simple massing, and modern design.

Uses may include office, apartments, attached residential, vertically mixed use projects, buildings that mix offices with and supporting retail and commercial uses. "Clean industrial" and business park uses like R&D and maker spaces should be clustered near Eucalyptus Avenue, and buildings should have minimal dock doors.

To ensure compatibility within and adjacent to the District, housing should be located near the "Great Park." oriented toward quieter local streets and open spaces, and screened from parking, loading areas, and noises produced by nearby uses.

Commercial uses should be concentrated at strategic locations where they are convenient to workers, residents, and visitors, accessible by all travel modes, and located between major destinations and transit stops.

Active Frontages



Buildings in this District are envisioned to have large footprints and simple massing. They should be designed to activate the public spaces by locating primary entrances, main lobbies, bike parking areas, employee lunchrooms, outdoor break areas, and other active uses along those frontages. Long walls should be articulated using appropriately placed windows, architectural details, and human-scale landscaping. Uses that benefit from limited fenestration should be located toward the rear of the building, while commercial, office, and residential uses should overlook adjacent public spaces.

Service areas like, trash enclosures, loading docks, and utility service entrances should be located to the rear of the buildings, along alleys, loading areas, and parking area.

Managed Infrastructure



Coordinated management of facilities and infrastructure will play an integral role in maintaining a robust district where people want to spend time.

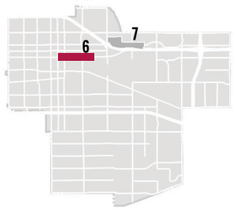
Shared parking strategies should be established to encourage visitors to park once and enjoy the area on foot, fully utilize available parking at all times of day, and provide flexibility to better adapt to changes in land use as well as changing trends in how people travel.

Shared maintenance should also be established to provide efficient, consistent, and sustainable maintenance and management of public spaces.

CD-08 Corridor Place Types

6. East Holt Boulevard Corridor

Corridor Key



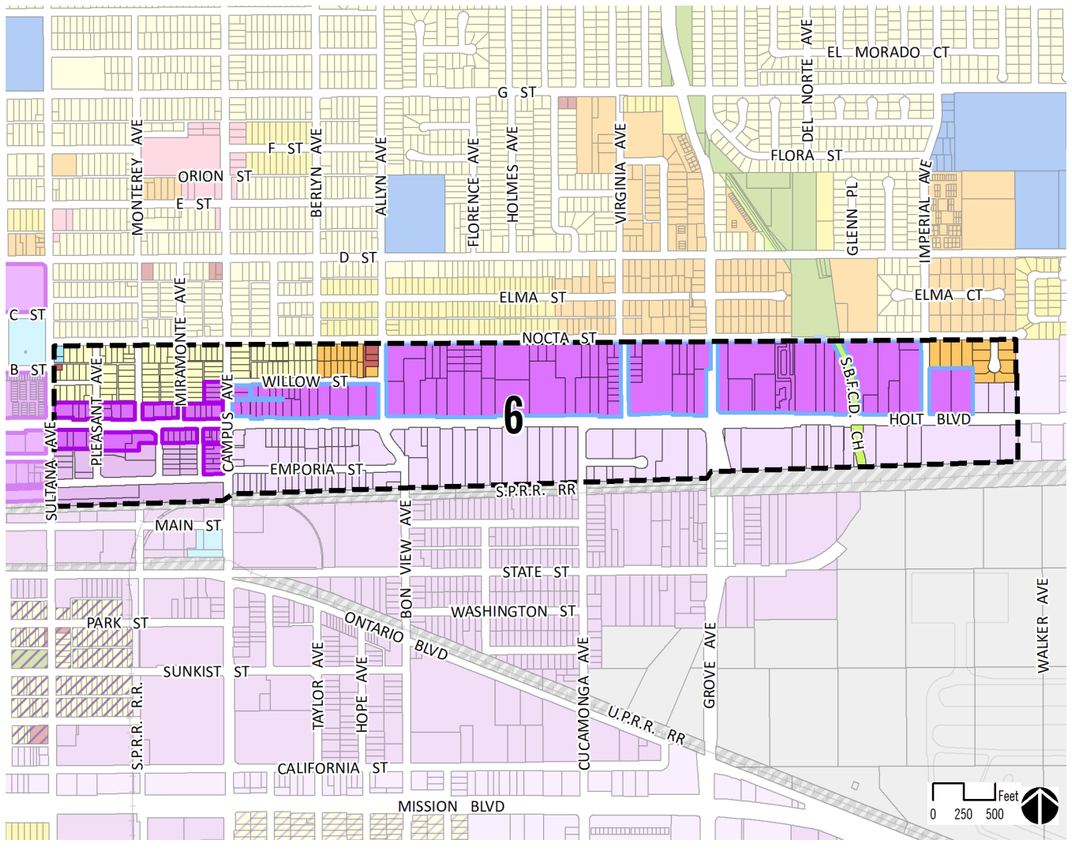
VISION

Holt Boulevard is an important east-west corridor connecting Ontario to the greater region, with improved connectivity options through the addition of BRT service. This corridor is envisioned to gradually build out over time through infill development that ultimately yields vibrant neighborhood-serving commercial areas, a variety of housing options, and employment opportunities that are clustered around BRT stops that can be easily accessed by pedestrians and bicyclists.



Conceptual rendering showing how mixed use and business park infill development could create active frontages, a lively pedestrian experience, and new public spaces along Holt Boulevard.

LAND USE



Land Use Designation	Residential Density & Non-Residential Intensity	Intention
Low Density	2.1 to 5.0 dwelling units per acre	Single-family detached residences.
Medium Density	11.1 to 25.0 dwelling units per acre	Single/multi-family attached and detached residences including townhouses, courtyard homes, stacked flats, and small lot single-family subdivisions.
Mixed Use - Downtown[1]	25.0 to 75.0 dwelling units per acre 2.0 FAR for retail and office uses	Envisioned as an intensive vertical and horizontal mixture of retail, office, and residential uses in a pedestrian friendly atmosphere. The historic character is enhanced. The most intensive uses are envisioned along Euclid and Holt Avenues.
Mixed Use - Holt Blvd[1]	14.0[2] to 40.0 dwelling units per acre 2.0 FAR for office uses 1.0 FAR for retail uses	This area is envisioned as a low-rise (3-5 stories) intensification of the Holt Corridor. The intent is to create identity and place along the Holt Corridor, connect the corridor to Downtown, and connect the Downtown to the Ontario Airport Metro Center.
Neighborhood Commercial	0.40 FAR	Local serving retail, personal service, office, and dining uses, typically located within a predominantly residential neighborhood.
Business Park	0.60 FAR	Employee-intensive office uses including corporate offices, technology centers, research and development, "clean" industry, light manufacturing, and supporting retail within a business park setting.
Industrial	0.55 FAR	Variety of light industrial uses, including warehousing / distribution, assembly, light manufacturing, research and development, storage, repair facilities, and supporting retail and professional office uses. This designation also accommodates activities that could potentially generate impacts, such as noise, dust, and other nuisances.
Open Space - Non-Rec	Not applicable	Open space that includes utility easements, and drainage channels. We desire to realize multiple uses from these open spaces, such as trails, greenways, joint-use recreational amenities, landscaped parkways/medians, parking lots, and nurseries.
Public Facility	Not applicable	Public facilities including civic centers, governmental institutions, police and fire stations, transportation facilities, museums, and public libraries.

Notes:

1. Subject to PUD at City's discretion.
2. Some mixed use parcels within the Holt Boulevard Corridor are within the affordable housing overlay zoning district. The overlay sets a minimum density of 20 dwelling units per acre.

7. Inland Empire Boulevard Corridor

Corridor Key



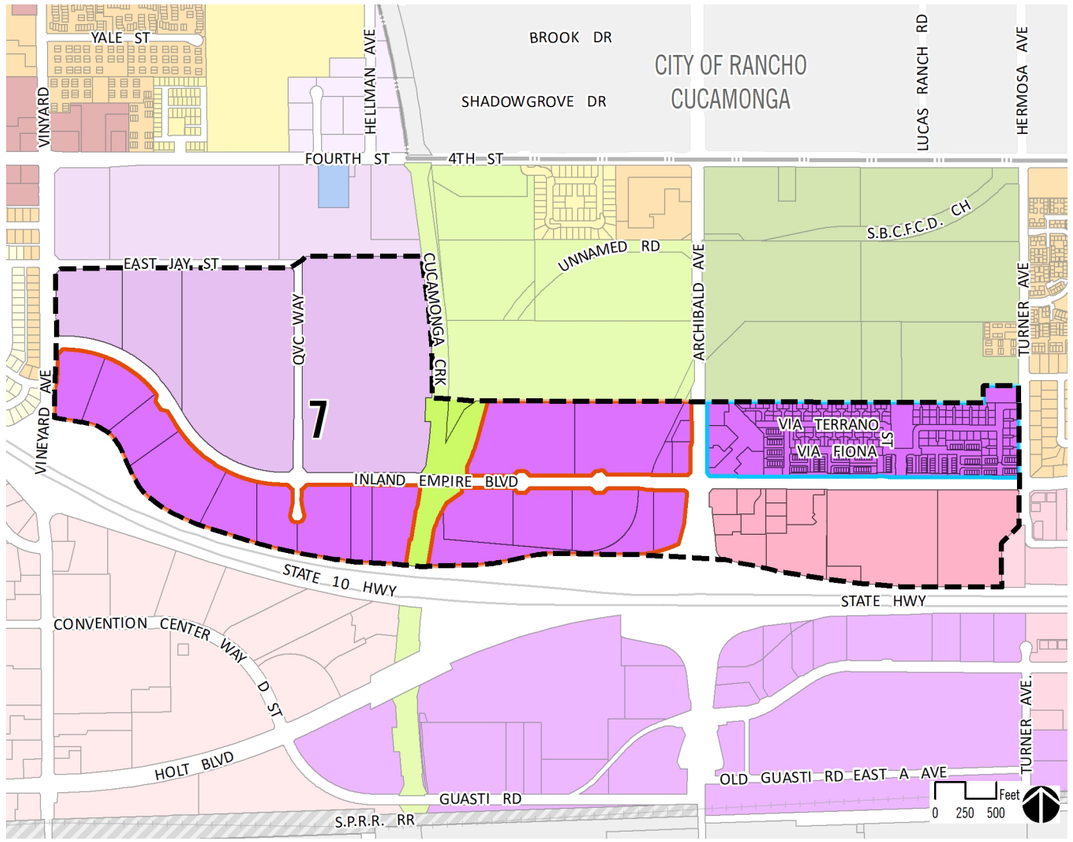
VISION

The Inland Empire Boulevard Corridor connects Vineyard Avenue and the Convention Center directly to the heart of the Airport / Metro Entertainment District and future BRT. Near- to mid-term improvements include the addition of significant rows of large street trees to provide shade, spatial definition, and a better pedestrian environment; the addition of new bicycle facilities, infill buildings oriented to the street, and reorientation of existing building entrances toward the street where possible. Over the longer term, this corridor has the potential to become a westward extension of the Airport / Metro Entertainment District environment.



Aerial image of Inland Empire Boulevard Corridor looking East from Vineyard Avenue.

LAND USE



Land Use Designation	Residential Density & Non-Residential Intensity	Intention
Mixed Use - Meredith	14.0 to 125.0 dwelling units per acre 3.0 FAR for office and retail uses	This area is envisioned as a mixture of mid-rise buildings, regional-serving retail and office centers, and stand-alone high density residential projects.
Mixed Use - Inland Empire Corridor	14.0 to 30.0 dwelling units per acre 2.0 FAR for office uses 1.0 FAR for retail uses	Located along Inland Empire Boulevard, this area is primarily residential with a retail center at the corner of Inland Empire Boulevard and Archibald. Commercial uses that relate to the park are envisioned for the area West of the regional park.
Office Commercial	0.75 FAR	An intense mixture of professional office, supported by regional serving retail, service, tourist-serving, entertainment, dining, and supporting service uses that capitalize on strategic locations in Ontario. This designation also allows for professional offices such as financial, legal, insurance, medical, and other similar uses in a neighborhood setting and/or as adaptive reuse.
Industrial	0.55 FAR	Variety of light industrial uses, including warehousing / distribution, assembly, light manufacturing, research and development, storage, repair facilities, and supporting retail and professional office uses. This designation also accommodates activities that could potentially generate impacts, such as noise, dust, and other nuisances.
Open Space - Non-Rec	Not applicable	Open space that includes utility easements, and drainage channels. We desire to realize multiple uses from these open spaces, such as trails, greenways, joint-use recreational amenities, landscaped parkways/medians, parking lots, and nurseries.

CORRIDOR INTENDED OUTCOMES (ALL CORRIDORS)

This section describes the intended result, or outcome, of applying Urban, Mixed Use, and Transit-oriented Place Type Policies (CD-3.1 to CD-3.6) to this Place Type.

Unique Identity



Corridors present the opportunity to transform an underutilized transportation corridor into a distinctive urban place, with infill development including new housing, transit-accessible job centers, and inviting commercial areas.

Public spaces along the transportation corridors should be designed to allow for widened sidewalks, framed by street trees, and multi-story housing, offices, or mixed use buildings.

Comfortable, Safe, Human Scale Public Realm



The primary street, and important cross streets within a corridor should be designed to allow for wide, walkable sidewalks that provide access to new housing, offices shops and restaurants, and create a pedestrian experience that is attractive, enjoyable, and meets the daily needs of local residents, transit riders, workers and visitors.

The tree-lined corridor and landscaped cross streets should be augmented by a network of small plazas and public spaces that provide neighborhood gathering points, and ideal locations for transit stops.

Complete and Connected Network



Access to corridor parcels and flanking uses should be organized as regularly spaced multimodal streets, or access points. These intersections should be designed to ensure safe, comfortable, and convenient pedestrian and bicycle travel, with for low-speed vehicular access at limited intervals.

Vacant, underdeveloped, and underutilized parcels should be organized into new walkable blocks that link destinations within the corridor, such as commercial areas and transit stops to adjacent neighborhoods and employment centers.

Large blocks (greater than 500 feet) on corridors adjacent to residential neighborhoods or employment centers should establish mid-block pedestrian paseos to encourage people to walk and bike to destinations along the primary corridor street.

Context Aware and Appropriate Building Design



The linear nature of corridors focuses development and investments in relatively shallow infill sites, leaving little room to transition from an active mixed use environment to a quieter neighborhood. Parcels adjacent to residential uses should provide seamless transitions from more intense corridor development to less intense neighborhoods. Types of transitions will vary based on the type of adjacent uses, scale of buildings, and lot depth.

Appropriate transitions may include, but are not limited to, "step down" building massing that reduces height as it approached residential neighborhoods, landscaped setbacks, scaled down development overall, and interior green or public spaces that provide a buffer between uses.

Active Frontages



Frontages within corridors should enable and promote human activity in the public realm.

Retail and restaurant frontages should have tall shopfronts that face and wide shaded sidewalks.

Residential frontages should raise the ground floor units above the street to provide adequate privacy, but not so high that pedestrians must walk past a blank ground floor.

All buildings should also provide "eyes on the street" from both ground floor and upper floor windows, terraces, and balconies, to improve safety for transit riders and pedestrians.

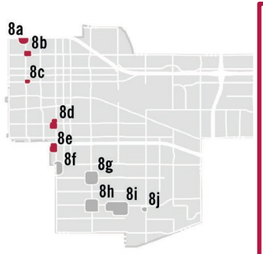
Policy CD-3.6 Managed Infrastructure



Segments of Urban Corridors with significant amounts of non-residential use are prime candidates for shared parking districts and maintenance districts.

CD-09 Neighborhood Center Place Types

8 (a-e) Neighborhood Center - Infill



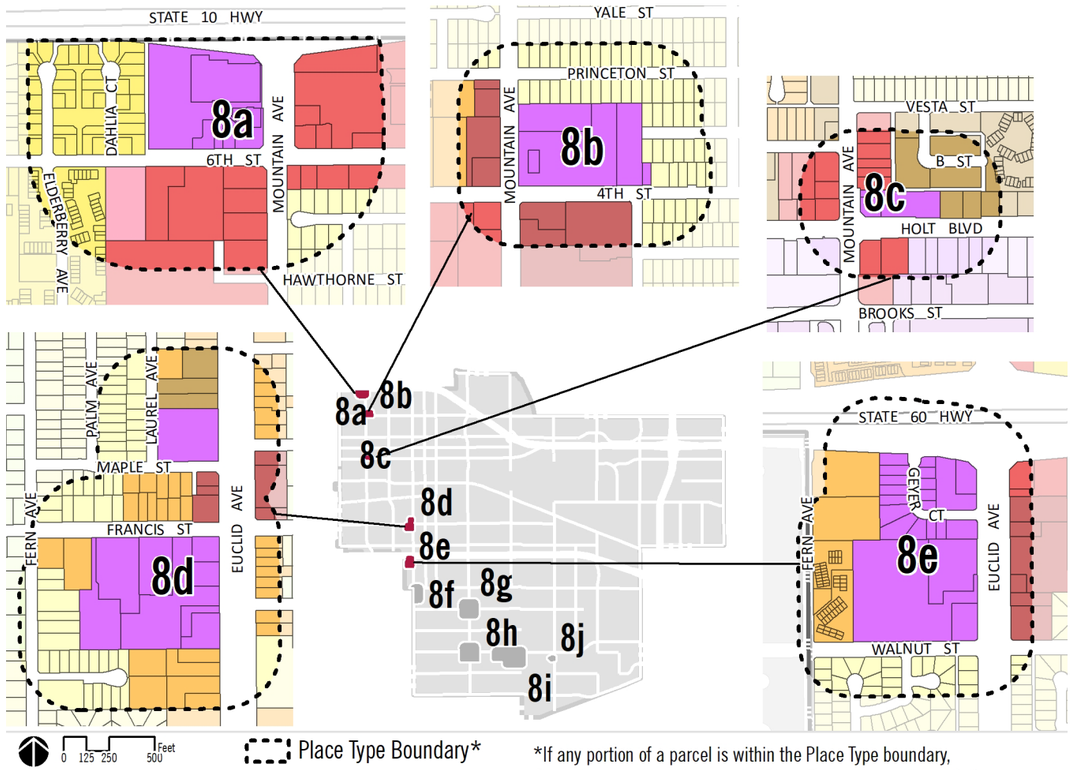
VISION

Neighborhood Centers located in areas where the commercial and residential parcels were largely developed in an incremental manner prior to 2020, are north of Riverside Drive, and are categorized as "infill" centers. These centers will range in size, complexity, and relationship to the surrounding streets and neighborhoods. Some are very small centers that may only include a horizontal mix of uses fronting onto a wide sidewalk while others may involve a vertically integrated mix of higher density residential and nonresidential uses oriented around a public plaza or other form of open space. All of these centers are envisioned to incorporate site design that prioritizes safe, and attractive, and well-shaded pedestrian access onsite, from the public rights-of-way, and from the adjacent neighborhoods.



Mixed use Neighborhood Centers are intended to bring many daily needs and community amenities within easy reach of most residents.

LAND USE



*If any portion of a parcel is within the Place Type boundary, the entire parcel is subject to the Place Type vision and intended outcomes.

Land Use Designation	Residential Density & Non-Residential Intensity	Intention
Low Density	2.1 to 5.0 dwelling units per acre	Single-family detached residences.
Low-Medium Density	5.1 to 11.0 dwelling units per acre	Single/multi-family attached and detached residences, including small lot subdivisions, townhouses, and courtyard homes.
Medium Density	11.1 to 25.0 dwelling units per acre	Single/multi-family attached and detached residences including townhouses, courtyard homes, stacked flats, and small lot single-family subdivisions.
High Density	25.1 to 45.0 dwelling units per acre	Multi-family dwellings including stacked flats and mid-rise and high-rise residential complexes.
Mixed Use - Neighborhood Activity Hubs	20.0 to 75.0 dwelling units per acre 1.0 FAR for retail and office *Subject to PUD at City's discretion*	Envisioned as a low-rise (3-5 stories), mixture of retail and residential uses that will create identity and place along the corridor and serve the surrounding residents. [Link to Community Design Element *Urban, Mixed Use, and Transit-oriented Place Types* Section, Community Design Element *Exhibits CD-01, CD-02, and CD-09*]
Neighborhood Commercial	0.40 FAR	Local serving retail, personal service, office, and dining uses, typically located within a predominantly residential neighborhood.
General Commercial	0.40 FAR	Local and regional serving retail, personal service, entertainment, dining, office, tourist-serving, and related commercial uses.
Office Commercial	0.75 FAR	An intense mixture of professional office, supported by regional serving retail, service, tourist-serving, entertainment, dining, and supporting service uses that capitalize on strategic locations in Ontario. This designation also allows for professional offices such as financial, legal, insurance, medical, and other similar uses in a neighborhood setting and/or as adaptive reuse.
Business Park	0.60 FAR	Employee-intensive office uses including corporate offices, technology centers, research and development, "clean" industry, light manufacturing, and supporting retail within a business park setting.

8 (f-j) Neighborhood Center – South of Riverside Drive

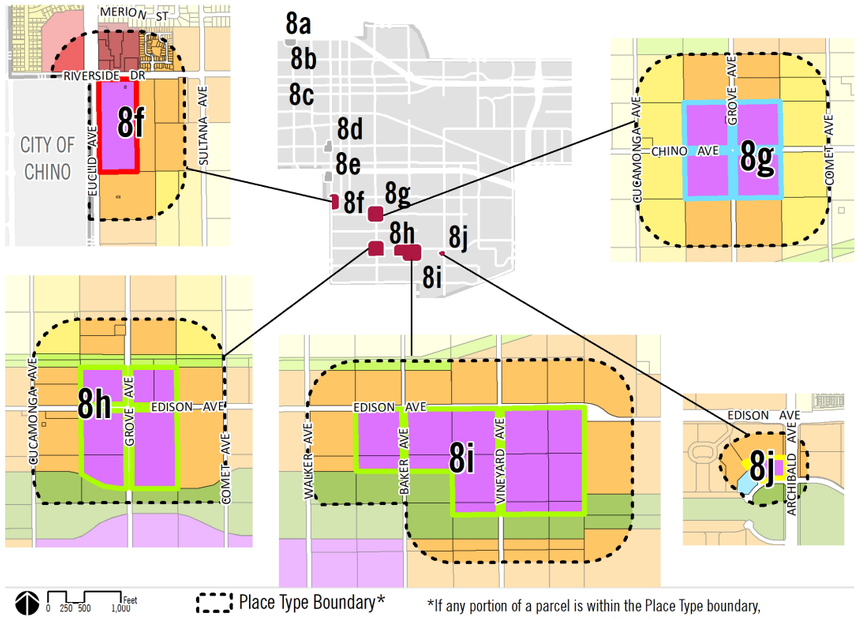
VISION

Neighborhood Centers identified south of Riverside Drive are generally underutilized or vacant as of 2022. These Neighborhood Centers are envisioned to bring new vitality and involve some level of master planning, with the roadway, pathways, open spaces, public realm designs, and site designs coordinated prior to the development of all of the parcels. These centers will range in size, complexity, and relationship to the surrounding streets and neighborhoods.

Some of these centers will involve a small node of mixed use development that is connected to the "Great Park" while others will involve larger clusters of mixed use areas that serve as a focus point for the surrounding residential neighborhoods. The largest of these centers are intended to serve not only as a local focal point but also as a major citywide landmark that also connects directly to the "Great Park". All but the smallest of these centers are envisioned to consist of some amount of vertically integrated and higher intensity residential, office, and retail buildings oriented toward the "Great Park", large public plazas, and/or large trail systems.

All of these centers are envisioned to incorporate site design that prioritizes safe, attractive, and well-shaded pedestrian access onsite, from the public rights-of-way, and from the adjacent neighborhoods. Parking areas are to be located next to and behind buildings to provide a variety of frontages along streets.

LAND USE



*If any portion of a parcel is within the Place Type boundary, the entire parcel is subject to the Place Type vision and intended outcomes.



Conceptual illustration showing a potential Neighborhood Center – South of Riverside Drive with wide sidewalks, buildings oriented toward the streets, and a variety of transportation options.

Land Use Designation	Residential Density & Non-Residential Intensity	Intention
Low-Medium Density	5.1 to 11.0 dwelling units per acre	Single/multi-family attached and detached residences, including small lot subdivisions, townhouses, and courtyard homes.
Medium Density	11.1[1] to 25.0dwelling units per acre	Single/multi-family attached and detached residences including townhouses, courtyard homes, stacked flats, and small lot single-family subdivisions.
Mixed Use - Great Park	14.0[1] to 65.0 dwelling units per acre 1.5 FAR for office uses 1.0 FAR for retail uses *Subject to Specific Plan*[1]	The Great Park Mixed Use Areas are envisioned as the southwestern activity centers for citizens of Ontario. These areas accommodate a vertical and horizontal mixture of commercial, office, entertainment, and residential uses all connecting to the Great Park with a pedestrian oriented atmosphere. It is envisioned that the major roads through these Mixed Use areas are couplets, which are a series of one-way streets that disperse traffic and allow reduced street widths, maximize the sense of community, and emphasize pedestrian accessibility. These Mixed Use areas are envisioned as low-rise (3-5 stories) with some mid-rise (5-10 stories) near the intersection of Euclid and Edison/Ontario Ranch Road.
Mixed Use - Grove	14.0[1] to 65.0 dwelling units per acre 1.5 FAR for office uses 1.0 FAR for retail uses *Subject to Specific Plan*[1]	Envisioned as a low-rise (3-5 stories), mixture of retail and residential uses that will create identity and place along the corridor and serve the surrounding residents.
Mixed Use - Parkside	25.0 to 45.0 dwelling units per acre 1.0 FAR for retail uses *Subject to approved Specific Plan*	Envisioned as a low-rise (3-5 stories), mixture of retail and residential uses that will create identity and place and serve the surrounding residents.
Mixed Use Neighborhood Activity Hubs	20.0 to 75.0 dwelling units per acre 1.0 FAR for retail and office *Subject to Specific Plan*[1]	Envisioned as a low-rise (3-5 stories), mixture of retail and residential uses that will create identity and place along the corridor and serve the surrounding residents.
Neighborhood Commercial	0.40 FAR	Local serving retail, personal service, office, and dining uses, typically located within a predominantly residential neighborhood.
General Commercial	0.40 FAR	Local and regional serving retail, personal service, entertainment, dining, office, tourist-serving, and related commercial uses.
Open Space - Recreation	Not applicable	Open space that includes utility easements, and drainage channels. We desire to realize multiple uses from these open spaces, such as trails, greenways, joint-use recreational amenities, landscaped parkways/medians, parking lots, and nurseries.
Open Space - Non-Rec	Not applicable	Open space that includes utility easements, and drainage channels. We desire to realize multiple uses from these open spaces, such as trails, greenways, joint-use recreational amenities, landscaped parkways/medians, parking lots, and nurseries.
Public Facility	Not applicable	Public facilities including civic centers, governmental institutions, police and fire stations, transportation facilities, museums, and public libraries.

Note:

1. Some medium density and mixed use parcels in the Neighborhood Centers South of Riverside Drive are within the affordable housing overlay zoning district. The overlay, 1) sets a minimum density of 20 dwelling units per acre; 2) waives the specific plan requirement if there is no existing specific plan and the proposed project includes 20 percent of units affordable to lower incomes, consistent with Tier 1 requirements outlined in the development code; and 3) allows a maximum density of 30 dwelling units per acre in the medium density land use category if the project includes 25 percent of units affordable to lower incomes, consistent with Tier 2 requirements outlined in the development code. If not covered by a specific plan, projects are still subject to a PUD at the City's discretion.

NEIGHBORHOOD CENTERS INTENDED OUTCOMES (ALL CENTERS)

This section describes the intended result, or outcome, of applying Urban, Mixed Use, and Transit-oriented Place Type Policies (CD-3.1 to CD-3.6) to this Place Type.

Unique Identity



Neighborhood Centers are organized by a pattern of walkable blocks, tree-lined streets and varied architecture within a compact area. Each building, business, and use contributes to the Center's unique character adding value to the Center and surrounding neighborhoods by its proximity and accessibility to them. These centers are connected to adjoining neighborhoods by a network of neighborhood streets and pedestrian connections, not separated from them by loading zones, trash enclosures and tall walls. Appropriate transitions from the busy environment of the commercial core of the center to the quiet neighborhood environments is achieved by gradual transitions in building scale and level of activity.

Comfortable, Safe, Human Scale Public Realm



The public realm of Neighborhood Centers includes streets connecting to neighborhoods, and parking lots and other publicly accessible open spaces. These interwoven open spaces meet the functional requirements for vehicular access and parking that are met in conventional shopping centers by large parking lots connected to large streets with auto-only driveways, and provide a comfortable retail experience for residents and visitors to shop, dine, and spend time with friends and family.

Complete and Connected Network



Centers are organized around a network of local streets, both public and private, that form walkable blocks. Neighborhood centers should be connected to larger cross-town streets and corridors by local cross-streets.

To encourage walking and to provide equitable access to goods and services for residents who are unable to drive, additional paseos and other "pedestrian shortcuts" should be provided when lots or blocks exceed approximately 500 feet in width.

Context Aware and Appropriate Building Design



Most Neighborhood Centers face on crosstown avenues and Neighborhood Corridors. They should front these streets with larger buildings and high levels of commercial activity. The height, size, and scale of buildings and levels of activity should systematically step downward toward adjoining neighborhoods. Building masses near single-family neighborhoods should be reduced in height, width and bulk, and activities should transition for very busy and active retail and restaurant uses to quieter office and residential uses.

Active Frontages



The ground floors of buildings - and the public spaces they front - should be designed to balance the needs of interior uses with the active public realm.

Retail and restaurant businesses near the main avenue and within the retail core of the center, should be adjacent to wide sidewalks, and building facades should include with tall, transparent shopfronts providing clear views of merchandise and activity within each business.

As uses transitions from the retail core to adjacent neighborhoods streetscape improvements and sidewalks should change with landscape pallet giving way to sidewalks behind green parkway strips. Similarly, deeper setbacks should mark the transition from Center to neighborhood.

Managed Infrastructure



Coordinated management of facilities and infrastructure will play an integral role in maintaining a successful Neighborhood Center where people want to spend time.

Shared parking strategies should be established to encourage visitors to park once and enjoy the area on foot, fully utilize available parking at all times of day, and provide flexibility to better adapt to changes in land use as well as changing trends in how people travel.

Shared maintenance should also be established to provide efficient, consistent, and sustainable maintenance and management of public spaces.

SOCIAL RESOURCES ELEMENT

Access to healthcare, nutrition, and healthy environments, quality education, diverse community services and facilities, and cultural opportunities are essential to a prosperous and complete community. All are critical to individual and community well-being and Ontario's ability to attract residents and investors. However, direct control over delivery of healthcare, education, social services, and cultural opportunities is in the hands of outside organizations. Therefore, the City must leverage the efforts of service providers within the region.

Purpose

The Social Resources Element:

- Identifies quality and accessible health care, education, community services, and cultural activities as critical components to achieving Ontario's Vision.
- Provides guidance on addressing community issues that by their nature require extensive coordination and collaboration with outside agencies.
- Addresses critical community issues that are not typically included in City policy plans.

Principles

The City believes:

- The health, wellbeing, education, and enrichment of its citizens are key components to making Ontario prosperous and a desirable place to live.
- Access to healthcare, education, community services, and cultural resources encourages community engagement and healthy lifestyle choices.
- Coordination and collaboration with service providers is essential to a comprehensive system of high quality health, education, cultural activities, and community services in Ontario.
- A diverse range of community and cultural resources, programs, and facilities help make Ontario a more complete and prosperous community.

Goals & Policies

SR-1 Health

Ontario recognizes that there is a strong link between health and individual and community prosperity. The City is committed to strengthening this critical link through collaboration with health-related public, private and nonprofit organizations. The City can have a positive impact

on the health of residents by providing information on and access to, resources for healthcare, fitness and good nutrition.

While the policy foundation for improving residents' health is found throughout the Policy Plan, this section focuses on the issues of access to healthcare providers and facilities, prevention and wellness, safe neighborhoods, and monitoring health in Ontario.

GOAL SR-1 Residents have access to information, services and goods that improve their health and wellbeing.

Policies

SR-1.1 **Partnering for Healthcare.** We work with healthcare providers, and local, regional, state, and federal agencies to attract and retain a diversity of affordable, quality healthcare and facilities for the entire community.

SR-1.2 **Nutrition Choices.** We support the promotion of equitable access to affordable healthy food choices in the community, including community gardens, farmers markets, and cooking classes.

SR-1.3 **Health Education.** We promote equitable access to health education, including disease prevention, mental health, nutrition, and physical fitness.

SR-1.4 **Physical Activity.** We encourage activities and community design that improve the physical fitness of our community members, with an emphasis on the provision of activities and facilities in environmental justice areas.

SR-2 Education

Ontario's prosperity is determined, to a great extent, by its ability to provide a skilled and educated workforce capable of meeting the requirements of business. A key factor for businesses and residents deciding whether or not to locate in Ontario is the availability of quality preschool, elementary, middle, and high schools, colleges, and vocational training. Ontario fosters lifelong learning so that its citizens can lead more fulfilling and productive lives by providing access to libraries, culture, community events, and activities.

GOAL SR-2 A range of educational and training opportunities for residents and workers of all ages and abilities that improves their life choices and provides a skilled workforce for our businesses.

Policies

SR-2.1 **Educational Partners.** We partner with educational institutions throughout the region in order to expand the range and quality of educational offerings available to the community.

SR-2.2 **Workforce Training.** We will work with industrial organizations, businesses, and educational institutions to create opportunities for workforce training.

SR-2.3 **Joint Use of Facilities.** We partner with public and private educational institutions to jointly use facilities for both City and educational purposes.

SR-2.4 **Access to Schools.** We work with local and regional partners to improve the safety in and around schools and to improve access for citizens of all ages and abilities to schools and community services, such as after school and other programs.

SR-2.5 **School Facilities.** We plan and coordinate with school districts for designing and locating school facilities to meet the City's goals, such as for health, walkability, and safety and to minimize impacts to existing neighborhoods.

SR-2.6 **Language.** We promote broad outreach in languages used by the community for proposed projects that could negatively affect environmental justice areas.

SR-2.7 **Community Engagement.** We promote targeted outreach and education to historically underrepresented groups to encourage meaningful participation in decision-making process for projects whose outcomes will affect land use in environmental justice areas.

SR-3 Community & Leisure Activities

Ontario takes pride in having an excellent choice of classes, excursions, events, and special programs for its citizens to learn, recreate, and socialize with friends, family, neighbors, and others in their community. In addition, there are a variety of nonprofit community-based organizations and religious institutions that provide services and activities to members of the Ontario community. Community and leisure activities play an important role in linking Ontarians to their community, neighborhoods, and commercial areas.

Goal SR-3 A range of community and leisure programs and activities provided by public, private, and nonprofit organizations that meet the needs of the community's varied interests, age groups and abilities.

Policies

SR-3.1 **Partnerships.** We partner with local and regional agencies, nonprofit organizations, and the private sector to provide a comprehensive range of community activities and events to citizens.

SR-3.2 **Needs Assessment.** We track the needs and priorities for community services and look for ways to meet demands and avoid duplication of offerings.

SR-3.3 **Program Outreach.** We promote information about leisure activities, classes, special events, and other services and activities to our community.

SR-3.4 **Community Events.** We plan and actively participate in regularly scheduled community events and seasonal or yearly citywide events.

SR-3.5 **Community Activities as Crime Deterrents.** We promote and participate in community activities as part of our crime prevention efforts. (Link to Safety Element Policy S-7.3)

SR-4 Library

Information and knowledge resources are fundamental for the residents of Ontario to live healthy and prosperous lives. Ontario's libraries offer free access to collections of books and other media, computers and the Internet, and a range of programs and resources, making them key focal points in the community. Ontario has an ambitious, well-established, and functional library program that addresses a broad range of ages, abilities, interests, cultural backgrounds, and income levels.

Goal SR-4 City libraries that connect community members of all ages and abilities to a broad range of programs, communication, and informational resources.

Policies

SR-4.1 **Community Needs.** We identify and monitor community needs for library services, technology, and facilities, and tailor them to effectively meet those needs.

SR-4.2 **Interagency Coordination.** We leverage relationships with outside agencies, educational institutions, and neighboring jurisdictions to share library resources to the benefit of Ontario residents.

SR-4.3 **Library Outreach.** We outreach to the community to increase the patronage of the library.

SR-4.4 **Coordination with Other Community Services.** We coordinate library programs with other recreational and community programs and facilities.

SR-4.5 **Focal Points of the Community.** We design and program Ontario's libraries as focal points of community engagement, including public outreach and community events.

SR-4.6 **Robert E. Ellingwood Model Colony History Room.** We work with the Ontario Museum of History and Art in order to collect, preserve, and display artifacts and images from Ontario's heritage and connect the City's past to the present through the History Room.

SR-5 Entertainment & Culture

The availability of entertainment and culture helps define and promote the City's image locally, regionally, and internationally. These social resources are necessary to become a complete community and are essential to attracting residents and investment. Ontario is committed to making entertainment, arts, and culture readily available to citizens of all ages. These resources promote opportunities for community engagement, personal inspiration, learning, and enjoyment.

Goal SR-5 Local heritage, entertainment, and cultural experiences that enrich the lives of Ontario's residents, workers, and visitors and serve to attract residents and businesses to the City.

Policies

SR-5.1 **Provision of Entertainment and Culture.** We support equitable access to a range of entertainment and cultural experiences such as public art, exhibitions, and performances.

SR-5.2 **Local Heritage Education.** We partner with educational providers to promote culture and heritage. (Link to Community Design Element, *Historic Preservation* Section).

SR-5.3 **Public Art.** We encourage public art in buildings, parks, open spaces, and other public and private spaces.

SR-5.4 **Private-Public Sector Events.** We partner with private and nonprofit sectors to provide and promote participation in cultural activities including fairs, festivals, and other events geared to neighborhoods, the City as a whole, and the region.

SR-5.5 **Promotion of Ontario Artists and Musicians.** We promote awareness of entertainment and culture produced in Ontario.

APPENDIX A. IMPLEMENTATION ACTIONS RELATED TO ENVIRONMENTAL JUSTICE AND CLIMATE ADAPTATION AND RESILIENCY

Purpose

The Policy Plan primarily contains long-term principles, goals, and policies for achieving Ontario's Vision through nine elements: land use, housing, parks and recreation, environmental resources, community economics, safety, mobility, community design, and social resources. Through these nine elements, the City addresses all the topics required by state law and some additional topics that are important to our community.

The City added the topics of environmental justice and climate adaptation and resiliency to the Policy Plan in accordance with state law (introduced through Senate Bills 1000 and 379, respectively). The City has opted to address these topics throughout multiple elements of the Policy Plan to ensure the topics are presented alongside the multitude of issues and topics that affect our residents and resources.

The City will begin to implement the updated Policy Plan immediately upon adoption, working within the municipal organization, with residents and other community stakeholders, and other agencies and service entities. A number of actions will be started immediately following the Policy Plan's adoption, with some completed and/or replaced by new actions in as little as a few months. As state law currently limits the frequency of updating the Policy Plan to four update cycles per year, the City opts to maintain a separate Implementation Plan so that it can update its list of short-term activities on an as-needed basis without affecting the City's Policy Plan update cycle.

However, state law requires that the implementation actions related to environmental justice and climate adaptation and resiliency be incorporated into the City's Policy Plan. Accordingly, this appendix contains those actions from the Implementation Plan that must also be part of the Policy Plan.

The Implementation Plan reflects new activities that the City should conduct in order to implement the new aspects of the updated Policy Plan. The Implementation Plan does not include actions that the City already undertakes based on regulations, programs, or procedures that are already in place. As the majority of updates to the Policy Plan relate to the topics of environmental justice and climate adaptation and resiliency, the majority of the Implementation Plan also reflects actions related to these two topics.

Updates

Future updates to the Implementation Plan will gradually incorporate and identify new activities related to other topics of the Policy Plan, based on changes in socioeconomic conditions, the physical environment, and other factors. Changes to actions listed in the Implementation Plan related to environmental justice or climate adaptation and resiliency will also trigger an update to this appendix, which should be processed during the City's next appropriate Policy Plan update cycle.

Structure

The following actions are presented based on the most directly relevant element and goal. For example, Action LU-2.1 is the first action related to Goal 2 of the Land Use Element. It should be noted that actions may also relate to more than one element and may help implement more than one goal and/or policy.

After each action, in parentheses, are indicators that identify whether the action relates to environmental justice (**EJ**) or climate adaptation and resiliency (**CAR**). Actions related to environmental justice are distributed throughout all elements of the Policy Plan, with additional indicators in parentheses to identify the subtopic enumerated in state law.

Environmental justice indicators:

- Reduce exposure to pollution (EP)
- Promotion of food access (FA)
- Promotion of physical activity (PA)
- Promotion of public facilities (PF)
- Promotion of safe and sanitary housing (H)
- Promotion of civil engagement (CE)

All of the climate adaptation and resiliency actions are associated with are associated with the Safety Element. Some actions related to climate adaptation and resiliency may address environmental justice topics and help those who are disadvantaged, but are not identified as environmental justice actions. For example, S-9.3 Weatherization Program, seeks to expand funding resources to conduct weatherization and structural retrofits that will increase community resilience. This action can help create safe and sanitary housing for those who are disadvantaged, but the action is not targeted toward improving an existing environmental justice problem or prioritized for those who live in environmental justice areas.

Actions

Land Use Element

LU-2.1 **Development standards.** Review existing development and design standards and update as necessary to provide appropriate mitigation or buffers between existing uses, with a focus on additional buffering when new uses could negatively impact environmental justice areas. (**EJ:** EP)

Housing Element

(Note that actions listed as programs in the Housing Element, full text available in the Housing Element Technical Report):

Program 6 **Neighborhood Stabilization.** Implements the City's Neighborhood Preservation Strategy Plan, which identifies revitalization strategies in key neighborhoods in northwest Ontario. (**EJ:** H)

Program 11 **Ontario Ranch.** Encourages development of affordable housing in future developments in Ontario Ranch, the high resource area in the city. (**EJ:** H, PF)

Program 23 **Public Housing.** Commits to expanding the use of Housing Choice Vouchers (aka Section 8 Vouchers) in high and moderate resource areas. (**EJ:** H, PF)

Program 24 **Homeownership Program.** Provide resources in multiple languages to reduce language barriers. (**EJ:** H, CE)

Program 27 **Fair Housing Implementation.** Provide resources in multiple languages to reduce language barriers. (**EJ:** H, CE)

Parks and Recreation Element

PR-1.1 **Recreation and Parks Master Plan.** Implement recommendations as outlined in the 2021 Master Plan, with a priority on addressing the needs in environmental justice areas. This includes recommendations such as new and/or expanded facilities, new and expanded programs and services, community and agency partnerships, and fee structures. (**EJ:** PF, PA)

Environmental Resources Element

ER-4.1 **Citywide and regional air quality planning.** Review existing and monitor the development of new air monitoring and emissions reduction plans prepared by the South Coast Air Quality Management District. Gather and evaluate measures and strategies in such plans for their applicability to and feasibility for Ontario. (**EJ:** EP)

ER-4.2 **Citywide emissions monitoring.** Coordinate with the South Coast Air Quality Management District (SCAQMD) to monitor existing air measurements and recommend new air measurements and locations, with a specific focus on evaluating new measurements and locations in environmental justice areas. Coordinate with SCAQMD to provide monitoring information online to the public, including historical data and an explanation of trends, thresholds, and ongoing monitoring results. (**EJ:** EP)

ER-4.3 **Community air quality planning.** Engage with the South Coast Air Quality Management District and local stakeholders to evaluate the next steps in pursuing a priority community designation and/or community air protection program incentives for eligible environmental justice areas of the city, with focus on areas with unique needs and highest pollution burden as identified in the latest available CalEnviroScreen tool. If such a designation or incentives are not awarded or available, seek grant funds for activities such as local air quality monitoring.

Also, explore ways to initiate data collection efforts for a community emissions reduction and/or community air monitoring plan, including the identification of information needed (new or updated), potential data sources and needed resources, and strategies to engage residents and collect information. (**EJ:** EP)

ER-4.4 **Health risk assessments.** Draft and adopt ordinance to implement new requirements (Policy ER-4.9) for health risk assessments when considering specific uses near existing sensitive receptors. (**EJ:** EP)

ER-4.5 **Trucks and cargo handling equipment.** Evaluate and implement strategies to reduce emissions associated with truck idling and cargo handling equipment near areas with existing and planned sensitive receptors, with a priority placed on facilities that have not yet finalized building permits and for those facilities in or adjacent to environmental justice areas. (**EJ:** EP)

ER-4.6 **Healthy indoor options.** Explore options to incentivize or require the provision of indoor recreation space, particularly in environmental justice areas that experience high levels of exposure to air pollution. (**EJ:** PA, PF, EP)

ER-4.7 **Proactive engagement.** Collaborate with the South Coast Air Quality Management District and local stakeholders in environmental justice areas experiencing local air pollutions issues to outline objectives and strategies for monitoring air pollution. Augment existing outreach programs to improve public awareness of state, regional and local agencies' roles, and resources to identify, monitor, and address air quality and other environmental hazards in the community. (**EJ:** CE, EP)

Community Economics Element

CE-1.1 **Small Business Assistance.** Collaborate with the County Economic Development Agency and California District of the Small Business Administration to expand and promote resources and assistance for small businesses, with a specific focus on those in environmental justice areas. (**EJ:** PF)

Safety Element

S-1.1 **Seismic Retrofits.** Identify potential funding sources to facilitate seismic retrofits in environmental justice areas and for low-income households. (**CAR, EJ:** H)

S-2.1 **Entitlement and Permitting.** Update the City's entitlement and permitting process to require hydrological studies that assess the 100-year and 500-year flood zones to assess the impact that the new development will have on the flooding potential of existing development down-gradient. Additionally update the entitlement and permitting process to require mapping for 200-year floodplains. (**CAR**)

S-2.2 **Floodplain Mapping.** Seek grant funds to map the 200-year floodplain in Ontario outside of the entitlement process. (**CAR**)

S-2.3 **Public Outreach.** Augment the City's public outreach efforts to disseminate information on flooding, flood control on private property, floodplains, and flood preparedness to the community through the City website, social media, and at City offices. (**CAR**)

S-2.4 **Floodproofing Existing Buildings.** Seek grant funds to encourage property owners in 200-year (when mapped) or 500-year flood zones to floodproof existing structures. (**CAR**)

S-2.5 **Open space in 200-year floodplains.** Coordinate with developers to encourage passive recreation or parkland in 200-year floodplains or floodways (when mapped). (**CAR**)

S-2.6 **Green and Natural Infrastructure.** Coordinate with developers to incorporate the use of existing (or restoration of) natural features and ecosystem processes and low impact development techniques to increase permeable surfaces and promote sustainable management of open space and parks. This may include, but is not limited to, aquatic or terrestrial vegetated open space, systems and practices that use or mimic natural processes, and other engineered systems, to provide clean water, conserve ecosystem values and functions, promote drainage, and provide a wide array of benefits to people and wildlife. (**CAR**)

S-3.1 **Firefighting services and water supply.** Collaborate with regional water providers and surrounding fire protection agencies to ensure adequate water supply, equipment, and personnel for firefighting in the region given future projections regarding prolonged drought and the potential increase in the number and severity of wildfires in the surrounding area (in line with automatic and mutual aid agreements). (**CAR**)

S-3.2 **Public Outreach.** Coordinate with network providers to ensure that residents and visitors, especially those in environmental justice communities, have access to emergency notifications. Information should be provided in multiple languages and formats appropriate for people with access and functional needs. (**CAR, EJ:** CE)

S-4.1 **Vibration studies.** Update development regulations to require vibration-sensitive uses in areas within 200 feet of rail to evaluate for indoor vibration levels and mitigate any exceedances of the Federal Transit Administration vibration-annoyance criteria. (**EJ:** H)

S-8.1 **Evacuation Assessment Plan.** Prior to or concurrently with the update of the City's Hazard Mitigation Plan, conduct an evacuation time assessment to comply with state law (enacted through Assembly Bill 747), accounting for natural and human-generated hazards, existing and proposed traffic evacuation volumes at buildout. (**CAR**)

S-8.2 **Evacuation Routes.** Review and update, as necessary, standards so that new development has at least two egress/ingress options, key signage that is visible to emergency responders during extreme weather events, signage that identifies evacuation routes, and adequate water supply for structural suppression. (**CAR**)

S-8.3 **Evacuation assistance program.** Coordinate with Omnitrans, Metrolink, and other transit providers to develop an evacuation assistance program for those with little mobility and those without a vehicle. (**CAR**)

S-8.4 **Extreme Heat Response Plan.** Develop an extreme heat response plan that includes establishment of community cooling centers and temperature triggers for when they will open, weatherization of City buildings, and cooling strategies for persons engaged in outdoor work and persons experiencing homelessness. (**CAR**)

S-8.5 **Resilience Hub and Cooling Centers.** Establish a network of equitably located resilience hubs and cooling centers throughout the City. Ensure that such facilities are located outside of areas at risk of hazards (to the extent possible), offer refuge from extreme heat and poor air quality, and are equipped with renewable energy generation, backup power, and backup water supplies. Such facilities should be in easily accessible locations and be available to all community members. (**CAR**)

S-8.6 **Cooling Transit Areas.** Coordinate with Omnitrans, Metrolink, and Amtrak to increase shading and heat-mitigating materials on pedestrian walkways, outdoor waiting areas, and transit stops/stations. (**CAR**)

S-8.7 **Critical Facilities.** Review procedures and update as necessary, to ensure that future critical facilitates are located outside of hazards zones. If not feasible, ensure new critical facilities are designed to remain functional during hazardous events and identify funding sources to harden and improve existing facilities to remain functional during hazardous events. (**CAR**)

S-8.8 **Community Emergency Response Team (CERT).** Increase participation in CERT through program by expanding promotion efforts and course offerings, encouraging CERT participation for City employees, and exploring partnerships (e.g., partner with school districts to offer CERT training to high school students). (**CAR**)

S-9.1 **Energy independence.** Coordinate with developers to encourage the integration of battery storage systems that can provide backup electrical service during temporary power outages. (**CAR**)

S-9.2 **Renewable Energy.** Renovate existing city-owned assets and design future city facilities to incorporate renewable energy generation systems, battery storage systems, and energy-efficient design and features, as feasible. (**CAR**)

S-9.3 **Weatherization Program.** Expand funding resources through partnerships and grant programs for low-income households and businesses to conduct weatherization and structural retrofits that will increase community resilience. (**CAR**)

Mobility Element

M-2.1 **Priority Improvements.** Refine the City's Capital Improvement Program (CIP) and implementation recommendations of the Active Transportation Master Plan (ATMP) to elevate the priority of improvements proposed in (or serving) environmental justice areas. Continue to identify additional improvements that should be added to complete networks, remove barriers, and create buffers for pedestrians and bicyclists along truck routes, with priority given to those in environmental justice areas. (**EJ:** PF, PA)

M-3.1 **Expanded Bus and Light Rail Service.** Coordinate with Omnitrans and Metrolink to implement and update the agencies' strategic plans and long range transportation plans to prioritize improvements in and expansion of service in Ontario's environmental justice areas. In the next update of these plans, encourage each agency to increase the weighting of environmental justice factors in the prioritization of improvements and service expansion. (**EJ:** PF)

M-4.1 **Clean Energy Plan for Trucks and Cargo Handling Equipment.** Develop and implement a plan to evaluate the future needs of clean fueling/recharging and electrified truck parking and onsite cargo handling equipment. Promote the creation of centralized truck parking areas that provide clean energy refueling stations and other support facilities while ensuring adjacent residential neighborhoods are not negatively impacted by trucking activities. Target locations that serve both the northern and southern industrial parts of the city, and coordinate to provide truck parking and charging areas in neighboring jurisdictions that serve regional truck travel. Require proposed truck-intensive uses to provide robust onsite clean energy fueling and/or electric charging stations for trucks and onsite cargo handling equipment. For existing and proposed uses, to contribute toward centralized parking solutions (for larger facilities, which will overlap with their compliance with the South Coast Air Quality Management District's Indirect Source Rule). (**EJ:** EP)

Community Design Element

CD-2.1 **Objective Development and Design Standards.** Prepare objective development and design standards to help streamline the approval and production of new housing, while creating a more walkable, vibrant, and unified community. (**EJ:** H)

CD-2.2 **Transit Stops.** Coordinate with Omnitrans to implement and update the agency's Bus Stop Safety Improvement Plan, prioritizing improvements in Ontario's environmental justice areas. In the next update, encourage Omnitrans to increase the weighting of environmental justice factors in the evaluation, identification, and prioritization of improvements. (**EJ:** PF, PA)

CD-2.3 **Bus Rapid Transit.** Coordinate with Omnitrans on street cross section designs for BRT corridors to influence street designs to maximize walkability and bicycle access/safety of the transit riders. (**EJ:** PF)

Social Resources Element

SR-1.1 **Healthy Ontario.** Continue to pursue programs, incentives, grants, and partnerships to fund and conduct the activities and achieve the objectives of the Healthy Ontario Initiative, including those on prevention and wellness, healthcare access and utilization, education and lifelong learning, and safe and complete neighborhoods. Augment the initiative to prioritize activities and objectives to address neighborhoods in environmental justice areas. (**EJ:** FA, PF, PA)

SR-1.2 **Collaboration.** Develop active, strategic partnerships with public, private, and nonprofit entities, such as the Community Healthy Improvement Association of Ontario (CHIA) and Center for Community Action and Environmental Justice (CCAEJ), to improve health outcomes by leveraging capacity, resources, and programs around mutually beneficial initiatives that promote health, equity, and civil engagement for residents, with a priority on those living in environmental justice area areas. (**EJ:** CE, PA)

SR. 1.3 **Resident Satisfaction Survey.** Augment the City's resident satisfaction survey (conducted in English and Spanish) to address issues related to community health, pollution, parks, community engagement, and community services, with focused outreach for environment justice concerns and priority areas. Report findings of survey through the City's various media platforms and utilize input to update the Implementation Plan and Policy Plan, as necessary. (**EJ:** PA, PF)

SR-1.4 **Community Centers.** Continue to implement the City's 2021 Recreation and Parks Master Plan and emphasize the creation of new community centers in environmental justice areas where residents are more than one-half mile from an existing community center. (**EJ:** PF)

SR-1.5 **Expanded Representation.** Expand representation of residents concerned about environmental justice issues by extending invitations to such residents/groups (focused especially on those who also live in environmental justice areas within the City) to participate in civic government activities. (**EJ:** CE)

APPENDIX B. GLOSSARY OF TERMS AND ABBREVIATIONS

Purpose

The following is a glossary of terms and abbreviations to help users read and understand the Policy Plan and the meaning and intent of its goals and policies. Please note that this glossary is not intended to be comprehensive or define terms, acronyms, or abbreviations that are generally well understood or easily looked up using other resources. Additionally, some terms listed in this glossary are not used in the text of Policy Plan. The focus is on terms that have multiple potential meanings (either in or out of the Policy Plan context), and to define the intended meaning of such terms to ensure the correct interpretation and implementation of the Policy Plan.

A-C

Accommodate: To make room for or provisions for something that is specifically intended to occur.

Action: A specific, measurable step that needs to be taken to meet stated objectives. An action is not mere compliance with the law or a commonly adopted or accepted practice or protocol. An action is short in duration and is meant to be updated and replaced once action has been taken. In the context of the Implementation Plan, the activity is typically to be undertaken by the City or another public entity.

Adaptive Reuse: The conversion of obsolescent or historic buildings from their original or most recent use to a new use.

Advocate: To openly support and promote an action, objective, or goal; also, to speak on behalf of an individual or group.

Airport Land Use Compatibility Plan (ALUCP): The ALUCP provides for the orderly growth of the areas within an airports noise contour, runway protection zones, approach zones, and Part 77 zones and describes appropriate land uses, maximum population density, maximum site coverage, height restrictions, and required notification/disclosure areas.

Airport Master Plan (AMP): An AMP provides for the maintenance, development, and operation of the airport itself and includes operational forecasts, fleet mixes and the ultimate runway configuration and airport plan.

Allow: To be open to something occurring but without any particular effort to make it happen.

Always: The action will apply to future decisions without exception.

Analyze: To methodically examine the desirability or feasibility of something, with a view toward letting the evidence determine the appropriate level of commitment.

Aspire: To direct one's ambitions toward achieving something.

Augment: To add to something that is already in place to make it more desirable, functional, or beneficial.

Avoid: To not enable something that will lead to an undesirable outcome.

Best Management Practices (BMPs): Methods or techniques found to be the most effective and practical means in achieving an objective (such as preventing or minimizing pollution) while making the optimum use of resources.

Buffer / buffer zone: An area of land, structure, feature, or design treatment separating two uses that acts to soften or mitigate the effects of one use on the other.

Building Density and Intensity: Building density and intensity includes both residential density, expressed as units per acre, and non-residential intensity, expressed as floor area ratio, which is the amount of building square feet in relation to the size of the lot.

Buildout: Build-out is an urban planners estimate of the amount and location of potential development for an area. Buildout for The Ontario Plan can be found in Exhibit LU-03.

Built Environment: Human-made buildings and structures, as opposed to natural features.

Carbon Footprint: A carbon footprint is a measure of the impact human activities have on the environment in terms of the amount of greenhouse gases produced.

Carbon Sequestration: The removal and storage of carbon from the atmosphere in carbon sinks (such as oceans, forests, or soils) through physical or biological processes, such as photosynthesis.

Community Development Block Grant (CDBG): A grant program administered by the U.S. Department of Housing and Urban Development (HUD) that provides federal grants directly to larger urban cities and counties for activities that benefit low- and moderate-income individuals, eliminate blight, or address a serious and immediate threat to public health and welfare. States distribute CDBG funds to smaller cities and towns. Grant amounts are determined by a formula based upon need.

California Environmental Quality Act (CEQA): A state law requiring state and local agencies to assess the environmental impacts of public or private projects they undertake or permit. Agencies must mitigate adverse impacts of the project to the extent feasible. If a proposed activity has the potential for significant adverse environmental impacts, an Environmental Impact Report (EIR) must be prepared and certified as legally adequate by the public agency before taking action on the proposed project.

Class I Trail: Known as a Shared-use Path, is a completely separated facility for the exclusive use of bicycles and pedestrians with crossflow by motor vehicles minimized.

Class II Trail: Known as a Bike lane and a Buffered Bike lane, is a portion of the roadway that is designated by striping, signaling, and/or pavement markings for the exclusive use of bicyclists established along streets and corridors where there is significant demand and distinct needs. Bike lanes can be paired with a designated buffer space composed of painted striped and pavement markings adjacent bike lane, known as a Buffered Bike Lane.

Class III Trail: Known as a Bike Boulevard, is a special type of bike route where a street is designed to accommodate bicyclists with a wide variety of skill levels.

Class IV: Known as a Separated Bikeway and Raised Separated Bikeway, also known as a cycle track or protected bike lane, is a one- or two-way bike way for the exclusive use of bicycles that includes a physical, vertical barrier between bicyclists and motor vehicle traffic within the roadway. They can be designed to be either at the same grade as the adjacent sidewalk or set as an intermediate level mountable curb between the roadway and sidewalk, known as a Raised Separated Bikeway.

"Clean" Industry: "Clean" industries include industrial type uses whose operations produce lower quantities of hazardous substances and air emissions than traditional industrial uses. Operations of such facilities should have minor adverse effects on neighboring land uses and are therefore more compatible in proximity to sensitive uses, like residential development, schools, and childcare facilities than traditional industry. Examples of "clean" industry include incubator space for small start-up and creative businesses, clean/green technology, biomedical device manufacturing, digital arts, furniture and apparel design, etc.

Collaborate: To intentionally, willingly work together toward a common objective or goal.

Compatible: In relation to use, the ability for two or more uses to coexist without conflict, with minimal conflict that can be mitigated, or in a beneficial manner. When used in relation to a structure, indicates that the structure is built so that its appearance is similar to that of the principal unit to which the structure is accessory or to the general character of the neighborhood or community with regards to color, materials, construction, lighting, signs, or the emission of sounds, noises and vibrations. See also *incompatible*.

Complete streets network: A system of on- and off-street facilities (e.g., sidewalks, bike lanes, and trails), that enable all users of all ages and abilities to navigate within or through a community area, with an emphasis on mobility focus areas. The system can consist of one or more facility type based on the intended users and access requirements. Individual facilities may overlap or not, serve all or just some users, and be contiguous or disconnected. Complete streets facilities and improvements are subject to physical constraints presented by the local context and financial feasibility limitations.

Comply with: To follow specified existing ordinances, regulations, or procedures.

Complement / complementary: Combining or coexisting (e.g., two buildings or land uses) in such a way as to enhance or emphasize the qualities of each other.

Comprehensive Housing Affordability Strategy (CHAS): A plan prepared by state or local agencies as a prerequisite for receiving assistance under certain U.S. Department of Housing and Urban Development (HUD) programs.

Concurrent: Services, facilities, activities, or other things that are provided or are occurring at the same time as something else.

Consider: To remain open to and evaluate a range of possible actions or outcomes as part of a decision.

Consistent: To be or act in harmony or aligned with something; see also inconsistent.

Consolidate: To bring together aspects, features, or components of a system or locale that can serve better in a consolidated form, compared to existing or provided separately.

Construct: To build something: buildings, roads, channels, etc. Context. Local or regional environmental, social, and economic conditions.

Continue: To maintain and/or resume an action.

Cooperate: To work in a positive effort with another entity toward a mutually beneficial end. Such work may take the form of direct action, passive support, or even inaction.

Coordinate: To work in a positive effort with another entity in the process of conducting individual actions or initiatives that relate to each other and that can benefit from concurrent or cooperative activity.

Council of Governments (COG): A single or multi-county entity created by a joint power agreement. COGs are responsible for determining the share of the regional need for housing for each of the counties and cities within the COG's region. In most cases, the COG also serves as the Regional Transportation Planning Agency (RTPA) responsible for preparing regional transportation plans and expenditure programs.

Community Noise Equivalent Level (CNEL): A 24-hour energy equivalent level derived from a variety of single-noise events, with weighting factors of 5 and 10 dBA applied to the evening (7 p.m. to 10 p.m.) and nighttime (10 p.m. to 7 a.m.) periods to allow for greater sensitivity to noise during these hours.

Connect SoCal: The Connect SoCal plan (also known as the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy or RTP/SCS) represents the vision for Southern California's future, including policies, strategies, and projects for advancing the region's mobility, economy, and sustainability through 2045. The plan details how the region will address its transportation and land use challenges and opportunities in order to achieve its regional emissions standards and greenhouse gas (GHG) reduction targets.

The components of Connect SoCal are required by federal and state legislation and is an important planning document for the region, allowing project sponsors to qualify for federal funding. SCAG is required to update this long-range planning document every four years.

Complete Community: A diversity of housing choices and educational opportunities; jobs for a variety of skills and education; recreation and culture; a full-range of shopping, entertainment and services; and the opportunity to improve individual quality of life.

Crime Prevention Through Environmental Design (CPTED): Crime Prevention through Environmental Design (CPTED) is the proper design and effective use of the built environment which may lead to a reduction in the fear and incidence of crime, and an improvement of the quality of life." – National Crime Prevention Institute.

Critical Facilities: Facilities housing or serving many people, and are necessary in the event of an earthquake or flood, such as hospitals, fire, police, and emergency service facilities, utility lifeline facilities, such as water, electricity, and gas supply. Critical Facilities within Ontario are mapped in the Safety Element.

D-I

Dedicate: To offer or set aside for a specific program, action, or use; when in the context of land dedication, the land is generally set aside for public ownership, use, and/or operation or maintenance.

Department of Housing and Community Development (HCD): A state agency that administers state housing programs. HCD also administers the federal HOME and CDBG programs on behalf of jurisdictions that are not directly assisted by HUD.

Department of Housing and Urban Development (HUD): A federal, cabinet level department responsible for overseeing, implementing, and administering U.S. government housing and urban development programs.

Design: To conceive in advance the size, shape, qualities, appearance, open space, and other attributes of a proposed development, building and related improvements, generally rendered in graphic forms that communicate the anticipated outcome.

Determine: To calculate in advance the nature or outcome of an anticipated action, situation, or proposal.

Discourage: To openly deter (or attempt to deter) an individual, group, or organization from doing something.

Discretionary: An action taken by a governmental agency that calls for the exercise of judgment in deciding whether to approve and/or how to carry out a project.

Emergency Communication & Dispatch Center: The Dispatch center provides daily dispatch services for the Fire & Police Departments and contract fire agencies. The dispatch Center is also a designated facility as part of California's Fire Rescue Mutual Aid System.

Encourage: To promote, support, or champion a concept or action; such support may be in terms of political support and coordination, staff resources, and/or financial resources.

Endangered Species: A native California bird, mammal, fish, amphibian, reptile, or plant (species, subspecies, or variety) is endangered when it is in serious danger of becoming extinct throughout all, or a significant portion of its range due to one or more causes, including loss of habitat, change of habitat, over-exploitation, predation, competition or disease (Section 2062, Fish and Game Code).

Enhance: To improve existing conditions in quality, value, or characteristic.

Equitable: A condition or treatment that is fair and impartial.

Establish: To bring something into being that does not currently exist.

Explore: To search for or examine the nature of a possibility before a commitment is made. See also *analyze*.

Expand: To increase in detail, extent, number, volume, or scope.

Environmental Justice Areas: Disadvantaged communities that face the highest risk of exposure to pollution and are also burdened by socioeconomic and health issue. Determined using the latest version of CalEnviroScreen, a screening tool developed by the California Office of Environmental Health Hazard Assessment (OEHHA) used to help identify communities disproportionately burdened by multiple sources of pollution and with population characteristics that make them more sensitive to pollution.

Environmental Infrastructure: The basic facilities, services, and installations needed for the functioning of key systems such as the sewerage network, drainage systems as well as improvements made to water courses and habitats.

Feasible: Capable of being done, executed, or managed successfully taking into consideration social, physical, environmental, and/or economic factors.

Facilitate: To make an action or process easier or to help bring about.

Fair share: An allocation of resources, costs, or fees considered equitable and proportional to the needs, impacts, or activity of an existing or proposed project.

Feasible, technically: Capable of being implemented because the industrial, mechanical, or application technology exists.

Feature: A noticeable or important characteristic, attribute, or aspect of something.

Finding(s): The result(s) of an investigation and the basis upon which decisions are made. Findings are used by government agents and bodies to justify action taken or a decision made by the entity.

Fire Conflagration: An uncontrolled burning that threatens human life, health, property, or ecology that may produce a firestorm, in which the central column of rising heated air induces strong inward winds, which supply oxygen to the fire.

Flash Flood: A flash flood is a rapid flooding of geomorphic low-lying areas – washes, rivers, and streams. It is caused by heavy rain associated with a thunderstorm, hurricane, or tropical storm. Flash floods can also occur after the collapse of an ice dam, or a human structure.

Flood Insurance Rate Map (FIRM): For each community, the official map on which the Federal Insurance Administration has delineated areas of special flood hazard and the risk premium zones applicable to that community.

Floodplain: The area, adjacent to a watercourse or other body of water, subject to recurring floods. Floodplains may change over time as a result of natural processes, the characteristics of a

watershed, or the construction of bridges or channels. Floodplain can also serve as a reference to areas subject to flooding and mapped under FEMA's NFIP.

Floor Area Ratio (FAR): The gross floor area permitted on a site divided by the total net area of the site, expressed in decimals to one or two places.

Food insecurity: The state of being without reliable access to sufficient quantity of affordable, nutritious food.

Fund: To make money available for a prescribed purpose; may be a one-time, periodic, or ongoing commitment.

Global Gateway: Ontario is increasingly identified for the competitive advantages it provides to businesses that want to succeed in the global marketplace and for its growing importance to the state, national and international economies. Ontario's distinction as a Global Gateway is due to its strategic Southern California location at the center of a rapidly developing freight movement system that includes LA-Ontario International Airport (ONT), two railroads, four major freeways and an expanding network of freight forwarders. ONT is one of the fastest growing and ambitious cargo airports outside the booming Asia-Pacific market and home to United Parcel Services Western Regional Hub providing daily direct flights to China. The Ontario Foreign Trade Zone is also significant to businesses involved in international trade. This envied transportation network links Ontario-based companies to the Ports of Los Angeles and Long Beach as well as western, national, and international markets.

Global Warming: An increase in the earth's atmospheric and oceanic temperatures widely predicted to occur due to an increase in the greenhouse effect resulting especially from pollution.

Goal: A statement of desired future conditions regarding a particular topic; a goal paints a picture of how something will be in the future. A goal in and of itself is not sufficient to understand its intent, extent, or context. A goal itself is kept simple, with policies, objectives, and implementation actions providing further definition.

Greenhouse Gases (GHG): A Greenhouse gas is one that contributes to the warming of the Earth's atmosphere by reflecting radiation from the Earth's surface. (e.g., carbon dioxide, ozone, or water vapor).

Green Infrastructure: Green infrastructure is strategically planned and managed networks of natural lands, working landscapes and other open spaces that conserve ecosystem values and functions and provide associated benefits to human populations.

Harden: The use of site design and materials to make a building or site able to withstand the onset or severity of damage from an event such as a fire, earthquake, flood, or other similar event

Hazard Mitigation Plan: The Local Hazard Mitigation Plan is a comprehensive resource document that serves many purposes, including enhancing public awareness and understanding, creating a decision tool for management, promoting compliance with State and Federal program requirements, enhancing local policies for hazard mitigation capability, and providing inter-jurisdictional coordination. The Federal Disaster Mitigation Act of 2000 requires all local

governments to create such a disaster plan in order to qualify for funding in the future. The City's Hazard Mitigation Plan is incorporated by reference into the Policy Plan.

Hazardous Material: Any substance that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. The term includes, but is not limited to, hazardous substances and hazardous wastes.

HOME (HOME Investment Partnership Program): A federal housing program that provides formula grants to states and localities. Communities use the grants (often in partnership with local nonprofit groups) to fund a wide range of activities. These include building, buying, or rehabilitating affordable housing for renters and homeowners, and providing direct rental.

Impact: Generally, the result of an action or inaction; when the term is used in the context of an environmental analysis under the California Environmental Quality Act (CEQA), the term "impact" refers to how a proposed project may directly or indirectly effect specific environmental, infrastructure, and public service factors; a negative impact damages those environmental factors or increases burdens on selected facilities and services).

Impervious Surface: A surface through which water cannot penetrate, such as a roof, road, sidewalk, or paved parking lot. The amount of impervious surface increases with development and establishes the need for drainage facilities to carry the increased runoff.

Identify: To determine characteristics or facts without any predetermination regarding future commitments; gather information only.

Include: To make a part of a consideration or issue under public scrutiny.

Incompatible: To be so opposed in character as to be incapable of existing together without causing conflicts or harm upon one or all parts; conflicting; see also *compatible*.

Incorporate: The same as *include*.

Inconsistent: Varying to the point of conflict or contradiction; see also *consistent*.

Innovative: Methods or approaches that are new and original, often (but not always) more advanced.

Install: To put in place at a specified time or place or in a particular sequence.

Integrate: To blend new and existing projects or activities together in a compatible fashion.

Investigate: To examine the accuracy of information provided in support of a proposed project, process, or program.

J-Q

Jobs-Housing Balance: The jobs/housing ratio divides the number of jobs in an area by the number of households. A ratio greater than 1.0 indicates a net in-commute (job-rich community); less than 1.0 indicates a net out-commute (housing-rich community).

ONT: Ontario International Airport.

[no terms that begin with the letter "K"]

Land Use Designation Boundary: Where a boundary line is indicated as following a street or alley, the boundary line shall be construed as following the centerline of the right-of way. Where a street or alley is officially vacated or abandoned, the area within vacated street or alley on each side of the centerline shall be classified in the same land use designation as the adjoining property.

Level of Service (Traffic): A scale that measures the amount of traffic that a roadway or intersection can accommodate, based on such factors as maneuverability, driver dissatisfaction, and delay.

Limit: To confine a project or activity within prescribed specifications or performance criteria.

Link: To connect a project, area, function, or activity to another feature or features that would be mutually beneficial and reinforce desired functions.

Locate: To place an improvement, function, or use in a particular locale, on property with certain characteristics, or in proximity to specified features to bring about benefits and/or efficiency.

Maintain: To keep a system, facility, area, or activity in continuously sound condition, as defined by approved standards.

May: To offer the possibility but not the probability or promise of a certain commitment of resources or support; associated with action or activity that is often desirable and allowed, but implementation of such action or activity is often conditional.

Minimize: To reduce something to the smallest amount or degree feasible.

Monitor: To track the performance of a particular physical condition, activity accomplishment or aspect of change, with a view toward using the results to inform City determination of its appropriate commitments.

Multipurpose Trail: Also called a Shared-use Path (per the ATMP), is an off-street trail that accommodates pedestrian and bicycle travel. These trails typically double as Class I bikeways.

National Flood Insurance Program: A federal program that authorizes the sale of federally subsidized flood insurance in communities where such flood insurance is not available privately. The areas of high risk are mapped by the Federal Emergency Management Agency (FEMA) and are known as Flood Insurance Rate Maps (FIRMs).

Natural Ecosystem: Natural ecosystem is a natural unit consisting of all plants, animals, and microorganisms in an area functioning together with all the non-living physical of the environment. That or, a place where plants and animals are dependent upon one another—and their particular surroundings—for survival.

Never: Something (e.g., action or land use) will not take place or occur under any circumstance.

Noise-Sensitive Uses: Land uses where quiet environments are necessary for enjoyment and public health and safety. Residences, schools, motels and hotels, libraries, religious institutions, hospitals, and nursing homes are examples. Such uses are also considered vibration-sensitive uses.

Notify: To advise a specified party or parties regarding an event or change for which there is an obligation to inform or need to know.

Ontario Ranch: An area that spans over 8,000 acres and 13 square miles, offering master-planned neighborhoods, commercial centers, and recreation spaces. A visionary model for California Growth, Ontario Ranch is the first gigabit community in Southern California and will feature ultra-high bandwidth home-data services, plus an expansive park and trail system, new schools, and independent sources of water. (Generally, the area south of Riverside Drive)

Parkland: Land used for public recreational and open space purposes. Such spaces and facilities can be public or private.

Particulate Matter: "Particulate matter," also known as particle pollution or PM, is a complex mixture of extremely small particles and liquid droplets. Particle pollution is made up of a number of components, including acids (such as nitrates and sulfates), organic chemicals, metals, and soil or dust particles.

Partner: To join with another entity in conducting an activity or building a facility that would be mutually beneficial and add value more efficiently than if pursued independently; does not necessarily require financial commitments. See also *cooperate*.

Periodically: The action will take place or apply to future decisions at specified intervals or times.

Places: Functional and appealing places where people want to live, work, and visit.

Place Types: Distributed throughout Ontario and are generally centered around areas designed as mixed use. They include a range of scales that are intended to fulfill different roles within city. Such areas are envisioned as walkable and transit-friendly environments with a safe, comfortable, and inviting public realm that encourages people to spend time, whether living, working, or visiting.

Policy: A statement that guides decision-making and specifies public commitment. A policy defines and directs how the City intends to achieve goals.

Potable Water: Water of sufficient quality to serve as drinking water, whether it is used for drinking or not.

Premier Community: A community with a distinct identity or character such as historic development, viable neighborhoods, design, and image.

Preserve: To maintain something in its original or existing state (verb). An area dedicated to the protection and conservation of biological resources and/or landscapes (noun).

Prevent: To keep a particular use, condition, activity, or circumstance from occurring; it does not imply complete (100 percent) avoidance or elimination.

Prioritize: To intentionally direct discretionary investments or actions to one area ahead of other areas. The act of prioritizing is an ad-hoc process that considers a variety of relevant factors. State and federal law and agency requirements, court orders, and City/county-declared emergencies take precedent over the prioritization direction in the Policy Plan.

Principle: An assumption, fundamental rule, or doctrine that guides Policy Plan policies, proposals, standards, and implementation measures.

Prohibit: To absolutely disallow something from happening or being built.

Promote: To actively stimulate the likelihood and desirability of something happening; does not require investing public resources in its direct development.

Protect: To shield from damage to people or property.

Provide: To make something available, typically to a community, organization, or business; it does not imply that the thing is being made available at no cost.

Public (noun): Residents, businesses, visitors, and travelers.

Public realm: Framework for an urban, mixed use, or transit-oriented area that is vibrant, active, and intense urban environment.

Pursue: To strive to obtain or to seek to accomplish something, often through direct actions, partnerships, or indirect assistance. See also *support*.

[no terms that begin with the letter "Q"]

R-Z

Rare Species: A native California plant (species, subspecies, or variety) is rare when, although not presently threatened with extinction, it is in such small numbers throughout its range that it may become endangered if its present environment worsens (Section1901, Fish and Game Code). Since 1985, this designation applies to plants only.

Recycled Water: Former wastewater (sewage) that has been treated to remove solids and certain impurities, and then allowed to recharge the aquifer or used for non-potable purposes rather than being discharged to surface water.

Reflect: To embody or represent (something) in a faithful or appropriate way.

Renewable Energy: Energy that is virtually inexhaustible in duration but limited in the amount of energy that is available per unit of time. Renewable energy includes biomass, hydropower, geothermal, solar, wind, ocean thermal, wave action, and tidal action.

Report: To provide public information on a subject or condition.

Require: To absolutely impose an obligation or standard.

Resilience / Resiliency: The capacity of any entity to prepare for disruptions, to recover from shocks and stresses, and to adapt and grow from a disruptive experience. Adaptation actions contribute to increasing resilience.

Respect: To give due regard for something or to hold something in high regard.

SBCTA / SBCOG: San Bernardino County Transportation Authority / San Bernardino Council of Governments.

SCAG: Southern California Association of Governments.

Sensitive Land Uses: Uses that by their nature and characteristics can be significantly impacted by the noise, odor, vibration, air quality and inherent hazards associated with other uses near it. Sensitive uses include, but are not limited: single and multiple family residences, schools, churches, hospitals, day care facilities and nursing homes.

Sensitive Species: "Sensitive" refers to naturally-reproducing fish and wildlife species, subspecies, or populations that are facing one or more threats to their populations and/or habitats.

Shall: Will always be carried out or required; no exceptions.

Should: Will be carried out or required most of the time, unless a very good reason is identified why an exception is acceptable.

Solar Access: The provision of direct sunlight to an area specified for solar energy collection when the suns azimuth is within 45 degrees of true south.

Solid Waste: Any unwanted or discarded material that is not a liquid or gas. Includes organic wastes, paper products, metals, glass, plastics, cloth, brick, rock, soil, leather, rubber, yard wastes, and wood, but does not include sewage and hazardous materials. Organic wastes and paper products comprise about 75 percent of typical urban solid waste.

Sometimes: Will apply to future decisions under specified conditions or circumstances.

Specify: To establish distinct requirements.

Strive: To make great efforts or devote serious effort to achieve or obtain something.

Support: To provide assistance or promotion; see *encourage*.

Sustainability: A process in which the exploitation of resources, the direction of investments, the orientation of technological development, and institutional change are all in harmony and enhance both current and future potential to meet human needs and aspiration; sustainability integrates the political, social, economic, and environmental. A more common and concise definition of sustainability is a system that "meets the needs of the present without compromising the ability of future generations to meet their own needs".

Sustainable development: Development that maintains or enhances equity, economic opportunity, and community well-being while protecting and restoring the natural environment upon which people and economies depend. Sustainable development meets the needs of the present without compromising the ability of future generations to meet their own needs.

Trucking-intensive Business or Use: In the context of defining a trucking-intensive business, a truck is a vehicle identified by the Federal Highway Administration vehicle as Class 4 or higher, with the exception of dually trucks and recreational vehicles. A trucking-intensive business is a permitted use that includes the frequent use of trucks as part of its primary activities including, logistics facilities, warehousing, fulfillment centers, distribution centers, truck yards, hazardous materials or waste facilities, container storage, and container parking.

Urban Run-off: Surface runoff of rainwater over impervious surfaces. During rainstorms and other precipitation events (including run-off from overwatering landscape areas), these surfaces (built from materials such as asphalt, cement, and concrete), along with rooftops, carry polluted stormwater to storm drains, instead of allowing the water to percolate through soil. This causes lowering of the water table (because groundwater recharge is lessened) and flooding since the amount of water that remains on the surface is greater.

Vibration-Sensitive Uses: Land uses where quiet environments are necessary for enjoyment and public health and safety. Residences, schools, motels and hotels, libraries, religious institutions, hospitals, and nursing homes are examples. Such uses are also considered noise-sensitive uses.

Vehicle Miles Traveled (VMT): The total amount of driving over a given area. In 2013, the State of California passed Senate Bill 743, which mandates that jurisdictions can no longer use automobile delay – commonly measured by Level of Service – in transportation analysis under the California Environmental Quality Act. The State issued guidelines that direct jurisdictions to use of a broader measure called VMT, with the intent to reduce overall VMT and per capita VMT.

Vulnerability Assessment: An analysis of the vulnerability of various City asset types and people to climate change hazards. A vulnerability assessment is required by state law as part of a jurisdiction's Safety Element and is used to generate policies and actions that will lead to greater safety, climate adaptation, and resiliency. The City's Vulnerability Assessment is incorporated by reference into its Safety Element.

Vulnerable Population or Community: Populations or communities that experience heightened risk and increased sensitivity to natural disasters, emergencies, or severe weather events or conditions; and have less capacity and fewer resources to cope with, adapt to, or recover from such events or conditions.

Waste Diversion: The act of preventing garbage from being disposed of in landfills or incinerators by reducing the amount of materials that you use or buy, reusing products, recycling or composting.

Wastewater: Spent or used water with dissolved or suspended solids, discharged from homes, commercial establishments, farms, and industries.

Williamson Act: Known formally as the California Land Conservation Act of 1965, it was designed as an incentive to retain prime agricultural land and open-space in agricultural use, thereby slowing its conversion to urban and suburban development. The program entails a ten-year contract between a jurisdiction and an owner of land whereby the land is taxed on the basis of its agricultural use rather than its market value. The land becomes subject to certain enforceable restrictions, and certain conditions need to be met prior to approval of an agreement. Contracts may be exited at the option of the landowner or local government by initiating the process of term nonrenewal. Other circumstances and processes may also apply.

[no terms that begin with the letter "X"]

[no terms that begin with the letter "Y"]

Zoning: The division of a jurisdiction by legislative regulations into areas (aka land use zoning districts), which specify allowable uses for real property and size restrictions for buildings within these areas; a program that implements policies and the land use categories of the Policy Plan.

ATTACHMENT B:

VULNERABILITY ASSESSMENT REPORT FOR THE ONTARIO PLAN 2050 UPDATE

A Component of The Ontario Plan 2050

April 2022

VULNERABILITY ASSESSMENT REPORT FOR THE ONTARIO PLAN 2050 UPDATE

City of Ontario

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INTRODUCTION

The City of Ontario (City) prepared a Climate Change Vulnerability Assessment in conformance with State of California requirements to assess climate change vulnerability and address climate change adaptation and resilience as part of The Ontario Plan 2050 Update (TOP 2050). California Government Code Section 65302(g) requires communities to address climate adaptation and resilience in their general plans. The goal of this requirement is to enable the community to prepare for, respond to, withstand, and recover from disruptions created or caused by climate change. The vulnerability assessment acts as a foundation for integrating adaptation and resilience policies into the Safety Element and The Ontario Plan by identifying a set of priority vulnerabilities in the City of Ontario. This report presents the results of the City's Climate Change Vulnerability Assessment and includes an overview of the regulatory framework and method for preparing a vulnerability assessment and incorporating adaptation and resilience into TOP 2050, a summary of the climate change hazards affecting the resilience of Ontario, and characterizes specific populations and assets included in the assessment

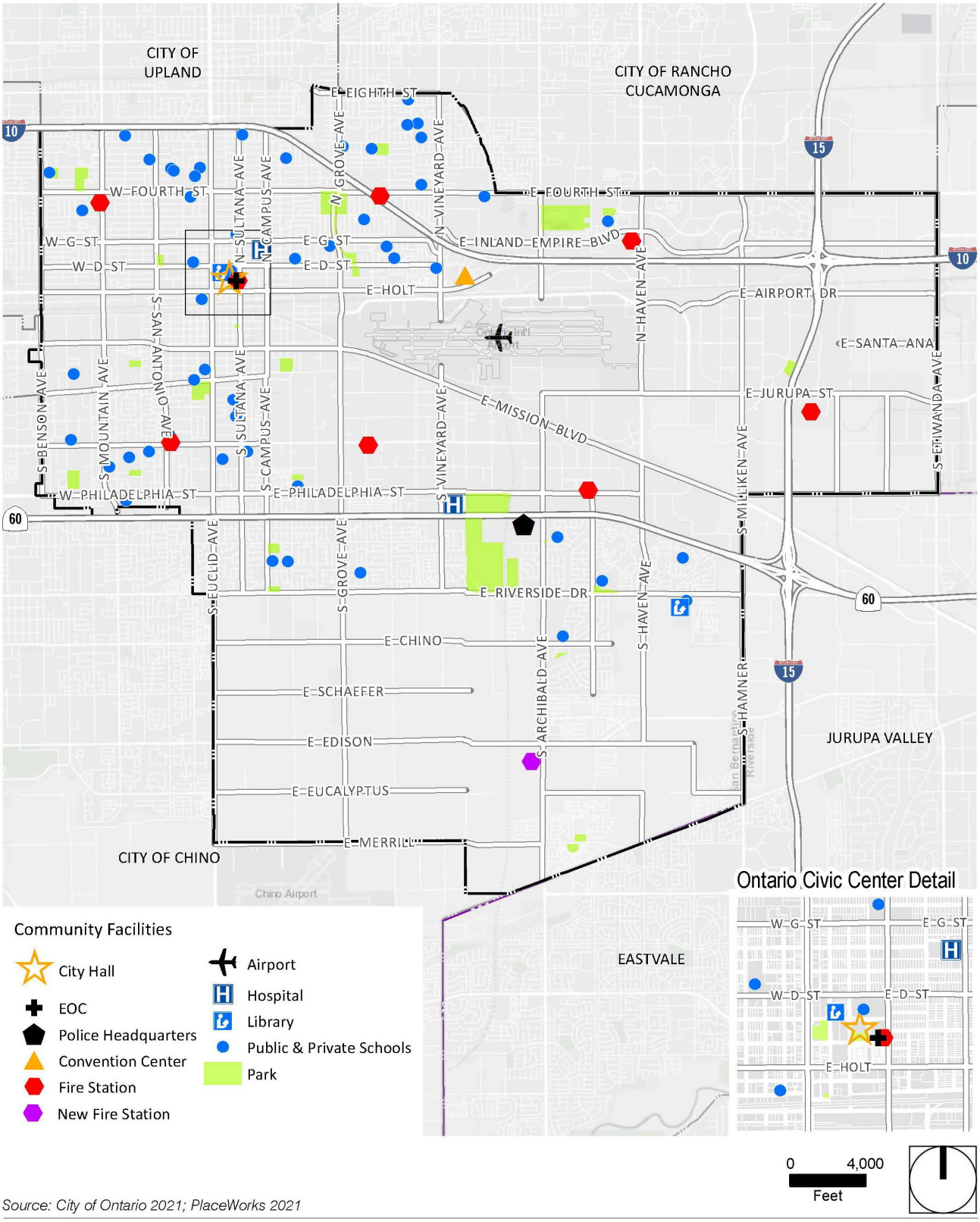
Community Profile

The City of Ontario is in the valley portion of San Bernardino County, surrounded by the cities of Rancho Cucamonga and Upland to the north, the cities of Fontana and Jurupa Valley to the east, the City of Eastvale to the south, and City of Chino to the west. The Los Angeles National Forest in the San Gabriel Mountains rise nearly 10,064 feet above sea level, and the city sits just south of this mountain range at 1,004 feet above sea level. According to American Community Survey 2019, 5-year estimates, Ontario is home to approximately 176,760 residents, over 37 percent of which are 24 years old or younger and 31 percent of which are between 25 and 44 years old.

The City of Ontario covers approximately 50 square miles, as shown in Figure 1, which was originally home to the Tongva (Gabrielino) and Kizh (Gabrielino) tribal nations. The city is developed with residential, commercial, office, public facility, industrial, and agricultural land uses. Residential, commercial, public facility, and office land uses are distributed throughout the city. Industrial land uses are concentrated in the central portion of the city, surrounding the Ontario International Airport, as well as in the eastern and southern portions of the city. Agricultural land uses comprise most of the land use in the southern portion of Ontario; however, this use will likely transition to residential, mixed-use, and commercial land uses by 2050. Major economic sectors include education services, Ontario International Airport, retail centers, and warehouses and logistics centers.

The city has a Mediterranean climate, with hot summers and mild winters with rain. On average, annual high temperatures in Ontario range from 65 degrees Fahrenheit (^{o}F) in January to 94 in August. Low temperatures range from 43 ^{o}F in December to 65°F in August. The city receives an average of approximately 15.04 inches of precipitation per year, with all precipitation falling as rain. Most precipitation falls during the winter months with rare occurrences of summer storms. The Southern California inland valley climate was historically famous for growing citrus because of the hot summers and winters without frost. The Santa Ana winds flow through this area of San Bernardino County from October to April, with the strongest Santa Anas occurring in December and January.

Figure 1. Community Overview Map



Source: City of Ontario 2021; PlaceWorks 2021

Ontario's primary transportation access is from Interstate (I-) 10, I-15, State Route (SR-) 60, and SR-83. I-10 runs west through San Bernardino County to downtown Los Angeles and east through the southern United States to the east coast. I-15 runs south through San Bernardino County to downtown San Diego and north through the western United States to Canada. SR-60 runs east to west, and SR-83 runs north to south through Ontario, connecting the valley region of San Bernardino County to the mountains to the north and San Gabriel Valley to the east. Other major roadways include Mission Boulevard, 4th Street, Airport Drive, Haven Avenue, and Miliken Avenue. Ontario International Airport is in the north-central portion of the city. Omnitrans operates six public bus routes, including one express route, through Ontario, which residents can use to travel to key destinations in Ontario and other areas of San Bernardino County. Metrolink, via the Union Pacific Railroad, provides long-distance train service via Ontario to Los Angeles, which connects with other train services to major cities such as Seattle, Chicago, and New Orleans. The City also maintains bike routes along Riverside Drive, Deer Creek Loop, Lytle Creek Loop, and Inland Empire Boulevard.

Regulatory Framework

In 2015, the State adopted Senate Bill (SB) 379, amending Section 65302(g) of the California Government Code to require cities and counties to update the Safety Element of their general plan to include more information about wildfire hazards, flooding risks, and other short-term and long-term threats posed by climate change. SB 379 is the foundation for adaptation and resiliency in general plan safety elements, as it requires local governments to conduct vulnerability assessments as part of their long-range public safety planning efforts and to prepare adaptation and resilience goals, policies, and implementation measures that respond to the findings of the vulnerability assessment and protect against harm caused by climate change.

Other important updates to Section 65302(g) of the California Government Code related to Safety Elements include SB 1035, SB 99, and Assembly Bill (AB) 747/1409. SB 1035, which established Section 65302(g)(6) of the California Government Code, builds on previous legislation and requires local governments to review and update as needed their Safety Element during an update to their Housing Element or Local Hazard Mitigation Plan (LHMP) (or no less than every eight years). Any revisions should include updated information related to flood hazards, fire hazards, and climate adaptation and resilience. SB 99 established Section 65302(g)(5) of the California Government Code and requires jurisdictions to review and update the Safety Element to include information identifying residential developments in hazard areas that do not have at least two emergency evacuation routes. AB 747 added Section 65302.15 to the California Government Code (amended by AB 1409), which became effective in January 2022, requires local governments to identify the capacity, safety, and viability of evacuation routes and locations in the Safety Element or LHMP on or before the next update of their LHMP. This Vulnerability Assessment, along with the update to the Safety Element of TOP 2050, supports the City of Ontario to meet these requirements.

The State of California prepared a guidance document, the *California Adaptation Planning Guide*, to assist communities in addressing climate adaptation and resilience, and complying with Section 65302(g) of the California Government Code. This guide presents a step-by-step process for gathering the best-available climate change science, completing a climate change vulnerability assessment, creating adaptation strategies, and integrating those strategies into general plans and other policy documents. The City's

vulnerability assessment is consistent with the guidance and recommended methods provided in the *California Adaptation Planning Guide* and the *Resilient IE*.

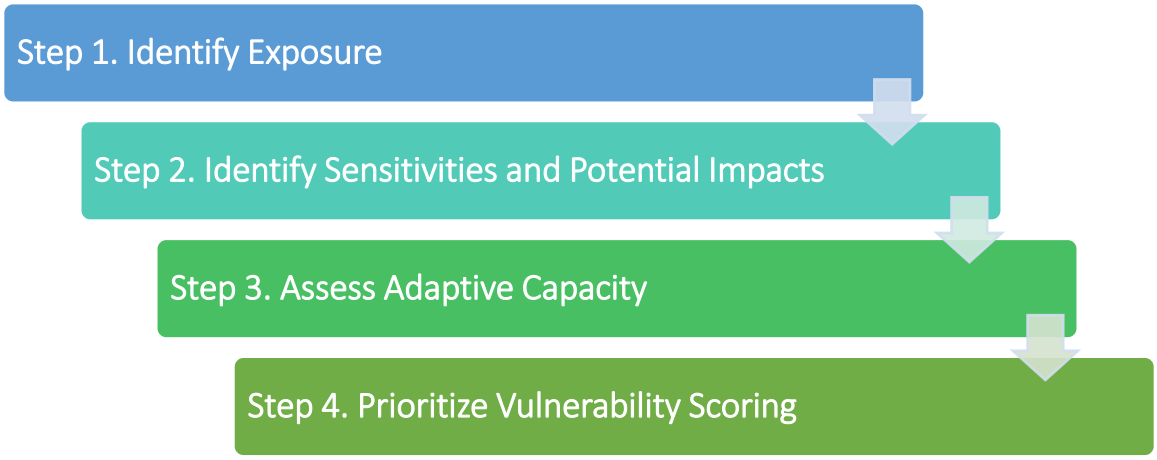
Climate Science Overview

Climate change is a long-term change in the average meteorological conditions in an area. Currently, the global climate is changing due to an increase in greenhouse gas (GHG) emissions that trap heat near the Earth's surface. While some levels of these gases are necessary to maintain a comfortable temperature on Earth, an increased concentration of these gases due to human activity traps additional heat, changing Earth's climate system in several ways. According to the *California Fourth Climate Change Assessment*, these effects cause primary climate stressors, which include warmer temperatures and changes in precipitation patterns, which can cause and exacerbate secondary climate stressors. These secondary climate stressors, also known as climate change hazards, can include flooding, severe weather, poor air quality, and drought conditions, among others. According to the *California Adaptation Planning Guide*, these hazards have the potential to cause fatalities, injuries, property and infrastructure damage, interruption of business, and other types of harm or loss. This Vulnerability Assessment Report presents the local and regional impacts created by climate change hazards and the ability of Ontario's populations and community to resist these hazards, to assess which aspects of the community are most vulnerable to climate change.

VULNERABILITY ASSESSMENT METHOD

The Vulnerability Assessment analyzes how a changing climate may harm the City of Ontario, and which aspects of the community – including people, buildings and infrastructure, services, and economic drivers – are most vulnerable to its effects. The vulnerability assessment primarily follows the recommended process published in the *California Adaptation Planning Guide* in 2020 by the California Governor's Office of Emergency Services. This includes a four-step process: (1) characterizing the community's exposure to current and projected climate hazards; (2) identifying potential sensitivities and potential impacts to community populations and assets; (3) evaluating the current ability of the populations and assets to cope with climate impacts, also referred to as its adaptive capacity; and (4) identifying priority vulnerabilities based on systematic scoring. Figure 2 shows these steps.

Figure 2. California Adaptation Planning Guide Recommended Method



Step 1: Identify Exposure

The goal of this step is to characterize the community's exposure to current and projected climate change hazards. Many projections of climate change hazards rely on multiple scenarios that reflect different levels of how global GHG emissions and atmospheric GHG concentrations may change over time. The Intergovernmental Panel on Climate Change (IPCC), an organization that represents the global scientific consensus about climate change, has identified four climate scenarios, also called Representative Concentration Pathways (RCPs), that can be used to project future conditions. RCPs are labeled with different numbers (e.g., RCP 2.6, RCP 6) that refer to the increase in the amount of energy that reaches each square meter of Earth's surface under that scenario. The four RCPs are:

- RCP 2.6: Under this scenario, global GHG emissions peak around 2020 and then decline quickly.
- RCP 4.5: Under this scenario, global GHG emissions peak around 2040 and then decline.
- RCP 6: Global emissions continue to rise until the middle of the century.
- RCP 8.5: Global emissions continue to increase at least until the end of the century.

> **Exposure:** The presence of people, infrastructure, natural systems, and economic, cultural, and social resources in areas that are subject to harm.
>
> *Source: California Adaptation Planning Guide*

The Cal-Adapt database, which provides California-specific climate change hazard projections, uses RCP 4.5 for a low emissions scenario and RCP 8.5 for a high emissions scenario. The Governor's Office of Planning and Research *Planning and Investing for a Resilient California* document and the *Adaptation Planning Guide* recommend using RCP 8.5 for analyses considering impacts through 2050, as there are minimal differences between emission scenarios for the first half of the century. This guide also recommends using RCP 8.5 for late-century projections, for a more conservative and risk-adverse approach. The City used the RCP 8.5 GHG emission scenario to input into global climate models on the Cal-Adapt database and other resources.[i]

The first step of this vulnerability assessment was to confirm which climate change hazards are expected to affect Ontario. The City identified eight climate change hazards for this assessment, listed here and discussed in more detail in the Climate Change Hazards section.

1. Agriculture Pests and Diseases
2. Air Quality
3. Drought
4. Extreme Heat and Warm Nights
5. Flooding
6. Human Health Hazards
7. Severe Weather
8. Wildfire and Smoke

The City derived the climate change hazard data from up-to-date information, including the state Cal-Adapt database, the *California Adaptation Planning Guide*, the *California 4th Climate Change Assessment*, the National Weather Service, the Federal Emergency Management Agency (FEMA), the *San Bernardino County Multi-Jurisdictional Hazard Mitigation Plan*, and the *San Bernardino County Vulnerability Assessment* conducted as part of Resilient Inland Empire (IE).

[i] The IPCC recently released "The Physical Science Basis" of the Sixth Assessment Report that updates global climate change projections for the near-term, mid-term, and long-term based on greenhouse gas emission trends from the past decade. It moves away from using RCPs, instead using five different scenarios called "shared socioeconomic pathways", which consider socioeconomic trends underlying each scenario. This Vulnerability Assessment does not use these updated projections because at time of writing they are not available at a local scale. However, the IPCC report does reaffirm the use of projections comparable to RCP 8.5 as the suggested emission scenario to use for Cal-Adapt data.

Step 2. Identify Sensitivities and Potential Impacts

This step included evaluating past and potential future climate change impacts to community populations and assets. The City first identified a list of populations and assets to include in the assessment with the following five categories:

> **Sensitivity:** The level to which a species, natural system, or community, government, etc., would be affected by changing climate conditions.
>
> **Impact:** The effects (especially the negative effects) of a hazard or other conditions associated with climate change.
>
> *Source: California Adaptation Planning Guide*

1. **Populations:** People that experience a heightened risk or increased sensitivity to climate change or have a lower capacity or fewer resources to adapt to or recover from climate impacts.
2. **Infrastructure:** Structures that provide essential services to Ontario community members and visitors.
3. **Buildings:** Homes, nonresidential buildings, and other building types.
4. **Important Economic Assets:** Properties and activities that make significant contributions to the Ontario economy.
5. **Key Community Services:** Important and essential functions to community members provided by government agencies and private companies.

This list included 17 populations, 17 infrastructure types, 9 building types, 7 economic drivers, and 9 key community services. After confirmation of this list, the City looked at which hazards are applicable in Ontario, or likely to affect which populations and assets, because not all hazards affect all populations or assets. For example, human health hazards are likely to impact most populations, but would not physically affect community parks or school buildings.

The outcome of this step was a matrix that identified whether a population or asset is likely to be exposed to a hazard. If a population or asset has the potential to be affected directly or indirectly by a hazard, a "yes" was indicated in the appropriate box. Direct impacts affect buildings and infrastructure, health or populations, or immediate operations of economic drivers or community services, and they can lead to indirect impacts on the broader system or community, including populations or asset types in a different category. For example, severe weather can *directly* damage electrical transmission lines causing power outages, which can *indirectly* impact persons with chronic illnesses who depend on the electricity for life support systems. Therefore, the City marked both electrical transmission lines and persons with chronic illnesses as "yes" for being affected by severe weather and would be evaluated in the assessment.

After the applicability review, the City evaluated potential impacts to the applicable populations and community assets. To identify how great the impacts of each relevant hazard are on the populations and community assets, the City considered a number of different questions that helped ensure the assessment broadly covered a range of potential harm. Examples of these questions include:

- Could the hazards cause injury or damage? Is there a risk of behavioral or mental harm, loss of economic activity, or other nonphysical effects?
- How many people or community assets could be harmed both directly and indirectly?
- How long would the impacts persist?
- Is there a substantial chance of death or widespread destruction?

Based on the results of the impact assessment, the City ranked each sensitivity as low, medium, or high impact for each relevant exposure. Impact is considered a negative quality, and therefore a higher impact score means that there is a higher potential for harm to a population or asset. A lower impact score means that there is a lower potential for harm to a population or asset. Table 1 provides more detail about what each score means.

Table 1. Rubric for Impact Scoring

Impact Score	Meaning (People and Ecosystems)	Meaning (Buildings, Infrastructure, Services, and Economic Drivers)
Low Impact	Community members may not notice any change. If noticed, effect would be minor with only occasional disruptions.	Damage, interruption in service, or impacts on the local economy is small or intermittent enough to mostly go unnoticed. If noticed, effects are only minor.
Medium Impact	There is a marked impact to the community. Quality of life may decline. Impacts may be chronic, and at times substantial.	Damage, service interruptions, and other impacts are clearly evident. Impacts may be chronic and occasionally substantial.
High Impact	The well-being of the community declines significantly. The community's current lifestyle and behavior may no longer be possible. There is a severe risk of widespread injury or death to people, or of significant or total ecosystem loss.	Buildings, infrastructure, and services may be often or always cannot function as intended or needed to meet community demand. Large sections of the economy experience major hardships or are not feasible.

Step 3. Assess Adaptive Capacity

Adaptive capacity is the ability of populations and community assets to prepare for, respond to, and recover from the impacts of climate change. The City evaluated each population and assets for adaptive capacity by considering the following questions:

1. Are there existing programs, policies, or funding to provide assistance?
2. Are there barriers that limit response or recovery? Are these barriers, financial limitations, political challenges, lack of access to technology or other resources, or others?
3. Do alternatives exist in or near Ontario that community members can use?

> **Adaptive Capacity:** The "combination of the strengths, attributes, and resources available to an individual, community, society, or organization that can be used to prepare for and undertake actions to reduce adverse impacts, moderate harm, or exploit beneficial opportunities".
>
> *Source: California Adaptation Planning Guide*

Based on the results of the adaptive capacity assessment, the City ranked each population or asset as low, medium, or high adaptive capacity. Adaptive capacity is considered a positive attribute, so a higher adaptive capacity score will mean that a population or asset may be more adaptable to the hazard. A lower adaptive capacity score means that a population or asset may have a harder time adjusting to the changing conditions. Table 2 provides more detail about what each score means.

Table 2. Rubric for Adaptive Capacity Scoring

Adaptive Capacity Score	Meaning
Low Adaptive Capacity	Adaptive solutions are available, but they are expensive, technologically difficult, and/or politically unpopular. Alternatives may not exist that can provide similar services. Some assets may not have feasible means to adapt.
Medium Adaptive Capacity	Some adaptation methods are available, but not always feasible. Adapting may create significant challenges for some sensitivities. Some alternatives exist within the jurisdiction area that can provide similar services.
High Adaptive Capacity	Adaptation solutions are feasible for most or all sensitivities. There may be occasional or small-scale challenges to implementing adaptation methods, but populations and assets can adapt with little or no effort. Many alternatives exist in the area that can provide similar services.

Step 4. Prioritize Vulnerability Scoring

The City used the impact and adaptive capacity scores for each population and asset for each relevant hazard to determine the vulnerability score. The vulnerability (V) score reflects how susceptible the population or asset is to harm from a particular hazard. Vulnerability is assessed on a scale as low, medium, or high. The Vulnerability Scoring Matrix (**Figure 3**) shows how impact and adaptive capacity scores combine and translate into a vulnerability score. For example, extreme heat would create a high impact on energy delivery because mechanical failures, heat damage, and high demand for electricity from cooling equipment can disrupt this service. Adaptive capacity is low because many community members need to use more electricity on extreme heat days to keep cool, especially since over half of homes were built prior to 1980 and may not be well insulated and retrofitting electrical equipment can be expensive. Therefore, energy delivery services are highly vulnerable to extreme heat.

Vulnerability: The degree to which natural, built, and human systems are susceptible "…to harm from exposure to stresses associated with environmental and social change and from the absence of capacity to adapt".

Source: California Adaptation Planning Guide

Figure 3. Vulnerability Scoring Matrix

		Impact Score		
		Low	Medium	High
Adaptive Capacity Score	Low	Medium	High	High
	Medium	Low	Medium	High
	High	Low	Low	Medium

HAZARDS OF CONCERN

As described in the *California Adaptation Planning Guide*, hazards are events or physical conditions that have the potential to cause fatalities, injuries, property and infrastructure damage, interruption of business, and other types of harm or loss. Some natural hazards, such as earthquakes, do not have a known connection with climate change, but have been included in this report to provide an overview of those hazards for TOP 2050.

Climate Change Hazards

Climate change hazards focus on natural hazards that can change in frequency and intensity due to climate change. The Vulnerability Assessment assesses the climate change hazards that are most relevant to the City of Ontario, as stated previously. This section discusses the climate change hazards based on projections provided by Cal-Adapt, the *California Fourth Climate Change Assessment*, the Resilient IE Toolkit, the *San Bernardino County Multi-Jurisdictional Hazard Mitigation Plan*, FEMA, and scholarly research.

AGRICULTURE PESTS AND DISEASES

According to the *2020 San Bernardino County Crop Report*, agriculture and livestock had total gross production of over $420 billion in 2020, with milk, milk products, and cattle being the largest-grossing crop. Agricultural pests and diseases can affect livestock and crops supporting the livestock in the Ontario Ranch area of the city. This hazard is measured by the number of pests and disease incidents, which are likely to increase as higher temperatures allow insects to reproduce more rapidly. In 2020, the San Bernardino County Agriculture/Weights & Measures inspected 406 samples of incoming plant materials from other states and countries, of which, 44 samples contained pests or diseases and 69 samples were rejected.

These pests and diseases, such as the scales, mealybugs, whitefly, Asian Citrus Psyllid, and European Pine Shoot Moth, can slow the growth of plants and animals, damage them so that their products are less appealing and harder to sell, or even kill them. Though there are treatment options for many agricultural pests and diseases, some have no cure. Many pests and organisms that carry diseases are most active during warmer months, so the threat of infection or infestation is higher during that time of year. Projection trends show temperatures getting warmer earlier in the year and remaining warmer until later in the year due to increases in air temperature, which creates a wider activity window for pests and diseases. However, agriculture production within the City of Ontario is projected to transition to residential, mixed-use, and commercial land uses by 2050.

AIR QUALITY

The dominant sources of air pollution in the City of Ontario are ozone pollution from vehicle exhaust and agricultural soils, fine particulate matter and diesel particulate matter from vehicles and stationary sources, and smoke from wildfires in the region. According to the California Office of Health Hazard Assessment, in 2016, ozone levels in Ontario were higher than 83 percent of census tracts in California and fine particulate matter concentrations were higher that 97 percent of census tracts in California. Higher future temperatures will likely increase the production of ground-level ozone, especially in

Southern California valley cities like Ontario, which are already experiencing high levels of this pollutant. Ground-level ozone is associated with a variety of negative health outcomes, including reduced lung function, pneumonia, asthma, cardiovascular diseases, and premature death. Smoke from wildfires in the region can also increase air pollution levels and create a significant health risk in the region.

DROUGHT

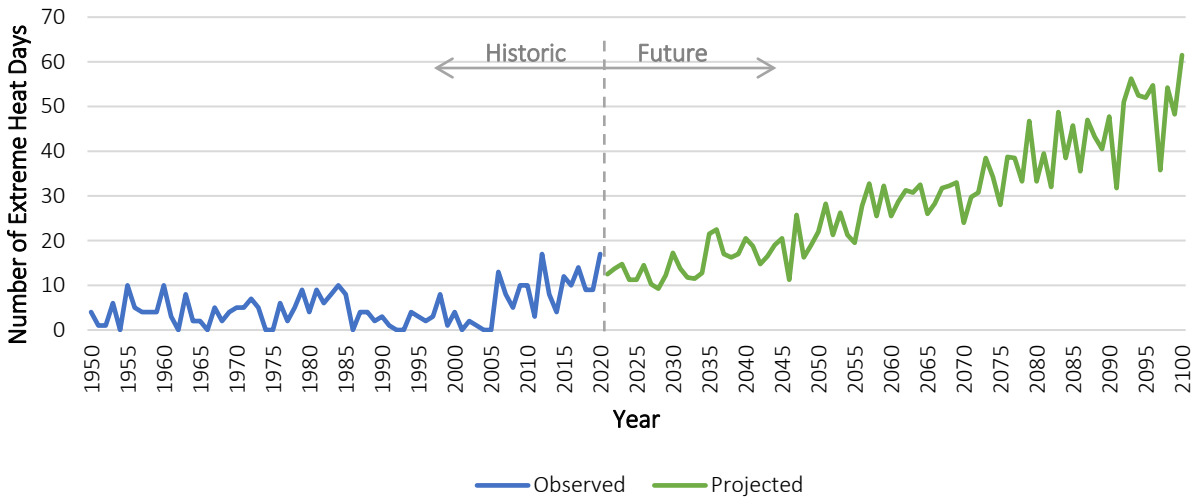
A drought occurs when conditions are drier than normal for an extended period, making less water available for people and ecosystems. Droughts are a regular occurrence in California; however, according to the *California Fourth Climate Change Assessment*, it is expected that climate change will lead to more frequent and more intense droughts statewide. According to the U.S. Drought Monitor, San Bernardino County and Ontario are in severe drought conditions and much of California is in Extreme or Exceptional Drought conditions. Based on the *Infrastructure Report for Hydrology, Sewer, Water, and Water Quality* prepared for TOP 2050, the City of Ontario receives water from three primary sources: (1) local groundwater sources; (2) imported water, primarily from the State Water Project, treated and distributed by the Water Facilities Authority, Chino Basin Desalter Authority, and the San Antonio Water Company; and (3) recycled water from the Inland Empire Utility Agency. Of these sources, most of the community's water supply is from the Chino Groundwater Basin (52 percent) and the State Water Project via the Rialto feeder and Agua de Lejos Treatment Plant in Upland (28 percent).

Snowpack levels in the Sierra Nevada, which feed the State Water Project, dropped by 25 percent during the 2011 to 2016 drought, and average springtime snowpack is expected to drop 64 percent by 2100. In 2021, the snowpack in the Northern Sierra was 70 percent of the average, but the rain was less than 50 percent of the annual average, making it the third-driest year on record. During drought conditions, water stored in the State Water Project's primary reservoirs could decrease due to lack of rainfall and reduction in snowpack due to higher temperatures. This can cause water shortages for water agencies relying on the State Water Project and heavier reliance on groundwater supplies to meet the needs of Ontario residents and businesses. The City of Ontario and Cucamonga Valley Water District directly provide water to residents and businesses, and both agencies have Water Shortage Contingency Plans as part of their 2020 Urban Water Management Plans. The Water Shortage Contingency Plans provide specific demand reduction actions to conserve water and ensure reliable supplies, including water restrictions for non-essential uses, increased use of recycled water, and penalties for violating water shortage provisions.

EXTREME HEAT AND WARM NIGHTS

Extreme heat occurs when temperatures rise significantly above normal levels. In Ontario, an extreme heat day occurs when temperatures reach above 103.2 °F. As shown in **Figure 4**, the number of extreme heat days in Ontario is projected to increase from a historic annual average (1961 to 1990) of 4 days per year to an average of 25 extreme heat days per year by mid-century and an average of 41 extreme heat days per year by end of century.

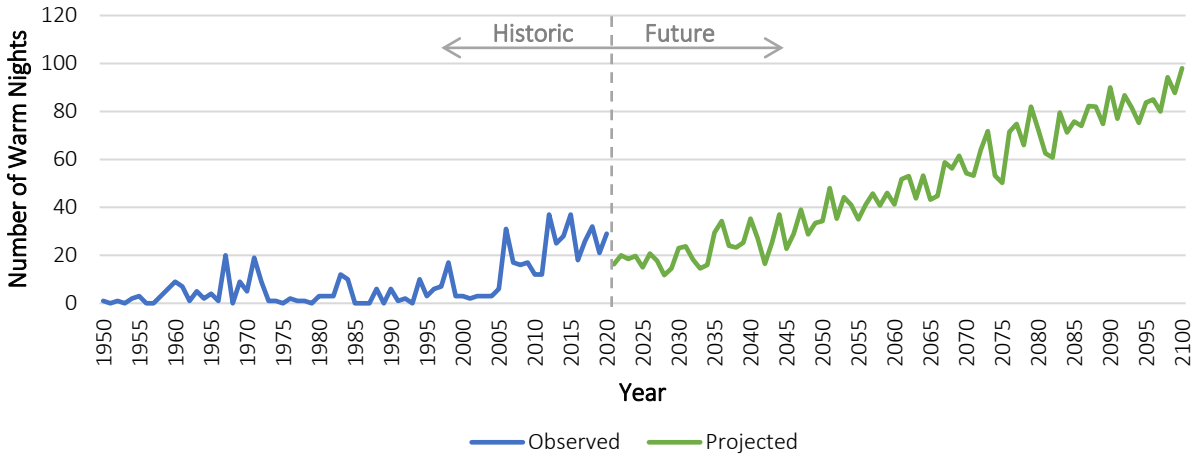
Figure 4. Projected Extreme Heat Days in Ontario



Sources: Cal-Adapt, 2021; National Weather Service, 2021

Extreme heat can also occur in the form of warmer nights, as temperatures do not cool down overnight and provide relief from the heat. In Ontario, a warm night occurs when the temperature remains above 68.6 °F. As shown in **Figure 5**[ii], the number of warm nights in Ontario is projected to increase from a historic annual average (1961 to 1990) of 5 days per year to an average of 41 warm nights per year by mid-century and an average of 74 warm nights per year by the end of the century.

Figure 5. Project Warm Nights in Ontario



Sources: Cal-Adapt, 2021; National Weather Service, 2021

[ii] The visual change from 2020 and 2021 is due to using a combination of sources to fill in gaps from 2005 to 2020. The data from 1950 to 2005 and 2020 to 2100 is derived from Cal-Adapt. The data from 2006 to 2020 is from the National Weather Service. Therefore, the observed extreme heat days/warm nights differ slightly from the projections. This is showing that the observations exceed what the average projections are showing.

Extreme heat can cause heat-related illnesses, such as heat cramps, heat exhaustion, and heat stroke, in addition to exacerbating respiratory and cardiovascular conditions. Some homes in Ontario may lack air conditioning, and as a result, people living in these homes may be more susceptible to harm from extreme heat events. If homes have air conditioning, residents may find increased use cost prohibitive, especially for older or less-efficient systems, typically found in buildings built prior to 1990. Some types of infrastructure, including power lines and roadways, face greater stresses during high temperatures that make failure more likely.

FLOODING

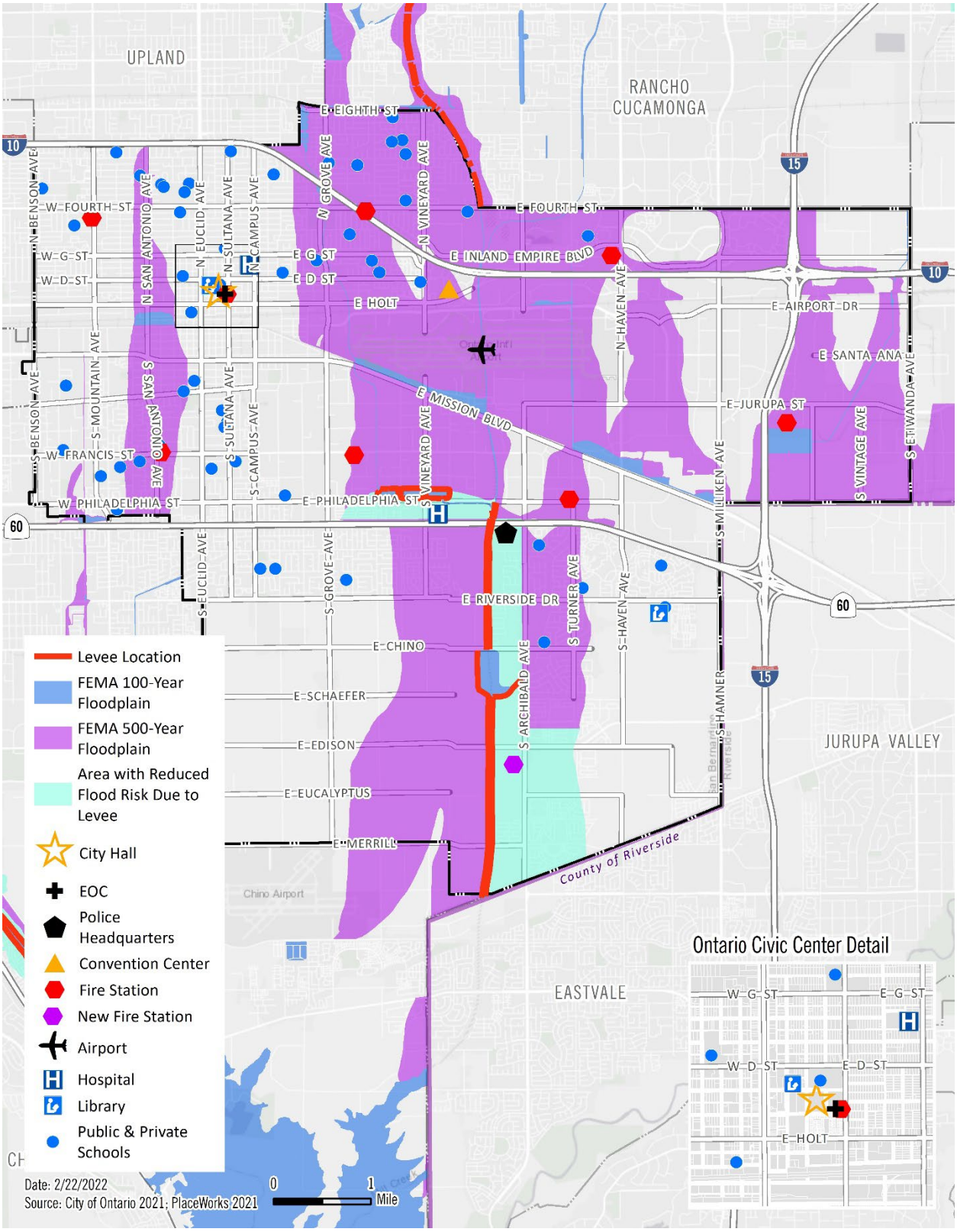
Flooding can cause significant harm to buildings, people, and infrastructure. Floodwater can be deep enough to drown people and may move fast enough to carry people or heavy objects (such as cars) away. Flooding can be caused by heavy rainfall, extended periods of moderate rainfall, or clogged drains during periods of rainfall. In rare instances, a break in a dam, water pipe, or water tank can also cause flooding. Flash floods are floods that develop very quickly, and they can be especially dangerous because they give little or no warning. Persons experiencing homelessness and others who may be outdoors in the path of a flood can face particularly high risks from these events.

Figure 6 shows the current 100-year and 500-year flood hazard areas within Ontario. FEMA defines a 100-year floodplain as areas with a one in 100-year chance, or 1 percent, annual chance of flooding in any given year and a 500-year floodplain as an area with a one in 500-year, or 0.2 percent, annual chance of flooding in any given year. According to the *City of Ontario 2018 Hazard Mitigation Plan*, approximately 580 acres, or 1.8 percent, of land within the city is within the FEMA-designated 100-year flood zone, and 26,526 acres, or 83 percent, of land is within the FEMA-designated 500-year flood zone, with 2,260 acres, or 7 percent, of land within the FEMA 500-year floodplain protected by a levee.

According to the *City of Ontario 2018 Hazard Mitigation Plan*, historic flooding has occurred periodically within Ontario, primarily consisting of urban street flooding due to the storm drain system exceeding capacity. According to the *California Fourth Climate Change Assessment, Los Angeles Regional Report*, storm drainage systems throughout the city collect stormwater runoff and convey water to prevent flooding, although these systems are typically designed based on winter storms recorded in the past and may not be designed to accommodate more extreme storms.

According to the *California Fourth Climate Change Assessment*, climate change will likely increase the frequency and intensity of floods within Ontario, although total annual precipitation levels are only expected to increase slightly. Up to half of California's precipitation comes from a relatively small number of intense winter storms, which are expected to become more intense with climate change. For example, what is currently a 100-year flood, or a flood that has a 1-percent chance of occurring annually, may occur every 20 or 50 years.

Figure 6. FEMA Flood Hazard Zones



HUMAN HEALTH HAZARDS

There are several diseases, such as hantavirus pulmonary syndrome, Lyme disease, West Nile virus, and influenza, which are linked to climate change and can be debilitating or fatal for some of the population. Pests, such as mice, rats, ticks, and mosquitos carry these diseases. Climate change can increase the rates of infections because many of the animals that carry diseases are more active during warmer weather and may expand in population size due to higher levels of rainfall during storm events and stagnant water after flooding, increasing the time for disease transmittal.

Some diseases and illnesses have the potential to become epidemics or pandemics if they spread within communities, regions, or over multiple countries. Epidemics and pandemics, such as the COVID-19 pandemic, can worsen existing health conditions as well as cause economic disruptions within the city and region. Additionally, following natural disasters, such as flooding or severe weather events, mental health and stress-related disorders can make people even more vulnerable. The City evaluated health hazards from air pollutants as part of the air quality hazard discussion.

SEVERE WEATHER

Severe weather can include high winds, hail, and lightning, which are usually caused by intense storm systems, although types of high winds and sandstorms can occur without a storm. Severe winds, such as the Santa Ana winds, tend to be most frequent during October to April and can have average speeds of 40 miles per hour. These winds can destroy buildings, knock over trees, damage power lines and electrical equipment, and fan small sparks into large wildfires in the region. Severe weather can also include heavy rainfall, which can cause flash floods and ponding in areas not protected by a levee in the city. While less common in the city, hail and lightning can damage the buildings and infrastructure supporting economic sectors and key services within the city. As described in the *Los Angeles Summary Report* from the *California Fourth Climate Change Assessment*, the connection between climate change and severe weather is not as well established as other hazards, but new evidence suggests that these forms of severe weather may occur more often than in the past.

WILDFIRE AND SMOKE

Wildfires are a regular feature of the landscape in much of California. They can be sparked by lightning, malfunctioning equipment, vehicle crashes, or many other causes. Warmer temperatures, an increase in drought conditions, and extreme wind events, are likely to create more fuel for fires in natural and rural areas, leading to a greater chance that a spark will grow into a potentially dangerous blaze. Climate change is also expected to extend the fire season throughout much (or even all) of the year.

According to the California Department of Forestry and Fire Protection, there are no fire hazard severity zones within or surrounding the City of Ontario and the city is not located within the Wildland-Urban Interface. The nearest Very High Fire Hazard Severity Zones are located in Upland and Rancho Cucamonga to the north, Fontana and Jurupa Valley to the east, and Norco and Chino Hills the south. According to the *City of Ontario 2018 Hazard Mitigation Plan,* there have been two major wildfires in the City of Ontario, including the 1958 Pole Line Fire in northeast Ontario, and the 2007 Walker Fire in southern Ontario.

While there are no fire hazard severity zones within the city limits, the smoke from wildfires increases air pollution levels, creating a significant health risk in the region. Most of the populations within Ontario have a high or medium vulnerability to wildfire and smoke conditions. In addition, planned Public Safety Power Shutoffs, which occur during red flag days when wind speeds are high and humidity is low, to prevent wildfires in the region have already impacted persons who depend on electricity for air conditioning or their medically necessary equipment. Public Safety Power Shutoffs can last for hours or days depending on the severity of the wind event and the wildfire conditions.

Natural Hazards Not Evaluated in the Vulnerability Assessment

Seismic and geologic hazards are caused by the movement of different parts of the Earth's crust, or surface. Seismic hazards include earthquakes and hazardous events caused by them. Geologic hazards are other hazards involving land movements that are not linked to seismic activity and are capable of inflicting harm to people or property. While climate change is unlikely to increase earthquake frequency or strength, the threats from seismic and geologic hazards are expected to continue in the future. The Safety Element of TOP 2050 contains mapping related to seismic and geologic hazards. However, these hazards were not included in the Vulnerability Assessment evaluation.

SEISMIC HAZARDS

Seismic activity occurs along boundaries in the Earth's crust, called faults. Pressure along the faults builds over time and is ultimately released, resulting in ground shaking that we refer to as an earthquake. Earthquakes can also trigger other hazards in Ontario, including surface rupture (cracks in the ground surface) and liquefaction (causing loose soil to lose its integrity). Earthquakes and other seismic hazards often damage or destroy property and public infrastructure, including roadways and utility lines. Additionally, falling objects or structures due to earthquakes pose a risk of injury or death. In Southern California, earthquakes have the greatest potential for loss of life and/or property and economic damage compared to other hazards, especially when they trigger secondary effects that overwhelm the ability of local jurisdictions to respond. Earthquakes can also cause human-caused hazards, such as urban fires, dam failures, and toxic chemical releases.

Earthquake risk is very high in Ontario due to the presence of several active faults in the region. Major fault zones in the region include the San Andreas Fault approximately 14 miles northeast of the city, the San Jacinto Fault approximately 7 miles northeast of the city, the Elsinore Fault approximately 3 miles southeast of the city, and the Sierra Madre Fault approximately 5 miles north of the city. These faults are all capable of producing earthquakes of magnitude 6.7 or greater. A major earthquake along any of these four faults could result in substantial casualties and damage resulting from collapsed buildings, damaged roads and bridges, fires, flooding, and other threats to life and property.

In the event of an earthquake, the location of the epicenter, as well as the time of day and season of the year, would have a profound effect on the number of deaths, injuries, and property damage. There are a number of small-scale earthquakes that happen weekly, but larger scale or catastrophic shaking is less likely. Property and human life in Ontario are at risk from a significant earthquake causing catastrophic damage and strains on response and recovery resources. Most of the loss of life and injuries from earthquakes are from damage and collapse of buildings and structures. The California Building Standards Code, adopted by reference into Ontario Municipal Code Title 8, *Building Regulations*, provides more

stringent requirements for new construction intended to protect life safety and prevent collapse of structures. However, in Ontario, structures built prior to the enactment of these improved building codes may not have been upgraded to current standards and could be vulnerable to earthquakes. Comprehensive hazard mitigation programs that include the identification and mapping of hazards, prudent planning and enforcement of building codes, and expedient retrofitting and rehabilitation of weak structures can significantly reduce the scope of an earthquake disaster.

Liquefaction is a potentially destructive secondary effect of strong seismic shaking. Liquefaction occurs when the force of an earthquake causes loosely packed sediment and saturated layers to lose strength and integrity and behave like a fluid. In addition to the composition of the soil—sand and gravel are more porous and hold more water—the liquefaction risk also depends on the height of the groundwater table. Areas with a shallow groundwater table, such as areas near water bodies, are at more risk of liquefaction. During an earthquake, highly saturated soil can lose much or all its stability, which can damage any structure built on it. In some cases of liquefaction, structures built on the soil may collapse completely. Liquefied soils may also damage or destroy underground utility lines. This can cause flooding if water lines are broken or create a risk of fire if there is damage to natural gas lines.

Liquefaction-related effects include loss of bearing strength, ground oscillations, lateral spreading, and flow failures or slumping. Site-specific geotechnical studies are the only practical and reliable way of determining the specific liquefaction potential of a site; however, a determination of general risk potential can be provided based on soil type and depth of groundwater. Ontario has delineated areas of known and potential liquefaction hazards in the New Model Colony in the Policy Plan of TOP 2050. Areas that contain loosely packed sandy or silty materials saturated with water, includes areas with a high groundwater table, are also vulnerable to liquefaction.

In most cases, proper design and construction of subgrade soils and building foundations provide a mechanism to mitigate the risk of seismic hazards to an acceptable level in conformance with the California Building Code. The representation of areas having a liquefaction potential is only intended as notification to seek further site-specific information and analysis of this potential hazard as part of future site development. It should not be solely relied upon, without site-specific information and analysis, for design or decision-making purposes.

GEOLOGIC HAZARDS

Subsidence is the major geologic hazard in Ontario. Subsidence refers to the sudden sinking or gradual downward settling and compaction of soil and other surface material with little or no horizontal motion. It may be caused by a variety of human and natural activities, including underground mining, groundwater extraction, sinkholes, or drainage and decomposition of organic soils. Most of the early documented cases of subsidence affected only agricultural land or open space. As urban areas have expanded, so too have the impacts of subsidence on structures for human occupancy. Although there is no data currently available documenting the precise areas where subsidence could occur, it is most likely to occur near active groundwater wells as a result of seismic shaking or changes in subsurface conditions.

POPULATIONS AND ASSETS

Populations and assets are the people, infrastructure, services, and economic drivers in the City of Ontario that can be affected by climate change. The Vulnerability Assessment looks at how each population and community asset may be affected by each of the climate change hazards discussed previously. The *California Adaptation Planning Guide* provides a general list of populations and assets, which the City of Ontario refined and used to develop five distinct asset categories: (1) populations, (2) buildings, (3) infrastructure, (4) economic drivers, and (5) key services. In total, Ontario identified 59 distinct populations and assets, as shown in Table 3. Appendix A provides additional details on the populations and assets selected for the Vulnerability Assessment. Figure 1 shows the location of key community and critical facilities for the Vulnerability Assessment.

Table 3. Populations and Assets Included in the Vulnerability Assessment

CATEGORY	POPULATION OR ASSET
Populations	Children (under 10)
	Cost-burdened households
	Households in poverty
	Immigrants and refugees
	Linguistically isolated populations
	Low-income households
	Outdoor workers
	Overcrowded households
	Persons experiencing homelessness
	Person living in mobile homes
	Persons with chronic illnesses
	Persons with disabilities
	Persons without access to lifelines
	Renters
	Seniors (65+)
	Seniors living alone
	Undocumented persons
Infrastructure	Airports
	Bike routes
	Bridges
	Communication facilities
	Electrical substations and transmission lines
	Electric vehicle charging stations
	Evacuation routes
	Flood control infrastructure
	Hazardous materials sites
	Major roads and highways
	Natural gas pipelines
	Parks and open space
	Power plants

CATEGORY	POPULATION OR ASSET
	Railways
	Solid waste facilities and landfills
	Transit stops
	Water and wastewater infrastructure
Buildings	Community centers
	Commercial business, shopping, and entertainment centers
	Homeless shelters
	Government buildings
	Homes and residential structures
	Libraries
	Medical and care facilities
	Public safety buildings
	Schools
Economic Drivers	Agriculture
	Education services
	Major employers
	Ontario International Airport
	Outdoor recreation
	Retail centers
	Warehouses and logistics centers
Key Services	Communication services
	Emergency medical response
	Energy delivery
	Freight and shipping
	Government administration & community services
	Public safety response
	Public transit access
	Solid waste removal
	Water and wastewater treatment, delivery, and collection

VULNERABILITY ASSESSMENT RESULTS

The Vulnerability Assessment evaluates the impact and adaptive capacity of each population and asset for each relevant hazard to assess vulnerability. As discussed in Section 2, Vulnerability Assessment Method, the City assigned vulnerability scores of low, medium, or high to reflect how susceptible the population or asset is to harm posed by the hazard. Out of the 472 possible hazard and asset pairing, the City assessed 302 different pairings for vulnerability. This section provides a summary of the key vulnerabilities within the city. For a complete list of vulnerability scores for all populations and assets, refer to Appendix B.

Population and Asset Considerations

While selecting and assessing various populations and assets to include in the Vulnerability Assessment, the City considered the differences in the population sample pool between datasets and how some populations and asset categories may appear to refer to the same thing.

Statistics, especially statistics related to population, use the concept of a "sample pool". In the context of this Vulnerability Assessment, the sample pool draws from the overall group of people that are being measured or studied. For example, in a political poll among registered voters, the sample pool only includes registered voters, since unregistered voters do not fall into this category.

This concept is important because some of the demographics used in the Vulnerability Assessment have different sample pools. Most of the demographic data come from the U.S. Census Bureau's American Community Survey (ACS), and most of these data have a sample pool of either all residents or all households in the city. However, a few are different, such as:

- Data on linguistically isolated populations only count people who are at least 14 years old instead of the total population, since young children generally are not proficient in any language.
- Statistics that only count the noninstitutionalized population (e.g., people not in prisons or long-term care homes).

This does not affect the outcome of the Vulnerability Assessment, but it creates slight differences in the number of people counted as part of each population.

Of the 59 populations and assets in the Vulnerability Assessment, a few may appear redundant. For example, the Vulnerability Assessment looked at both public safety buildings (as a Buildings asset) and at public safety response (as a Key Service asset). In the same way, the Vulnerability Assessment looks at frontline or underserved populations separately from the homes they live in or the industries where they work.

To be as comprehensive as possible, the Vulnerability Assessment looks at physical structures separately from the services or benefits they provide. This is because the effects of climate change on one type of population or asset can be different from the effects on related populations and assets. For example, if a flood damaged or blocked a major highway, such as I-10, it would have a significant impact on public safety services in and around the city. However, the loss of I-10 would not cause physical damage to public safety facilities, such as police or fire stations. Similarly, a drought can have a major effect on water and wastewater services by reducing the amount of water available for water supply and wastewater conveyance, but droughts have little or no physical effect on water and wastewater infrastructure, such as pipelines or pumps.

Populations

Of the 17 populations evaluated in the vulnerability assessment, 13 are highly vulnerable to at least one hazard type. Populations in Ontario are most vulnerable to extreme heat and flooding. The most vulnerable populations include households in poverty and undocumented persons. The list below summarizes the high vulnerabilities, grouping together populations where similar impacts or adaptive capacity occur.

Households with financial instability, which are households that may have limited incomes or be cost-burdened (paying at least a third of their gross income on housing costs), are highly vulnerable to all hazards, except agriculture pests and diseases, that will impact Ontario. These persons, especially households in poverty, are more likely to live in older homes with less insulation, less structural stability, or lack of air conditioning, increasing exposure to unsafe living conditions due to mold and mildew damage from flooding, high indoor air temperatures from extreme heat and warm nights, and poor indoor air quality from air pollution and severe weather. Households with financial instability may lack the financial means and health insurance to recover from property damage or illnesses caused by climate change hazards.

Persons that spend an extended amount of time outdoors, including children and outdoor workers, are highly vulnerable to air quality, extreme heat, flooding, human health hazards, severe weather, and smoke from wildfires. Children tend to spend more time outdoors than many adults and may not be aware of the onset of heat-related illnesses, such as heat exhaustion or heat stroke. Reduced air quality from smoke, ozone, or particulate matter can also decrease the ability of young children to adapt to warmer temperatures over time. Outdoor workers are directly exposed to extreme heat, human health hazards, and the poor air quality due to the outdoor nature of their occupations. Outdoor work often involves physically intense work, which can increase the risk of medical complications. Outdoor work can be halted during hazardous conditions, such as severe weather, poor air quality, or flooding, creating economic hardships for outdoor workers. This may also limit the ability of outdoor workers to seek medical attention for heat or air quality-related illnesses.

Persons with existing health conditions or limited mobility, such as seniors, seniors living alone, persons with chronic illnesses, persons with disabilities, and persons without access to lifelines, are highly vulnerable to air quality, extreme heat, human health hazards, severe weather, and wildfire smoke. Extreme heat, pathogens from human health hazards, and smoke from wildfires can cause cardiovascular and respiratory illnesses, which may be difficult for many people, especially those with compromised immune systems or chronic illnesses, to recover from. According to the Southern California Association of Governments, Ontario's obesity rate was nearly 40 percent and asthma rate was nearly 13 percent in 2018. Seniors, especially, are usually more susceptible to heat-related illnesses, pathogens, and smoke conditions because they are more likely to have medical conditions that can worsen with extreme heat and poor air quality, and often take medicine that makes it harder for them to stay cool. These individuals may also have difficulty evacuating during emergencies caused by flooding or severe weather. Power outages can also isolate these persons and potentially cause life-support systems to fail if battery backups are not available.

Persons with language barriers and citizenship uncertainty are highly vulnerable to multiple hazards. Most of these populations may be hesitant to seek help or may not qualify for financial assistance programs that can help them prepare and recover from a disaster. People with citizenship or immigration concerns, such as undocumented immigrants, are highly vulnerable to nearly all climate change hazards, because this population may not live in structures that adequately shelter from these hazards and they may be required to work in extreme heat or poor air quality conditions. According to the Asian Pacific Environmental Network's *Mapping Resilience Report*, these populations may not feel welcome or safe to participate in government-provided support services or assistance programs. If employers halt work because of hazardous conditions, undocumented persons may face financial hardship. These individuals may also live in low-lying areas or in structures that are less resilient to damage, and therefore are highly vulnerable to severe weather and flooding.

Persons experiencing homelessness lack permanent and often temporary shelters, which can leave them directly exposed to high temperatures, poor air quality, flooding, severe weather, and smoke from wildfires. These persons may not have access to cool locations, water, sunscreen, or protective equipment to increase resiliency to poor air quality, extreme heat, and human health hazards. Persons experiencing homelessness are also severely vulnerable to severe weather and may have a challenging time recovering if high winds and intense rain events damage or destroy temporary shelters and personal property.

Persons living in mobile homes are located throughout the city and are highly vulnerable to extreme heat, flooding, and severe weather because mobile homes are generally not as resilient as permanent structured homes, making them more susceptible to damage from intense rain events and high winds. Mobile homes may have less insulation than permanent structures, causing indoor air temperatures to rise during extreme heat events. Mobile homes can typically be retrofitted to protect against damage from flooding and severe storms; however, persons living in mobile homes may have lower or fixed incomes that can make it more difficult to make appropriate retrofits or repairs and mobile homes may be ineligible for recovery funding due to the home type.

Overcrowded households are highly vulnerable to human health hazards because persons in these households may be living in conditions that increase their chances of catching vector-borne illnesses. Persons living in overcrowded households may be unable to quarantine if a contagious illness is contracted. These persons may lack financial means to acquire different housing and may not be able to install air filtration devices.

Built Systems and Services

The built system includes vulnerabilities to infrastructure, buildings, and services that the City of Ontario and other organizations provide. The built systems are most vulnerable to flooding and severe weather. Of the 36 infrastructure, building, and service assets included in the assessment, 18 are highly or severely vulnerable (scored V4 or V5) for at least one hazard.

Public Transit Services and Infrastructure is highly vulnerable to poor air quality, extreme heat, flooding, severe weather, and wildfire, because these hazards create unhealthy conditions for those riding public transit and may disrupt public transit routes. Many of the Omnitrans bus routes and Metrolink railway are also within a flood hazard zone. Flooding and severe weather can prevent buses or other vehicles from

traveling on certain roadways in the city, causing delays or preventing people from using public transit. According to a recent survey conducted through Resilient IE, poor air quality, extreme heat, and smoke conditions can cause fewer people to use public transit, since it may be more difficult to wait outside for buses or trains. While there are some alternative roadways buses can use and shade structures can be installed to ensure people can access public transit, delays or negative health outcomes may be unavoidable.

Energy infrastructure and delivery services are highly or severely vulnerable to extreme heat, flooding, severe weather, and wildfire. Energy delivery services are dependent on regional and local overhead power lines and underground natural gas pipelines owned and operated by Southern California Edison (SCE) and Southern California Gas Company (SoCal Gas), which are susceptible to extreme heat, flooding, high winds, and wildfire.

Extreme heat can cause power outages due to mechanical failure of electrical equipment, heat damage to the above-ground infrastructure, and a high demand for electricity due to air conditioning units. Increased electricity usage for air conditioning during heat waves can overtax electrical transmission lines and transformers, which may disfunction or fail, causing power outages. Solar and wind energy production could also decrease due to extreme heat. According to the U.S. Department of Energy, solar photovoltaic panels experience a decrease in efficiency due to excessive heat of converting solar energy to electric energy due to an increase in current but a larger decrease in voltage. SCE and its partners incentivize reducing energy demand during peak-energy usage times of the day, which may help reduce the amount of energy demand on extreme heat days. Severe weather can also have wind speeds that cause transmission lines to sway in close proximity of each other, potentially leading to arcing. This can generate sparks, excessive heat, and damage the lines. High winds from severe weather can also cause SCE to conduct a Public Safety Power Shutoff and turn off electricity to prevent sparks, which disrupts energy delivery to the city. SCE and SoCal Gas can retrofit power lines and other equipment to insulate them against extreme heat events and severe weather, as well as underground utilities to protect them from severe winds and wildfires.

Evacuation route and transportation infrastructure are highly or moderately vulnerable to extreme heat, flooding, and severe weather. Extreme heat and prolonged periods of high temperatures can crack, heave, or deform roadway and railway materials, damaging major roads, transit corridors, and evacuation routes or making them difficult to drive on. Evacuation routes, such as I-10 and SR-60, have sections that are within the 100-year or 500-year floodplain. Floodwaters can cause these major routes, including bridges and underpasses, to become impassable and prevent people from evacuating during an emergency. The Ontario International Airport and Union Pacific railways are also in the 100-year or 500-year floodplain. Flooding can inundate runways, damage terminal buildings, and damage railway tracks, disrupting the regional transportation network. Roadways and railways can be retrofitted with materials with higher temperature thresholds, evacuation-designated roadways can be raised to prevent flooding, and the airport can be hardened to prevent damage to facilities. While Caltrans may have the funds for increased maintenance of roadways, is may be expensive for Ontario to increase maintenance and repairs on repetitive loss roadways.

Public safety services and buildings are highly vulnerable to flooding, which can cause the facilities supporting the services to be inundated and damaged. Three police stations and six fire stations are within the 100-year or 500-year floodplain. Floodwaters can damage these buildings or cause mold and mildew to grow, causing the space to become unusable and unhealthy indoor air quality. Chronic flooding may make these buildings difficult to maintain. Public safety response services rely heavily on major roads and highways, which can be blocked by floodwaters and prevent personnel from traveling through the city to respond to public safety needs. Alternative routes may be available, but not always the most efficient way to travel to important destinations.

Flood-control infrastructure is highly vulnerable to flooding and severe weather, which have the potential to overwhelm these systems and cause them to fail. During periods of heavy rainfall, flood-control channels and basins have a higher risk of overflowing their banks, causing flooding in residential, commercial, and industrial areas of Ontario. The flood-control systems and storm drains are maintained by the U.S. Army Corps of Engineers, California Department of Water Resources, the San Bernardino County Flood Control District, and Ontario Public Works Department; therefore, coordination would have to occur across agencies to maintain adequate flood-control structures.

Homes and residential structures are highly vulnerable to flooding and severe weather. Homes throughout the city are within the 100-year or 500-year floodplains and can be destroyed by large floods or flash floods. If flooding does not destroy a home, it can leave mold and mildew, making the structure uninhabitable without remediation, repair, and replacement. Homes, especially older homes, can also be damaged by high winds and other severe weather. The Community Action Partnership of San Bernardino County and La Cooperativa Campesina de California can help low-income residents and homeowners retrofit their homes and protect them from flooding and severe weather. However, some retrofits may not be economically feasible for all residents that do not qualify for this program.

Freight and shipping services are dependent on roadways and railways, and therefore are highly vulnerable to flooding and severe weather. Freight and shipping services can be disrupted if highways and major roadways become impassable during severe weather or flooding events. Delays in services may last days or weeks depending on the severity. Smaller freight and shipping services can use alternative roadways outside of flood zones to meet deliveries. However, large freight trucks and train cars may not be able to use alternative routes if they require designated truck routes.

Water and wastewater treatment, delivery, and collection are highly vulnerable to drought and flooding. Flooding can cause a wastewater treatment plant to be inundated with wet weather flows due to higher levels of stormwater, preventing the system from functioning properly. Failure of the wastewater treatment plant could cause sewer collection systems to back up and potentially overflowing raw sewage into streams and water systems. Water and wastewater systems can be retrofitted to prevent damage from flooding and ensure continuity of service. However, wastewater cannot be easily rerouted if the system is damaged or disrupted.

Drought conditions can stress water agencies that provide water to Ontario, as supplies from the State Water Project and groundwater may be significantly reduced due to lack of snowmelt into the system or recharge into the groundwater basins. Water agencies may apply demand-reduction actions, such as water restrictions for non-essential uses, increased use of recycled water, and penalties for violating

water shortage provisions. Water delivery agencies can also provide water rebate or retrofit programs to help businesses and residents in the area reduce overall water consumption.

Parks and open space are highly vulnerable to drought. Severe drought conditions would require agencies to curtail watering of parks, causing drought stress and plant damage that can limit aesthetic appeal and recreational potential. The City of Ontario has recycled water that can be used to irrigate parks and sports fields with highly treated wastewater. The installation of drought-tolerant plants and low-water use landscaping can also reduce water use and improve drought resiliency. However, these retrofits may be expensive for the city to complete.

Homeless shelters and supportive facilities are highly vulnerable to severe weather, which can be damaged by high winds, hail, and lightning. The services supported by these buildings may be prevented from providing adequate services if the facilities are damaged. Homeless shelters are typically managed by nonprofit or faith-based organizations that may not get financial support from local agencies and may not have the funding for repairs if their facilities are damaged. However, these facilities have the potential to obtain grant funding to be converted into multi-use resilience hubs with resilient energy options and retrofitted structures to minimize disruptions from high winds and flooding events.

Communication services, including phone, cable, and internet, are highly vulnerable to severe weather that includes high winds. This can cause power outages that turn off communication infrastructure, preventing businesses and residents from receiving emergency notifications and evacuation notices. Communication facilities can be retrofitted to prevent damage and keep communication capabilities on. However, there may not be many redundancies in the communication system in the city that can be brought online if others fail.

Emergency medical response is highly vulnerable to human health hazards, as an increase in vector-borne and other illnesses may cause the demand to outweigh the capacity of emergency medical response services. There may be shortages of health care facilities, equipment, pharmaceuticals, and personnel if health care workers become sick or if supply chains are disrupted. Local and regional medical centers and providers can strengthen medical supply chains and prepare emergency contingency plans for if or when human health hazards increase in frequency and intensity. However, this may take time and require extensive coordination with multiple agencies and companies.

Economic Drivers

Economic drivers are the main contributors to the economy and employment within the City of Ontario. Important economic sectors are most vulnerable to extreme heat and flooding. Of the seven economic assets included in the assessment, five were highly vulnerable to at least one hazard.

Outdoor recreation is highly vulnerable to poor air quality, extreme heat, and wildfire smoke. Outdoor recreation can be curtailed due to unhealthy air quality conditions resulting from increased ozone or particulate matter or high temperatures in the region. Intense physical exertion from running or bicycling can be dangerous during poor air quality conditions and extreme heat, and people must stay hydrated to avoid heat and respiratory illnesses. Although parks and open space are not in wildfire-prone areas, visitors and residents could be deterred from traveling to the city if smoke and extreme heat create unfavorable conditions, especially if water stations are not available at outdoor recreation sites.

Alternative locations for outdoor activities may be available in other parts of San Bernardino County, where temperatures are lower or there is better air quality, but these locations would likely not be in Ontario or nearby cities.

Agriculture, which consists of livestock and crops for livestock in Ontario, is highly vulnerable to drought and extreme heat. Many livestock species, especially cattle, require large amounts of water. The problem is particularly significant for animals raised on feed, as feed crops themselves require large amounts of water. Insufficient access to water can cause livestock growth to slow or stop and may increase the risk of sickness or animal mortality. Temperatures above 100 degrees can create heat stress, increasing the risk of infection, reducing milk production and fertility, and may lead to death, particularly among animals that are already stressed by illness. Livestock facility operators can purchase feed, reduce herd size, wean animals (as applicable) early, and seek assistance through government relief programs. Extreme heat is also highly harmful to livestock animals. Providing shade structures, misters, and making water available can help reduce heat stress. However, these may not be feasible options for all operations.

Ontario International Airport is severely vulnerable to extreme heat and flooding because airplanes may not be able to take off or land during dangerous conditions. During extreme heat events that reach 115°F to 120°F, aircraft may be unable to generate enough lift during take-off because of less dense air. This can ground airplanes and cause delays in air services that can last hours. Flooding can create unsafe conditions for planes to take off or land on the airport runways, preventing the airport from functioning properly. These events can delay air services that could last hours or days, depending on the severity. Visitors and residents that use Ontario International Airport may be able to use alternative airports, but these may not have the same commercial flights or be farther away.

Major employers, warehouses, and logistics centers are highly vulnerable to flooding. Several warehouses and logistics centers on the eastern portion of the city, which include many of the major employers in the city, are within the 100-year or 500-year floodplain. Warehouses can be damaged by floodwaters and impassable roadways, or freight rail, can prevent logistics centers from shipping the goods they need to. Other major employers may experience a disruption in business from flooding that blocks roadways and damages facilities, preventing the movement of goods, services, and people. Existing levee and flood channel systems prevent flooding of some facilities and roadways in the city. However, employees may not be able to get through major intersections to travel to warehouses, logistics centers, and major employers in the city until the water recedes.

IMPLICATIONS FOR TOP 2050

Emergency Preparedness and Response

The City is prepared to meet emergency situations, such as fire, medical, or hazardous events. The Ontario Office of Emergency Management, Fire Department, and Police Department conduct emergency preparedness and response activities in Ontario. The Office of Emergency Management leads the update and implementation of the City's Hazard Mitigation Plan and Emergency Operations Plan, which provides employee and citizen education in preparedness, or CERT programs, and trains City employees in disaster response, management, and recovery. The Ontario Fire Department provides a variety of public safety services, including fire protection, medical aid, rescue, vector control, sandbag distribution, hazardous materials response, and educational safety programs, such as CPR, first aid classes, and Fire Explorers. Other services include fire code enforcement and regulation, plan reviews, home, and business inspections, and fire code permits. The Ontario Police Department provides evacuation and traffic control during emergencies and disasters.

The Emergency Operations Center (EOC) at Ontario Fire Station No.1, provides a centralized location for emergency management in the event of a major emergency or disaster within the city. The EOC operations are directed by the Office of Emergency Management, emergency management staff (City Department heads), and representatives from organizations who are assigned emergency responsibilities (Red Cross, schools, hospitals, etc.). The EOC is equipped with essential administrative supplies to sustain operations for an extended period. In addition, all necessary forms, i.e., communications message forms, separate journals for each emergency service, shelter registration cards, volunteer registration forms, emergency requisition forms, and damage assessment survey sheets for all possible contingencies, are stocked in the EOC.

The City of Ontario uses AlertOntario, an Everbridge mass notification system, to notify the community and distribute emergency information and instructions before, during, and after a disaster. This system alerts all residents in the area about disasters, major emergencies, and other urgent information via text messages, email, phone, landline, and other means of communication. The Telephone Emergency Notification System is used by the San Bernardino County Sheriff and Fire Departments to quickly communicate information on impending dangers using telephone and text messages.

Other emergency alert systems include the Emergency Alert Systems (EAS) and the Emergency Digital Information System (EDIS). The EAS is a national public warning system commonly used by state and local authorities to deliver important emergency information, such as weather and AMBER alerts, to affected communities. EAS participants include radio and television broadcasters, cable systems, satellite radio, and television providers, and wireline video providers. FEMA, the Federal Communications System, and the National Oceanic and Atmospheric Administration's (NOAA's) National Weather Service work collaboratively to maintain the EAS and Wireless Emergency Alerts, which are the two main components of the national public warning system and enable authorities at all levels of government to send urgent emergency information to the public. EDIS is a wireless emergency and disaster information service operated by the State of California Governor's Office of Emergency Services and is an enhancement to the EAS. These systems are available in multiple languages.

MUTUAL-AID AGREEMENTS

The City of Ontario participates in the California Master Mutual-Aid Agreement. The Standardized Emergency Management System have adopted the California Master Mutual-Aid Agreement, and is designed to ensure that adequate resources, facilities, and other support are provided to jurisdictions whenever their own resources are insufficient to cope with the needs of a given emergency. The State Office of Emergency Services Southern Region (Mutual Aid Region I) serves the mutual-aid region that encompasses San Bernardino County. Automatic aid pacts with the San Bernardino County Office of Emergency Services and local fire departments or offices of emergency services in nearby cities provide additional emergency management and response services in Ontario.

EVACUATION NEEDS

With advanced warning, evacuation can be effective in reducing injury and loss of life during a catastrophic event. Primary emergency access and evacuation routes in Ontario, as shown on Exhibit S-11 of the TOP 2050 Safety Element, include I-15, I-10, SR-83, and SR-60; Fourth Street, Holt Boulevard, Mission Boulevard, Riverside Drive, Chino Avenue, and Edison Avenue (east-west roadways); and South Mountain Avenue, Euclid Avenue, Grove Avenue, Archibald Avenue, and Haven Avenue, (north-south roadways). All evacuation routes in Ontario face a potential disruption from a flood or earthquake event, which may block roadways, damage the roadway surface, or collapse overpasses. In the event of widespread disruption to local evacuation routes, remaining evacuation routes may become congested, slowing down evacuation of the community or specific neighborhoods. This issue may be compounded since evacuation routes for Ontario will also likely serve as evacuation routes for surrounding communities, and so potential disruptions may have regional effects. An analysis of the City's roadway network and parcels conducted as part of The Ontario Plan preparation has determined that there are currently several residential parcels within the city with evacuation constraints, as shown on Exhibit S-10 of the TOP 2050 Safety Element. All parcels within an evacuation constraint are in at least one hazard-prone area and most are clustered in cul-de-sac designed neighborhoods that feed into the same roadway. The lack of multiple emergency access points in these neighborhoods limits roadway access for these properties, which may create congestion and difficulties if there is a need to evacuate.

Equity and Uncertainty

When addressing vulnerability and adaptation through TOP 2050 and the associated implementation plan, the *Adaptation Planning Guide* and *General Plan Guidelines* recommend consideration of equity and uncertainty.

Equity means that all people are justly and fairly included in society, and that everyone can participate, prosper, and achieve their full potential. Equitable climate adaptation planning involves identifying persons who are most vulnerable to climate change hazards, and ensuring that the planning process, distribution of resources, and efforts to address systematic wrongs are all conducted in an equitable manner. This Vulnerability Assessment identifies 17 vulnerable populations and assesses climate change impacts and the ability of these populations to prepare for, respond to, and recover from climate change hazards (see list in Populations and Assets Section).

Uncertainty is the second component to consider when determining how hazardous conditions may affect Ontario. Climate change is driven by the concentration of GHGs in the atmosphere, which is

affected by how our communities use resources and how we regulate those uses through local, state, federal, and international GHG-reduction goals, regulations, plans, and programs. As more action is taken to reduce GHG emissions, the less severe the effects of climate change are expected to be. Climate change models consider the concentrations of atmospheric GHG emissions and the changes in these levels over time to project future extent or intensity of hazardous events.

Even with the extensive modeling, potential impacts are projections of more likely future conditions and are not certain. Similarly, there is also substantial uncertainty about the future state of technology, socioeconomic conditions, and other factors. According to recent studies, the best approach to uncertainty is to prepare and adapt by monitoring how the future evolves and allow for adjustments over time as new climate data and studies are completed. The State and the City have ample evidence to support science-based policy and decision-making.

Adaptation and Resilience Opportunities

Ontario currently experiences a wide range of climate change hazards that are projected to increase in frequency and intensity in the future. While GHG reduction measures will help reduce the amount of carbon dioxide in the atmosphere, adaptation strategies will be needed to increase the resilience of residents and businesses in Ontario. The general plan is required to integrate adaptation measures into the update process that will help the community prepare for, respond to, and recover from climate change hazards.

- Safety. Due to the recent update of the California Government Code Section 653029(g) with the approval of SB 379, Safety Elements are required to address climate adaptation and resilience strategies. The Safety Element's goals, policies, and implementation actions can provide resilience strategies that support both reduced impacts and improved adaptive capacity of the community to climate change-related hazards, along with policies on required hazards, such as flooding, fire, and geologic hazards. Policies within this element can ensure that health, safety, and economic concerns of the community are met, even with an increase in frequency and intensity of climate change hazards. Examples of specific policies or implementation actions could include:
    - Create an extreme heat response plan that includes establishment of community cooling centers, weatherization of City buildings, and cooling strategies for persons engaged in outdoor work and persons experiencing homelessness.
    - Expand participation of programs and services that provide funding resources for economically disadvantaged households and businesses to conduct water conservation and weatherization retrofits.
    - Collaborate with Omnitrans and San Bernardino County Transportation Authority to help in evacuation efforts of seniors, persons with reduced mobility, and people without vehicles during emergency events.
    - Provide alerts about potential, developing, and ongoing emergency situations through extensive early-warning and notification systems that convey information to all residents, in multiple languages and formats to ensure it is widely accessible.

  - Focus hazard mitigation planning in in evacuation constrained residential areas identified on Exhibit S-10, *Evacuation Constrained Areas*, of the TOP 2050 Safety Element.

- Mobility. The Mobility Element includes policies for roadway systems, public transit, airport environs, and regional transportation. Transportation and public transit infrastructure are included in the Vulnerability Assessment Results discussion above, and therefore resilience strategies for these systems would be appropriate to add to the Mobility Element goals and policies. Potential policies may include coordinating with regional transit providers to identify alternative routes and stops if normal infrastructure is damaged or closed as a result of flooding; raising or hardening roadways to protect them from flooding; ensuring heat-resistant materials are used on roadways; and implementation of other transportation-related resilience features. This element can also have evacuation related policies to improve evacuation access throughout the city, including requiring new development to have at least two ingress and egress routes.
- Environmental Resources. The Environmental Resources Element discusses water, wastewater, energy, and other utilities assessed as vulnerable in this Vulnerability Assessment. To address these vulnerabilities, policies can include funding efforts to underground electricity lines citywide, create redundances in the communication infrastructure, and provide sustainable back-up power supplies. The City can also encourage or incentivize residential and on-site solar energy systems, especially when paired with battery storage to provide a resilient energy supply for homes. To protect infrastructure and services from flooding, policies can include the promotion of water conservation measures, low-impact development, and green stormwater infrastructure that can help convey stormwater. The Environmental Resources Element can also include policies to increase tree canopy cover, which can have the added benefit of reducing the urban heat island effect and filter out air pollutants.
- Community Design. The Community Design Element discusses the design of buildings, streets, and neighborhoods in Ontario. The design of streets, specifically for evacuation purposes, is included in the Emergency Response and Preparedness section above. To address neighborhood scale evacuation vulnerabilities, the Community Design Element can include policies for new neighborhoods to be designed to ensure at least two ingress and egress route in all new neighborhoods.
- Social Resources. The Social Resources Element includes goals and policies for health, education, community and leisure activities, libraries, and other community facilities. Many of these facilities, or the services they provide, are identified as vulnerable, as described earlier in this report. To address health impacts, the City can add policies to coordinate with San Bernardino County Public Health to ensure emergency and public health services can meet the needs of the population during poor air quality and extreme heat days, as well as human health hazard events.

  The Social Resources Element also provides goals and policies for some public facilities, including community centers and libraries, throughout the city. Resilient IE provides a key resilience strategy for public facilities, the integration of physical and virtual resilience hubs. These can serve as centralized locations for resources about climate change, opportunities to reduce emissions, and techniques to increase resilience, showcases for sustainability, energy efficiency, and low carbon building, and to help residents obtain essential resources and information during and after a disaster. Examples of specific implementation actions could include:

- Identify equitably located existing facilities, outside of flood hazard zones, to serve as resilience hubs and cooling centers that open during emergencies or specific temperature triggers for residents to go to seek refuge from extreme heat days or emergency shelter.
- Coordinate with emergency management services to establish backup power, preferably from renewable energy sources, and water resources at emergency shelters, resilience hubs, and cooling centers in case of power outages.

Resilience in Other Planning Mechanisms

Resilience policies and programs should not be limited to TOP 2050. Adaptation and resilience rely on a cross-department, multi-disciplinary approach to successful implementation. The City should consider how adaptation and resilience can also be incorporated into other City plans, codes, projects, and implementation programs. Addressing climate change hazard events in TOP 2050 can support other essential safety documents, such as the Ontario Annex of the *San Bernardino County Multi-Jurisdictional Hazard Mitigation Plan*. Development standards such as residential building codes for buildings in flood zones and development of adequate evacuation routes can be integrated into the Ontario Municipal Code. Policies that focus on emergency response to hazards can be included in an evacuation plan or an emergency operations plan. Adaptation measures that also reduce GHG emissions can be integrated into the *Ontario Community Climate Action Plan* and may support the *Ontario Active Transportation Master Plan*. Coordination between the City and its energy providers can incentivize energy-related GHG reduction measures. Policies related to drought and flooding may be integrated into the City of Ontario's and Cucamonga Valley Water District's Urban Water Management Plans and the Ontario Storm Drain Master Plan. Furthermore, programs such as the Ontario Municipal Code and Capital Improvement Program can help implement the resilience policies developed in the General Plan through specific projects, development codes, and budgeting.

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APPENDIX A: LIST OF POPULATIONS AND ASSETS

List of Items to Include in the Ontario Plan Vulnerability Assessment

PlaceWorks proposed the following populations and other assets for inclusion in the Vulnerability Assessment. Each list includes a description and source of data needed to support the Vulnerability Assessment.

POPULATIONS

PlaceWorks collected population data from the U.S. Census, the California Healthy Places Index, and Homeless Point-in-Time Count. These populations include:

- Children (under 10)[1]
- Cost-burdened households: households paying 30 percent or more of their income towards housing expenses[2]
- Households in poverty: households with an income below the poverty line, which is $26,500 for a household of four in the United States.[3]
- Immigrants and refugees[4]
- Linguistically isolated populations: especially Spanish, Tagalog, and Chinese[5]
- Low-income households: households with an income of 80 percent or less of the median household income. The low-income threshold is approximately $52,037 in Ontario.[6] The State of California identifies $77,500 as the low-income threshold for a household of four people in San Bernardino County.[7]
- Outdoor workers (e.g., construction, farmworkers, outdoor recreation workers, landscapers)[8]
- Overcrowded households: housing units that have 1.0 persons or more per room (excluding bathrooms and kitchens).[9]
- Persons experiencing homelessness: 2020 point-in-time count reported 28 sheltered and 74 unsheltered (102 total) persons experiencing homelessness in the city.[10]
- Persons living in mobile homes
- Persons with chronic illnesses
- Persons with disabilities[11]
- Persons without access to lifelines: Persons without access to a car, transit, or communication systems.[12]
- Renters[13]
- Seniors (65+)[14]
- Seniors living alone[15]
- Undocumented persons

INFRASTRUCTURE

PlaceWorks collected infrastructure data from a variety of sources. These infrastructure assets include:

- Airports: Ontario International Airport (Data source: Caltrans, Division of Aeronautics)
- Bike routes: City routes, West Cucamonga Creek Trail System (Data source: City of Ontario website: Parks and Street Maintenance)
- Bridges (Data source: Caltrans GIS)
- Communication facilities (e.g., cell phone towers, ham radio antennae, AT&T switching buildings) (Data source: TBC)
- Electrical substations and transmission lines: 11 substations and transmission lines operated by Southern California Edison. (Data source: California Energy Commission)
- Electric vehicle charging stations: 27 public stations (Data source: Alternative Fuels Data Center)
- Evacuation routes (Data source: Resilient IE, 2020)
- Flood-control infrastructure: levees along Cucamonga Creek and the City's stormwater management system (Data source: DWR Levee Protection Zones)
- Hazardous materials sites (Data source: EnviroStor)
- Major roads and highways: I-10, I-15, SR-60 (Data source: Caltrans)
- Natural gas pipelines: Southern California Gas Company (Data source: Cal OES)
- Parks and open space: 30 City parks, including Creekside Park and Golf Course, De Anza Park, Guasti Regional Park, Homer Briggs Park, John Galvin Park, Munoz Park, Ontario Soccer Complex, Westwind Park, and Whispering Lakes Golf Course (Data source: Parks Department website)
- Power plants: 8 natural gas facilities, 11 solar energy facilities, 1 landfill gas facility, 3 battery energy storage facilities, and small-scale energy generation facilities (Data source: California Energy Commission)
- Railways: Alhambra and Los Angeles railway subdivisions, Metrolink, Amtrak, Union Pacific (Data source: California Active Rail Lines, Amtrak)
- Solid waste facilities and landfills: 8 facilities including Caltrans Upland Maintenance Station, Recycled Wood Products, Ontario Agricultural Commodities, Residual Recovery Group, Beneficial Agriculture Services, Recycled Wood Products Ontario 2, Partida Fertilizer, and Chino Valley Rock, all of which are active. (Data source: CalRecycle)
- Transit stops: Ontario Metrolink Station, East Ontario Metrolink Station, Omnitrans (Data source: SBCTA)
- Water and wastewater infrastructure: Inland Empire Utilities Agency Regional Water Recycling Plant, City of Ontario

BUILDINGS

PlaceWorks collected buildings data from Google maps, the Ontario Parks & Recreation Department, the City of Ontario land use GIS layer, and the California School Database. These assets include:

- Community centers: Armstrong Community Center, De Anza Community & Teen Center (designated cooling center), Anthony Munoz Community Center, Dorothy A. Quesada Community Center, Ontario Senior Center, Veterans Memorial Community Center, Westwind Community Center.

- Commercial business, shopping, and entertainment centers: Toyota Arena, Ontario Mills Shopping Center, Ontario Convention Center, Ontario Auto Center, Stater Bros Plaza, Archibald Ranch Town Center, Archibalds Plaza, Pacific Plaza, Ontario Airport Commerce Center, Ontario Business Center, Ontario Center, Prologis Park.
- Homeless shelters: Mercy House Ontario Access Center, House of Ruth, Foothill Family Shelter.
- Government buildings: Ontario City Hall and City facilities, San Bernardino Department of Human Services.
- Homes and residential structures
- Libraries: Ovitt Family Community Library (designated cooling center), Lewis Family Branch, South Ontario Library.
- Medical and care facilities: Healthcare Center of Bella Vista, Inland Christian Home, Kaiser Foundation Hospital, Kindred Hospital Ontario, Las Colinas Post Acute, Ontario Dialysis Center, Ontario Healthcare Center, Ontario Holt Dialysis Center, Ontario Mills Dialysis (48 total – only medical facilities with patient capacity of 20 or more listed)
- Public safety buildings: City of Ontario Police Department, Ontario Policy Department Mills Station, City of Ontario Fire Department Stations #1, #2, #3, #4, #5, #6, #7, #8, #9, #10, and San Bernardino County – West Valley Detention Center.
- Schools: Cambridge College, American Career College, Pacific College Inland Empire, Platt Collage, SJVC Ontario, Carrington College, University of La Verne College of Law, 8 private schools, 1 unaffiliated pre-school, 5 high schools with CJUHSD, 2 elementary schools with CSD, 3 middle or elementary schools with CVUSD, 4 middle or elementary schools with MVSD, 22 middle or elementary schools with OMSD.

ECONOMIC DRIVERS

PlaceWorks determined important economic assets based on the 2020 Comprehensive Annual Financial Report and land uses surrounding the City of Ontario. These assets include:

- Agriculture
- Education services
- Major employers: Ontario International Airport, United Parcel Service, Ontario Montclair School District, Niagara Bottling LLC, Chaffey Joint Union High School District, QVC Ontario LLC, Home Depot, ULINE, FedEx, Cardinal Health.[16]
- Ontario International Airport
- Outdoor recreation (i.e., walking, biking, and court or field sports)
- Retail centers
- Warehouses and logistics centers

KEY COMMUNITY SERVICES

These assets are based on typical services provided in cities throughout California, which are supported by the infrastructure and buildings listed above. Key community services include the operation and functions needed to provide and maintain services instead of just the structures that support them. These assets include:

- Communication services
- Emergency medical response: City of Ontario Fire Department
- Energy delivery: Southern California Edison, Southern California Gas Company
- Freight and shipping
- Government administration and community services
- Public safety response: City of Ontario Police Department
- Public transit access: Metrolink, Omnitrans, SBCTA
- Solid waste removal: Ontario Integrated Waste Management
- Water and wastewater treatment, delivery, and collection: City of Ontario Municipal Utilities Company, Inland Empire Utilities Agency Regional Water Recycling Plan No. 1.

Endnotes for Appendix A

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APPENDIX B: VULNERABILITY ASSESSMENT RESULTS MATRIX

POPULATIONS AND ASSETS	AGRICULTURE PESTS & DISEASES	AIR QUALITY	DROUGHT	EXTREME HEAT & WARM NIGHTS	FLOODING	HUMAN HEALTH HAZARDS	SEVERE WEATHER	WILDFIRE & SMOKE
Populations								
Children (Under 10)	-	High	Low	High	High	Medium	Medium	High
Cost-burdened households	-	Medium	Low	Medium	Medium	Low	Low	Medium
Households in poverty	-	High	High	High	High	High	High	High
Immigrants and refugees	Low	High	Medium	High	High	High	High	High
Linguistically isolated populations	-	Medium	Low	Medium	Medium	Medium	Medium	Medium
Low-income households	-	Medium	Medium	Medium	Medium	Medium	Medium	Medium
Outdoor workers	Medium	High	Medium	High	High	High	High	High
Overcrowded households	-	Medium	Low	Medium	Medium	High	Low	Medium
Persons experiencing homelessness	-	High	Medium	High	High	High	High	High
Persons living in mobile homes	-	Medium	Low	High	High	Medium	High	Medium
Persons with chronic illnesses	-	High	High	High	Medium	High	High	High

POPULATIONS AND ASSETS	AGRICULTURE PESTS & DISEASES	AIR QUALITY	DROUGHT	EXTREME HEAT & WARM NIGHTS	FLOODING	HUMAN HEALTH HAZARDS	SEVERE WEATHER	WILDFIRE & SMOKE
Persons with disabilities	-	Medium	Low	Medium	High	Medium	Medium	Medium
Persons without access to lifelines	-	Medium	Medium	High	High	Medium	Medium	Medium
Renters	-	Medium	Low	Medium	Medium	Low	Low	Medium
Seniors (65+)	-	High	Low	High	High	High	Medium	High
Seniors living alone	-	High	Low	High	High	High	High	High
Undocumented persons	Medium	High	High	High	High	High	High	High
Infrastructure								
Airports	-	-	-	Medium	High	-	Medium	-
Bike routes	-	-	-	Low	Medium	-	Low	-
Bridges	-	-	-	Medium	High	-	Medium	-
Communication facilities	-	-	-	Medium	Low	-	Low	Low
Electrical substations and transmission lines	-	-	-	High	High	-	High	Medium
Electric vehicle charging stations	-	-	-	Medium	Medium	-	Low	-

POPULATIONS AND ASSETS	AGRICULTURE PESTS & DISEASES	AIR QUALITY	DROUGHT	EXTREME HEAT & WARM NIGHTS	FLOODING	HUMAN HEALTH HAZARDS	SEVERE WEATHER	WILDFIRE & SMOKE
Evacuation routes	-	-	-	High	High	-	High	Low
Flood control infrastructure	-	-	-	-	High	-	High	-
Hazardous materials sites	-	-	-	Low	Low	-	Low	-
Major roads and highways	-	-	-	High	High	-	High	Low
Natural gas pipelines	-	-	-	-	Low	-	-	-
Parks and open space	Low	-	High	Low	Medium	-	Low	-
Power plants	-	-	-	Medium	Medium	-	Low	-
Railways	-	-	-	High	High	-	Medium	Low
Solid waste facilities and landfills	-	-	-	Low	-	-	Low	-
Transit stops	-	-	-	-	Medium	-	Low	-
Water and wastewater infrastructure	-	-	Low	-	Medium	-	-	-

POPULATIONS AND ASSETS	AGRICULTURE PESTS & DISEASES	AIR QUALITY	DROUGHT	EXTREME HEAT & WARM NIGHTS	FLOODING	HUMAN HEALTH HAZARDS	SEVERE WEATHER	WILDFIRE & SMOKE
Buildings								
Community centers	-	-	-	Low	Medium	-	Medium	Low
Commercial business, shopping, and entertainment centers	-	-	-	Low	Medium	-	Low	Low
Homeless shelters	-	-	-	Medium	-	-	High	Medium
Government buildings	-	-	-	Low	-	-	Low	Low
Homes and residential structures	-	-	-	Medium	High	-	High	Medium
Libraries	-	-	-	Low	-	-	Medium	Low
Medical and care facilities	-	-	-	Medium	Medium	-	Low	Low
Public safety buildings	-	-	-	Low	High	-	Low	Low
Schools	-	-	-	Medium	Medium	-	Medium	Medium

POPULATIONS AND ASSETS	AGRICULTURE PESTS & DISEASES	AIR QUALITY	DROUGHT	EXTREME HEAT & WARM NIGHTS	FLOODING	HUMAN HEALTH HAZARDS	SEVERE WEATHER	WILDFIRE & SMOKE
Economic Drivers								
Agriculture	Medium	Medium	High	High	Medium	Medium	Medium	Medium
Education services	-	Medium	-	Medium	Low	Medium	Low	Medium
Major employers	-	Low	Medium	Low	High	Low	Low	Low
Ontario International Airport	-	Medium	-	High	High	Low	Medium	Medium
Outdoor recreation	Low	High	-	High	Low	Medium	Medium	High
Retail centers	-	Low	-	Medium	Medium	Medium	Medium	Medium
Warehouses and logistics centers	-	Low	-	Low	High	Low	Low	Low
Key Services								
Communication services	-	-	-	Low	Low	-	High	Low
Emergency medical response	-	Medium	-	Medium	Medium	High	Medium	Medium
Energy delivery	-	-	Low	High	Medium	-	High	High
Freight and shipping	-	-	-	Medium	High	Low	High	Low
Government administration & community services	-	-	-	Low	Low	Low	Low	Low

POPULATIONS AND ASSETS	AGRICULTURE PESTS & DISEASES	AIR QUALITY	DROUGHT	EXTREME HEAT & WARM NIGHTS	FLOODING	HUMAN HEALTH HAZARDS	SEVERE WEATHER	WILDFIRE & SMOKE
Public safety response	-	-	-	Medium	High	Medium	Medium	Medium
Public transit access	-	High	-	High	High	Low	High	High
Solid waste removal	-	Medium	-	Medium	Medium	Low	Medium	Medium
Water and wastewater treatment, delivery, and collection	-	-	High	Medium	High	-	Medium	Medium

RESOLUTION NO. PC22-043

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ONTARIO, CALIFORNIA, RECOMMENDING THE CITY COUNCIL APPROVE FILE NO. PADV22-002 TO AMEND THE COMMUNITY CLIMATE ACTION PLAN, AN IMPLEMENTATION COMPONENT OF THE ONTARIO PLAN SUPPORTING THE SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT (SCH No. 2021070364).

WHEREAS, the City of Ontario Certified the Environmental Impact Report prepared for The Ontario Plan and associated Statement of Overriding Considerations, and issued Resolution No. 2010-003; and

WHEREAS, the City of Ontario adopted the Policy Plan (General Plan) as part of the component framework for The Ontario Plan on January 27, 2010, and issued Resolution No. 2010-004; and

WHEREAS, on July 17, 2021, the City of Ontario adopted a Municipal Climate Action Plan and issued Resolution No. 2012-055, and on December 16, 2014, The City of Ontario adopted the Community Climate Action Plan and issued Resolution No. 2014-122, to comply with The Ontario Plan in January 2010. Since the adoption of the Municipal and Community Climate Action, the City has made progress to the 2020 Greenhouse Gas Reduction Target of 30% Below 2020 Business-as-Usual through implementation of 42 environmental sector measures; and

WHEREAS, the 2022 Update to the Ontario Community Climate Action Plan (CCAP) serves as the strategic plan for how the City of Ontario (City) will reduce greenhouse gas (GHG) emissions and foster a sustainable community through 2050 and beyond; and

WHEREAS, the 2022 CCAP Identifies and updates sources of both municipal and community GHG emissions within the City’s municipal boundaries for the calendar year of 2019 and estimates how these emissions may change over time; and

WHEREAS, the 2022 CCAP serves as the programmatic tiering document for review of the climate change impacts of projects under CEQA. The 2022 CCAP is included in the Supplemental Environmental Impact Report (SEIR) for The Ontario Plan 2050; and

WHEREAS, the 2022 CCAP includes a greenhouse gas inventory baseline for the Year 2019, a future "business-as-usual" projection of greenhouse gas emissions for the Year 2030 and Year 2050, an emissions reduction target consistent with the State's emissions reduction goals and an implementation plan identifying specific measures and a timeline for implementation of said measures to reach the reduction targets for Year 2030 and Year 2050; and

WHEREAS, the SEIR for File Nos. PGPA22-002 and PADV22-002 were circulated for a 45-day public review period and a notice of its availability was published in a local newspaper and posted in the Office of the Clerk of the Board of Supervisors of San Bernardino County; and

WHEREAS, by way of the 2022 CCAP's Implementation Plan, the City Council directs Staff to implement the 2022 CCAP's measures in phases; and

WHEREAS, the Staff has authority to revise and/or adjust said measures as required and provide yearly updates, led by the City's Sustainability Program Manager; and

WHEREAS, the CCAP meets the functional and legal mandate of a general plan; and

WHEREAS, on July 26, 2022, the Planning Commission of the City of Ontario conducted a hearing and recommended the City Council approve the 2022 Community Climate Action Plan; and

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

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

SECTION 1: ***Environmental Determination and Findings.*** Based on the entire record before the Planning Commission and all written and oral evidence presented to the Planning Commission, the Planning Commission recommends that the City Council finds that the TOP 2050 SEIR, which includes the 2022 CCAP, complies with CEQA (Public Res. Code, § 21000 et seq.), the State CEQA Guidelines (14 CCR § 1500 et seq.), and the City's CEQA Guidelines. The Planning Commission further recommends that the City Council find that the SEIR was prepared in compliance with CEQA, that the City complied with CEQA's procedural and substantive requirements, and that the SEIR is an accurate and objective statement that fully reflects the independent judgement of the City.

SECTION 2: ***Planning Commission Action.*** As the recommending body for the Project, the Planning Commission does hereby make the following recommendations:

1. The 2022 CCAP meets the requirements of TOP 2050 SEIR and its mitigation measures and identifies goals and strategies to reduce GHG emissions 40 percent below 1990 levels by 2030 and 80 percent below 1990 levels by 2050; and

2. The 2022 CCAP serves as the programmatic tiering document for review of the climate change impacts of projects under CEQA.

SECTION 3: ***Recommendation.*** Based upon the findings and conclusions set forth in Sections 1 and 2 above, the Planning Commission hereby recommends that the City Council approve an update to the CCAP.

SECTION 4: ***Custodian of Records.*** The documents and materials that constitute the record of proceedings on which these findings have been based are located at the City of Ontario City Hall, 303 East "B" Street, Ontario, California 91764. The custodian for these records is the City Clerk of the City of Ontario.

SECTION 5: ***Certification to Adoption.*** The Secretary shall certify to the adoption of the Resolution.

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

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 26th day of July 2022, and the foregoing is a full, true and correct copy of said Resolution, and has not been amended or repealed.

Jim Willoughby
Planning Commission Chairman

ATTEST:

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. PC22-043, was duly passed and adopted by the Planning Commission of the City of Ontario at their regular meeting held on July 26, 2022, by the following roll call vote, to wit:

AYES: Anderson, Dean, DeDiemar, Gage, Lampkin, Ricci, Willoughby

NOES: None

ABSENT: None

ABSTAIN: None

Gwen Berendsen
Secretary Pro Tempore

ATTACHMENT A:

COMMUNITY CLIMATE ACTION PLAN

A Component of The Ontario Plan 2050







Ontario Community Climate Action Plan

Public Review Draft
May 2022

CITY OF ONTARIO
SOUTHERN CALIFORNIA

PLACEWORKS

CITY OF ONTARIO SOUTHERN CALIFORNIA

Ontario Community Climate Action Plan

Public Review Draft | May 2022

PLACEWORKS

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Sergeant Joe Estrada, Police Department

DRAFT

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LIST OF ABBREVIATIONS

AB	Assembly Bill
ACS	American Community Survey
ADC	alternative daily cover
AQMP	air quality management plan
BRT	bus rapid transit
CARB	California Air Resources Board
CCAP	community climate action plan
CEQA	California Environmental Quality Act
CH_4	methane
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalent
CALGreen	California Green Building Standards Code
DOE	Department of Energy (U.S.)
EIR	Environmental Impact Report
EO	Executive Order
EPA	Environmental Protection Agency (U.S.)
EV	electric vehicle
FMMP	Farmland Mapping and Monitoring Program
GHG	greenhouse gas
Global Protocol	Global Protocol for Community-Scale Greenhouse Gas Inventories
GWP	global warming potential
HCD	Housing and Community Development Department (California)
HFC	hydrofluorocarbon
IEUA	Inland Empire Utilities Agency
IPCC	Intergovernmental Panel on Climate Change
IT	information technology
kWh	kilowatt-hour
LED	light-emitting diode
LEED	Leadership in Energy and Environmental Design
LCFS	low-carbon fuel standard
MMT	million metric tons
MT	metric ton
$MTCO_2e$	metric tons of carbon dioxide equivalent
MSW	Municipal solid waste
N_2O	nitrous oxide
NF_3	nitrogen trifluoride

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LIST OF ABBREVIATIONS (CONTINUED)

OMUC	Ontario Municipal Utilities Company
PFC	perfluorocarbon
PV	photovoltaic
RPS	Renewable Portfolio Standard
RTTAC	Regional Transit Technical Advisory Committee
SB	Senate Bill
SBCOG	San Bernardino Council of Governments
SBCTA	San Bernardino County Transportation Authority
SCAQMD	South Coast Air Quality Management District
SCAG	Southern California Association of Governments
SF_6	sulfur hexafluoride
SoCalREN	Southern California Regional Energy Network
TOP	The Ontario Plan
TOD	transit-oriented development
U.S. Community Protocol	United States Community Protocol for Accounting and Reporting of Greenhouse Gas Emissions
VMT	vehicle miles traveled
ZEV	zero-emission vehicle

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EXECUTIVE SUMMARY

The 2022 Community Climate Action Plan (CCAP) is Ontario's strategic plan to reduce greenhouse gas (GHG) emissions and foster a sustainable community through 2050 and beyond. The Ontario Plan (TOP), the City's comprehensive plan or general plan, directs the preparation, ongoing implementation, and update of the CCAP, providing the framework for Ontario to reduce its community-wide GHG emissions in a manner consistent with the adopted state reduction target for 2030 and the longer-term goals for 2045 and 2050. The CCAP allows the City of Ontario decision-makers, staff, and community to understand the sources and magnitude of local GHG emissions, reduce GHG emissions, and prioritize steps to achieve GHG emission-reduction targets.

The CCAP is consistent with the California Environmental Quality Act (CEQA) Guidelines for Plans for the Reduction of Greenhouse Gas Emissions (California Code of Regulations Section 15183.5). This allows the 2022 CCAP to support and streamline environmental review of GHG emissions for future development projects in the city. The 2022 CCAP serves as the programmatic tiering document for review of the climate change impacts of projects under CEQA and is included in the Supplemental Environmental Impact Report for TOP 2050.

The 2022 CCAP is an update of the 2014 Community Climate Action Plan (2014 CCAP), providing updated analyses and background information, an expanded set of GHG reduction strategies, and a planning horizon out to 2050. The CCAP contains an inventory of the community's GHG emissions from the transportation, energy, waste, off-road equipment, agriculture, water, and wastewater sectors; land use sequestration; stationary sources; and goals, strategies, and actions to address climate change adaptation and GHG emissions. The CCAP also presents a work plan for the City to implement strategies and track progress over time.

The City of Ontario prepared the 2022 CCAP to update the community's strategic path to reducing GHG emissions beyond 2020, consistent with State requirements and TOP 2050. Specifically, the CCAP does the following:

- Provides an introduction and context for the CCAP in Chapters 1 and 2, including community history and demographics, an overview of the City's existing actions to address climate change, a discussion of climate change and equity, and the relationship between the CCAP and state and regional planning efforts in.
- Identifies and updates sources of GHG emissions within the City of Ontario's municipal boundaries for the calendar year of 2019 and estimates how these emissions may change over time (Chapter 3).

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- Presents the GHG emission reduction targets established by state regulations and guidance and the City's GHG reduction targets (Chapter 4). Chapter 4 shows where the City currently stands in its efforts to reduce GHG emissions and the GHG reductions required by the 2022 CCAP to meet its targets.
- Provides strategies (see Chapter 5) in various sectors to meet or exceed the state targets of reducing emissions 40 percent below 1990 levels by 2030 and 80 percent below 1990 levels by 2050, consistent with the direction of the State of California via Assembly Bill (AB) 32, Governor's Executive Order S-03-05, and California Public Resources Code Section 21083.3. Chapter 5, GHG Emission Reduction Strategy, has two sections:
  - The Existing GHG Reduction Strategies section outlines the existing and planned local and state initiatives that are expected to reduce Ontario's future GHG emissions and move the community closer to achieving its targets.
  - The New GHG Reduction Strategies section outlines the new 2022 strategies that show a viable path for Ontario to reach its established GHG emission reduction targets. This includes goals, strategies, and actions; their impacts on GHG emissions; and the co-benefits they provide to enhance ecological, economic, and social well-being. These strategies include actions that will be led by City staff and actions or project features for inclusion in certain development projects as identified by the strategy.
- Provides substantial evidence that the emission reductions estimated in the CCAP are feasible in Chapter 5, with supporting technical detail in Appendix A.
- Provides an implementation program (see Chapter 6) and discusses the various outcomes of reduction efforts and how these reduction efforts can be implemented.

The CCAP is summarized in Section 5.8, Greenhouse Gas Emissions, of the Supplemental Environmental Impact Report for The Ontario Plan 2050. The measures in this 2022 CCAP are not substantially different than those of the 2014 CCAP, and therefore there is no change in the environmental impacts associated with the CCAP.

The CCAP allows community members, City staff and officials, and other stakeholders to understand Ontario' existing efforts and strategies to achieve its GHG reduction goals. It builds on the 2014 CCAP and is consistent with the regional San Bernadino County GHG Reduction Plan.

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Greenhouse Gas Inventory and Forecast

A GHG inventory is a summary of the GHG emissions generated by activities that take place within a community. The GHG emissions inventories and the GHG forecast lay the groundwork for the CCAP, which seeks to align the City's GHG reduction efforts with state-recommended targets. The community-wide GHG inventories, which include both community-wide sectors and municipal operations, assess GHG emissions for the years 2008, 2016, and 2019. The 2022 CCAP update is informed by the latest science in GHG accounting, best practices, and emissions factors.

The community-wide GHG inventory assessed GHG emissions from nine categories of activities, known as sectors.

- **Transportation.** GHG emissions created by driving on-road vehicles in Ontario, including passenger and freight vehicles.
- **Residential energy.** GHG emissions attributed to the use of electricity and natural gas in residential buildings.
- **Nonresidential energy**. GHG emissions attributed to the use of electricity and natural gas in nonresidential buildings.
- **Solid waste.** GHG emissions released from trash collected from residents and businesses.
- **Off-road equipment**. GHG emissions from equipment that does not provide on-road transportation (excluding agricultural equipment), such as tractors for construction or equipment used for landscape maintenance.
- **Agriculture.** GHG emissions from various agricultural activities, including agricultural equipment, crop cultivation and harvesting, and livestock operations.
- **Water and wastewater.** This sector accounts for the electricity used to transport every gallon of water to or wastewater from city residents and businesses, as well as direct emissions from processing wastewater.
- **Land use and sequestration**. Emissions released into the atmosphere from development of previously undeveloped land and GHG emissions absorbed and stored in trees and soils on locally controlled lands as part of healthy ecosystems.
- **Stationary sources**. Emissions from fuel use at major industrial facilities permitted by state and regional air quality authorities. Stationary source emissions are informational and are not included in the community total.

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Throughout the CCAP, emissions are provided in terms of per capita GHG emissions. Per capita emissions show the average number of emissions per service population, which is the sum of community residents and employees in Ontario. Per capita GHG emissions show changes in emissions over time and are helpful for showing consistency with state-recommended GHG reduction targets. The City's per-capita emissions targets are 6.0 metric tons of carbon dioxide equivalent ($MTCO_2e$) per capita by 2030 and 2.0 $MTCO_2e$ per capita below 1990 levels by 2050.

As shown in **Table ES-1**, per capita GHG emissions have declined steadily from 2008 levels. Per capita emissions in Ontario decreased from approximately 8.25 $MTCO_2e$ in 2008 to approximately 5.55 $MTCO_2e$ per person in 2019, a decrease of 33 percent. Transportation was highest-emitting sector, responsible for approximately 55 percent of the city's total GHG emissions in 2019, followed by the nonresidential and residential energy sectors as the second- and third-largest sources of GHG emissions. The four sectors that experienced the largest decreases in annual GHG emissions between 2008 and 2019 are land use and sequestration, agriculture, water and wastewater, and nonresidential energy, which reduced emissions by 77 percent, 75 percent, 56 percent, and 54 percent, respectively.

Table ES-1 Ontario Community-Wide Per Capita GHG Emissions by Sector, 2008 to 2019 ($MTCO_2e$)

Sector	2008	2016	2019	Percentage Change, 2008–2019
Transportation	3.51	3.00	3.04	-13%
Nonresidential energy	2.77	1.80	1.29	-54%
Residential energy	0.72	0.55	0.50	-30%
Solid waste	0.28	0.22	0.27	-4%
Off-road equipment	0.17	0.08	0.21	23%
Agriculture	0.63	0.21	0.16	-75%
Water and wastewater	0.15	0.08	0.06	-56%
Land use and sequestration	0.01	0.00	0.00	-77%
Total annual per capita $MTCO_2e$	**8.25**	**5.95**	**5.54**	**-33%**
Informational Items				
Stationary sources	1.50	0.25	1.05	-30%

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The community-wide forecast is a projection of future GHG emissions based on the results of the 2019 inventory and estimates of future community population and job growth. The CCAP includes a GHG forecast for the calendar years 2030 and 2050, relying on population, housing, and employment projections based on the estimates of future buildout in TOP 2050. As shown in Table ES-2, the city's forecast per-capita emissions are expected to decrease by approximately 45 percent between 2008 and 2050.

Table ES-2 Ontario Community-wide GHG Emissions Forecast, 2008 to 2050 ($MTCO_2e$)

Sector	2008[1]	2016[1]	2019[1]	2030	2050	Percentage Change, 2008–2050
Transportation	3.51	3.00	3.04	2.84	2.15	-39%
Nonresidential energy	2.77	1.80	1.29	1.30	1.29	-54%
Residential energy	0.72	0.55	0.50	0.53	0.57	-21%
Solid waste	0.28	0.22	0.27	0.27	0.27	-4%
Off-road equipment	0.17	0.08	0.21	0.21	0.21	23%
Agriculture[2]	0.63	0.21	0.16	0.08	0.00	-100%
Water and wastewater	0.15	0.08	0.06	0.06	0.06	-56%
Land use and sequestration	0.01	Less than 0.01	Less than 0.01	Less than 0.01	Less than 0.01	-81%
Total	**8.25**	**5.95**	**5.54**	**5.30**	**4.56**	**-45%**

1. Data shown for 2008, 2016, 2019 are the actual per capita GHG emissions. The data shown for 2030, 2040, and 2050 are GHG per capita emission forecasts, calculated based on projections from the 2019 inventory.
2. GHG emission projects for the agriculture are based on the assumption that, by 2050, all agricultural land will be developed and converted to other land uses, so agricultural emissions will decrease to zero by 2050.

Greenhouse Gas Reduction Strategies

To evaluate the City's current progress toward meeting its emissions reductions targets, this CCAP acknowledges existing climate action policies and programs, planned future actions, and actions soon-to-be implemented at the state and local level.

The CCAP quantifies GHG emissions reductions associated with the implementation of these actions. As shown in Table ES-3, with the implementation of existing and planned state and local actions, the community's GHG emissions are projected to be 3.54 $MTCO_2e$ per capita and 1.31 $MTCO_2e$ per capita in 2030 and 2050, respectively.

Table ES-3 Ontario Community-Wide Emission Reductions from Existing State, Regional, and Local Actions, 2030–2050

Changes in Per Capita Emissions	2030 $MTCO_2e$	2050 $MTCO_2e$
Forecast per-capita emissions without state actions	5.30	4.56
Emission reductions from existing and planned state actions	-1.09	-2.15
Emission reductions from planned local actions without CCAP	-0.15	Less than -0.01
Community-wide emissions with existing and planned state and local actions	**4.06**	**2.40**

Though implementation of existing state and local actions will help the City meets its GHG reduction targets, these actions are insufficient on their own. Thus, the CCAP identifies future strategies that, if implemented at the levels specified in the technical appendix, will allow the community to achieve its emissions-reductions targets. Refer to Table ES-4 for a list of the CCAP strategies, explained in more detail in Chapter 5.

Table ES-4 List of 2022 CCAP GHG Reduction Strategies

Strategy Number	Strategy Name	Strategy Language	Per Capita Emission Reductions	
			2030 $MTCO_2e$	2050 $MTCO_2e$
1	Building electrification	Promote and incentivize the phase-out of gas appliances in new and existing homes and businesses throughout the community to advance GHG reductions, increase energy efficiency, and protect public safety and environmental health.	0.0257	0.1453
2	Onsite solar energy for existing residential development.	Continue to support and facilitate installation of rooftop solar photovoltaic and onsite solar energy systems in existing residential development.	0.0051	0.0000

Strategy Number	Strategy Name	Strategy Language	Per Capita Emission Reductions	
			2030 $MTCO_2e$	2050 $MTCO_2e$
3	Onsite solar energy systems for nonresidential development.	Ensure new large nonresidential development, including City facilities, includes onsite renewable energy to support the site's energy needs by requiring solar photovoltaic panels or other appropriate onsite renewable energy generation systems for the following types of projects: • New commercial and office buildings, or existing commercial and office building expansions greater or equal to 45,000 square feet in size. • New industrial or existing industrial buildings expansions greater or equal to 100,000 square feet in size.	0.0659	0.0000
4	Green roofs	Promote and incentivize residents and business owners to install green roofs to conserve energy and reduce surface water runoff.	0.0000	0.0000
5	Urban cooling	Maintain and expand the city's existing tree canopy, with a goal of planting 500 trees annually through 2050 and promote the use of pervious concrete and cool pavement for pavement projects.	0.0140	0.0180
6	Energy efficiency retrofits for low-income households	Promote and incentivize voluntary energy efficiency retrofits of homes to reduce natural gas and electricity usage, with the goal of retrofitting 9,000 low-income homes by 2050. Partner with community services agencies to fund energy efficiency projects, including heating, ventilation, air conditioning, indoor lighting, water heating equipment, insulation, and weatherization for low-income residents.	0.0023	0.0020

Strategy Number	Strategy Name	Strategy Language	Per Capita Emission Reductions	
			2030 $MTCO_2e$	2050 $MTCO_2e$
7	Energy efficiency retrofits	Promote and incentivize voluntary energy efficiency retrofits to reduce in natural gas and electricity usage. Partner with regional agencies to expand access to existing energy efficiency and conservation opportunities, incentives, and technical assistance for residents and businesses.	0.0288	0.0221
8	Smart Growth and Infill	Encourage revitalization of neighborhoods through higher-density, mixed-use, infill development and creative reuse of under-utilized sites within the urban core.	0.0000	0.0000
9	Transit-Oriented Development	Encourage development of compact, mixed-use, and transit-oriented development to improve the regional jobs-housing balance, especially on corridors served by high-ridership transit and bus rapid transit (BRT), such as Holt Avenue.	0.0008	0.0020
10	Increase Transportation Ridership	Ensure a reliable and responsive transit system with dedicated and secure funding and resources to support increased ridership.	0.0697	0.0445
11	Traffic signal synchronization and roadway management	Implement traffic and roadway management strategies to improve mobility and efficiency and reduce associated emissions.	0.0000	0.0000
12	Community vehicle electrification	Promote and incentivize the adoption of electric vehicles (EV) citywide, including light-duty and heavy-duty vehicles, for municipal, commercial, and residential uses.	0.1565	0.6584
13	Active transportation networks	Work with transit agencies, school districts, and employers to facilitate an interconnected transportation system that allows a shift in travel from private passenger vehicles to alternative modes, including public transit, ride sharing, car sharing, bicycling, and walking.	0.0045	0.0054

Strategy Number	Strategy Name	Strategy Language	Per Capita Emission Reductions	
			2030 $MTCO_2e$	2050 $MTCO_2e$
14	Vehicle idling	Limit idling of heavy-duty trucks. Support the South Coast Air Quality Management District (SCAMQD) and ARB anti-idling requirements and provide signage in key areas where idling that is not consistent with SCAMQD or ARB requirements might occur.	0.0049	0.0025
15	Parking policy and event parking	Adopt a comprehensive parking policy that encourages carpooling and the use of alternative transportation, including providing parking spaces for car-share vehicles at convenient locations with access to public transportation.	0.0056	0.0115
16	Electrification of construction and landscaping equipment	Promote and incentivize the transition to electric construction and landscaping equipment.	0.0120	0.0368
17	Idling ordinance for construction equipment	Limit idling of heavy-duty off-road construction equipment to reduce air pollution and GHG emissions from construction activity.	0.0001	0.0001
18	Methane capture at landfills	Support efforts to reduce methane emissions from regional landfills.	0.0558	0.0812
19	Waste diversion	Exceed waste diversion goals recommended by AB 939 and CALGreen by adopting a citywide diversion target of at least 75 percent of waste.	0.0361	0.0547
20	Construction and Demolition Waste Recovery Ordinance	Increase the amount of waste recycled during construction and demolition of buildings.	0.0000	0.0000
21	Indoor water efficiency	Encourage water-efficient retrofits of new and existing buildings by working with water providers and regional agencies.	0.0114	0.0036

Strategy Number	Strategy Name	Strategy Language	Per Capita Emission Reductions	
			2030 $MTCO_2e$	2050 $MTCO_2e$
22	Water efficient landscapes and water recycling	Promote drought-tolerant and fire-wise landscaping. Encourage increased use of reclaimed water for landscape irrigation, agricultural, and industrial use.	0.0085	0.0000
23	Water system and wastewater operations efficiency	Maximize efficiency at drinking water treatment, pumping, and distribution facilities, including development of off-peak demand schedules for heavy commercial and industrial users.	0.0004	0.0000
24	Methane capture for wastewater treatment	Work with Inland Empire Utilities Agency (IEUA), the local wastewater treatment provider, to increase methane capture rate.	0.0024	0.0032
25	Methane capture for dairy operations	Encourage and incentivize local dairy operations to reduce methane emissions through methane capture technology.	0.0079	0.0000
26	Climate change awareness and education	Promote climate change awareness and GHG reduction community-wide through a variety of mechanisms, including through support of climate change education in schools or community colleges.	0.0000	0.0000
27	Carbon sequestration	Establish a citywide carbon sequestration project and sequestration goal of 5,000 MT CO_2 per year.	0.0000	0.0000
28	Green jobs	Support green job trainings and opportunities to create sustainable, living wage, quality employment opportunities.	0.0000	0.0000
Total GHG emission reductions from all CCAP strategies			**0.52**	**1.09**
Community-wide emissions with CCAP			**3.54**	**1.31**

In conjunction with existing and planned local and state programs, these updated strategies provide a flexible path to reduce the community's GHG emissions to meet the City's 2030 and 2050 emission targets and to support the State's adopted target for 2030 and its goal to achieve carbon neutrality by 2045. The City's GHG reduction targets are to reduce emissions to a level below 6.0 $MTCO_2e$ per capita by 2030 and 2.0 $MTCO_2e$ per capita by 2050 as shown in **Table ES-5**. Refer to

Chapter 5 for additional detail on GHG emissions reductions from state actions, existing City actions, and planned City actions.

Table ES-5 Progress to Absolute and Per Capita GHG Emissions Targets

Target	2030 Description	2050 Description
Baseline Emissions	8.25 $MTCO_2e$ per person	8.25 $MTCO_2e$ per person
Target	6.0 $MTCO_2e$ per person	2.0 $MTCO_2e$ per person
Emissions with All Reductions	3.52 $MTCO_2e$ per person	1.31 $MTCO_2e$ per person

Implementing the CCAP will require City leadership to put the CCAP strategies into effect and report progress. To ensure that the implementation process is efficient and transparent, this CCAP includes a work plan that identifies responsible departments, partners, time frames, and relative costs associated with each strategy. Implementation strategies are shown in Table ES-6.

Table ES-6 List of Implementation Strategies

CCAP Implementation Strategies
Implementation Strategy 1. Annually monitor and report progress toward CCAP target achievement.
Implementation Strategy 2. Continue collaborative partnerships with agencies and community groups that support implementation of the CCAP.
Implementation Strategy 3. Secure necessary funding to implement the CCAP.
Implementation Strategy 4. Continue to update the baseline emissions inventory and CCAP every five years.
Implementation Strategy 5. Maintain and update the CCAP to promote greater resilience.

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1. INTRODUCTION

Purpose of the Community Climate Action Plan

The Ontario Community Climate Action Plan (CCAP) serves as the strategic plan for how the City of Ontario (City) will reduce greenhouse gas (GHG) emissions and foster a sustainable community through 2050 and beyond. The Ontario Plan (TOP), the City's comprehensive plan or general plan, directs the preparation, ongoing implementation, and update of the CCAP, providing the framework for Ontario to reduce its community-wide GHG emissions in a manner consistent with the adopted state reduction target for 2030 and the longer-term goals for 2045 and 2050. This document describes the City's successes to date in reducing GHG emissions and provides a framework for continued progress. The 2022 CCAP is an update to the 2014 CCAP.

This chapter includes an updated description of the regulatory framework for the CCAP, a community profile, guiding principles for the City's climate action planning, and a summary of this update process. Subsequent chapters analyze Ontario's progress to date in meeting its adopted GHG reduction targets and contain new information to achieve more significant and longer-term GHG reductions.

The CCAP is consistent with the California Environmental Quality Act (CEQA) Guidelines for Plans for the Reduction of Greenhouse Gas Emissions (California Code of Regulations Section 15183.5). This allows the 2022 CCAP to support and streamline environmental review of GHG emissions for future development projects in the city.

2014 Community Climate Action Plan

On December 16, 2014, the City Council adopted the City's first Community Climate Action Plan (2014 CCAP), which assembled the City's existing climate action efforts into one centralized plan informed by technical analyses. The 2014 CCAP described specific strategies, actions, and cost-effective opportunities for existing and future residents, businesses, and development projects. The 2014 CCAP also served as a qualified GHG reduction strategy under CEQA, streamlining development review.

A key task of the 2014 CCAP was to establish a baseline of community GHG emissions to measure future changes and to inform actions the community could take to reduce emissions by 2020. In April 2012, Ontario developed the 2008 Community Greenhouse Gas Emissions Inventory and 2020 Forecast as part of a regional partnership with San Bernardino County, led by the San Bernardino County Transportation Authority (SBCTA). (Also referred to as the San Bernardino

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Council of Governments or SBCOG.) The 2008 community-wide inventory report, included as Appendix A in the 2014 CCAP, revealed the major sources of emissions from community activities and gave a basis of comparison for the 2014 CCAP and future assessment reports. The 2014 CCAP also included a GHG emissions forecast that projected future emissions from community activities in 2020.

The 2014 CCAP included 42 measures to reduce GHG emissions across various sector such as new development; building energy; renewable energy; wastewater treatment; solid waste management; on-road transportation; off-road equipment; and water transport, distribution, and treatment. The largest potential reductions in GHG emissions came from strategies in the renewable energy, transportation, and off-road equipment sectors. The City has made continued progress in implementing the measures in the 2014 CCAP.

2022 Community Climate Action Plan

The City of Ontario prepared the 2022 CCAP to update the community's strategic path to reducing GHG emissions beyond 2020, consistent with State requirements and TOP 2050. Specifically, this CCAP does the following:

- Identifies and updates sources of GHG emissions within the City of Ontario's municipal boundaries for the calendar year of 2019 and estimates how these emissions may change over time, as presented in Chapter 3.
- Identifies GHG reduction targets in Chapter 4 that are consistent with State targets.
- Provides strategies (see Chapter 5) in various sectors to meet or exceed the state target and goals of reducing emissions 40 percent below 1990 levels by 2030 and 80 percent below 1990 levels by 2050 and in support of the State's pathway to achieve carbon neutrality by 2045, consistent with the direction of the State of California via Assembly Bill (SB) 32, Governor's Executive Order S-03-05, California Public Resources Code Section 21083.3, and Governor's Executive Order B-55-18.
- Provides substantial evidence that the emission reductions estimated in the CCAP are feasible in Chapter 5, with supporting technical detail in Appendix A.
- Provides an implementation program (see Chapter 6) and discusses the various outcomes of reduction efforts and how these reduction efforts can be implemented.

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The CCAP is summarized in Section 5.8, Greenhouse Gas Emissions, of the Supplemental Environmental Impact Report for The Ontario Plan 2050. The measures included in this 2022 CCAP are not substantially different than those of the 2014 CCAP, and therefore there is no change in the environmental impacts associated with the CCAP.

How to Use This Plan

The following chapters of the 2022 CCAP provide details of the community's GHG emissions and strategies to reduce emissions.

- Chapters 1 and 2 provide an introduction and context for the CCAP, including community history and demographics, an overview of the City's existing actions to address climate change, a discussion of climate change and equity, and the relationship between the CCAP and state and regional planning efforts.
- Chapter 3, Ontario GHG Emissions, provides an introduction to climate science and describes the results of Ontario's recent-year GHG inventories and forecast GHG emissions for 2030 and 2050. This allows the community to see how its emissions have changed over time and charts progress toward state and local emissions reduction targets, informing emissions reduction strategies.
- Chapter 4, GHG Reduction Targets, outlines the GHG emission reduction targets established by state regulations and guidance and the City's GHG reduction targets. This chapter shows where the City currently stands in its efforts to reduce GHG emissions and the GHG reductions required by the 2022 CCAP to meet its targets.
- Chapter 5, GHG Emission Reduction Strategy has two sections:
  - The Existing GHG Reduction Strategies section outlines the existing and planned local and state initiatives that are expected to reduce Ontario's future GHG emissions and move the community closer to achieving its targets.
  - The New GHG Reduction Strategies section outlines the new 2022 strategies that show a viable path for Ontario to reach its established GHG emission reduction targets. This includes goals, strategies, and actions; their impacts on GHG emissions; and the co-benefits they provide to enhance ecological, economic, and social well-being. These strategies include actions that will be led by City staff and actions or project features for inclusion in certain development projects as identified by the strategy.
- Chapter 6, CCAP Implementation Strategy, describes the implementation details for the strategies in the CCAP and a potential approach to putting these strategies into effect.

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2. BACKGROUND

Community Profile and History

This section provides an overview of Ontario, highlighting key community characteristics, natural resource use, development patterns, and notable history.

Community History

Ontario is in the west San Bernardino Valley, bordered by the cities of Chino and Montclair to the west, Eastvale and Jurupa Valley to the south, Fontana to the east, and Upland and Rancho Cucamonga to the north. Ontario is well connected to the neighboring counties of Los Angeles, Orange, and Riverside by four major highways—Interstate 10 and State Route 60 traveling east-west, and State Route 83 (Euclid Avenue) and Interstate 15 traveling north-south—and by Amtrak and Metrolink stations.

Archaeological evidence dating back to 10,000 BC shows that the San Bernardino Valley has been inhabited for over 12,000 years. The Gabrieleno native peoples flourished in the west San Bernardino Valley for 3,000 years. Shortly after Spanish explorers entered the area in the 1770s, pioneers established ranching operations in the valley. Spanish rancher Don Antonio Lugo and his family managed the Rancho San Bernardino, which encompassed the entire valley, between 1842 and 1851. Subsequently, the Mormon Colony acquired the ranch. The discovery of gold in the San Bernardino Mountains initiated a period of gold and silver mining in the 1860s to 1880s.[1]

Ontario was established in the 1880s based on the founders' vision of a planned community and guiding principles that including a mutual water company, prohibition of liquor, a grand thoroughfare through the city (Euclid Avenue), and an agricultural college for general education. Ontario was incorporated in 1891, and in 1903, Ontario was declared the "Model Colony" by an Act of Congress for its establishment of a new standard for urban living.[2]

The City first developed as an agricultural community, primarily producing citrus and dairy. The town expanded around Euclid Avenue, creating what are now two of Ontario's historic districts, the Historic Downtown and the College Park Historic District. Ontario's population grew in the 1950s as the city shifted from an agricultural-based economy to an industry-based economy and manufacturing jobs became increasingly available. Mass production housing was constructed in a grid development pattern, radiating from the city's historic core, and establishing most of the suburban residential neighborhoods that dominate northwestern Ontario today.

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Ontario's rapid job growth continued through the 1980s and 1990s, especially in industrial expansion of automotive plants, air cargo, commerce centers, and housing to match the growing job opportunities. During the 1980s, Ontario was ranked the seventh-fastest-growing city in California. Housing development during this period focused on master-planned communities south of Riverside Drive in the southern and eastern areas of Ontario. Today, these communities are areas of medium and high resources.[3]

As the Ontario population and economy continues to grow, urban development is transitioning the remaining agricultural land within the city limits. By 2050, all the city's agricultural land is expected to be converted to urban uses. Western Ontario Ranch (west of Archibald Avenue to Euclid Avenue), which is largely dairy and other farms, is expected to transition into a mixed-use area of residential homes, commercial centers, and industrial and business parks.

Population, Income, and Employment

Ontario is the third most populous city in San Bernardino County after San Bernardino and Fontana, with a population of 178,606 residents in 2019, which is the baseline year of the 2022 CCAP. Approximately 68 percent of the city's adult residents were below age 44 as of 2019, and nearly 37 percent of all residents were below age 24.[4]

Ontario, much like California as a whole, is experiencing racial and ethnic diversification. The percentage of non-White residents has increased to 84 percent in 2019 from 79 percent in 2010. The population of Hispanics increased by 14.5 percent between 2010 and 2019, and it is the largest ethnic group in Ontario.[5] Based on the 2019 American Community Survey, Ontario's population is 70 percent Hispanic, 16 percent non-Hispanic White, 7 percent Asian, 5 percent African American, and 2 percent multiracial. Approximately 58 percent of Ontario residents primarily speak a language other than English at home, compared with 42 percent in San Bernardino County.[6] In Ontario, the most spoken language at home is Spanish, followed by English, Tagalog, and Chinese.[7]

According to the American Community Survey (ACS), median household income has increased by 30 percent since 2010, from $57,771 to $75,266 in 2019.[8] The discrepancy in median income between Ontario and San Bernardino County has widened in the past decade. In 2010, the median income in Ontario was only 3.3 percent higher than in the county, but in 2019 the gap in median income between the city and county grew to 10 percent—$75,266 in Ontario compared with $67,903 in San Bernardino County.

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The cost of housing can be particularly vexing for lower-income families, with 56 percent of families paying more than 30 percent of their income on housing. According to data from ACS, citywide median rent increased by approximately 122 percent between 2000 and 2019, outpacing the countywide median rent increase of 110 percent. On a neighborhood level, the eastern and southern areas of Ontario experienced the highest increases in rent in the city (157 and 139 percent median rent increase, respectively).[9]

EV CHARGING STATIONS

The City of Ontario currently owns 21 electric vehicle (EV) charging stations. The City partnered with Southern California Edison through the Charge Ready program to install EV charging stations at the Citizens Business Bank Arena, Ontario Convention Center, City Hall, Library, and the community center. The City continues to invest in expansion of citywide electric vehicle charging infrastructure to promote electric vehicle use. Through the Smart Ontario initiative, 4 EV charging stations are planned at City facilities. In downtown, the City plans to install 17 additional electric vehicle charging stations through a partnership with Tesla funded by the South Coast Air Quality Management District.

Ontario's economy today is still largely dominated by industrial sectors. The largest economic sector in Ontario is the logistics industry, facilitated by the city's proximity to major Southern California transportation networks and the Ontario International Airport. In 2019, the three sectors with the highest shares of employment were transportation and warehousing, waste management and remediation, and retail trade, which made up 17 percent, 13 percent, and 11 percent of jobs in Ontario, respectively.

Sustainability in Ontario

Since adopting the 2014 CCAP, Ontario has made progress in improving energy efficiency and reducing GHG emissions in both municipal operations and community-wide sectors.

To improve energy efficiency of municipal buildings and operations, the City launched the Smart Ontario initiative, which involves an energy audit of City properties, comprehensive upgrade of municipal utility infrastructure, and heating, ventilation, and air conditioning (HVAC) equipment improvements. As of March 2022, the City has retrofitted all city streetlights with light-emitting diode (LED) light fixtures as well as all interior and exterior light fixtures in City buildings (approximately 15,000); has replaced over 100 HVAC components in City facilities; and replaced 350 thermostats in all City buildings. The City has installed 1.8 megawatts of solar photovoltaic systems at the Ontario Convention Center and the Ontario Police Department, generating 2,571,125 kilowatt-hours of energy in 2019. The Smart Ontario initiative will save an estimated $75 million over the lifetime of the new equipment. To reduce the GHG emissions of newly constructed City buildings, the City

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committed to all new municipal buildings achieving Leadership in Energy and Environmental Design (LEED) certified by the U.S. Green Building Council.

The City has also implemented numerous projects to reduce GHG emissions from the transportation sector, including installation of 21 EV charging stations, adoption of an Active Transportation Master Plan, synchronization of 30 percent of traffic signals in Ontario, and completion of pedestrian and bicycle infrastructure improvements through Safe Routes to School and Active Transportation Program grants. Future projects include a citywide e-scooter share program (projected to launch in March 2023), the Multimodal Transportation Center (needs assessment completed in March 2022), and the West Valley Corridor Bus Rapid Transit, a zero-emission bus line (completion expected in 2024).

Since adopting the 2014 CCAP, the City has implemented its GHG reduction measures in new development projects through the Development Review Process. This process involves documentation of GHG reduction measures incorporated into the design and construction of development projects using "screening tables" that assign point values for each measure that correspond to the minimum emission reduction expected from that measure. The use of screening tables to document implementation of CCAP strategies ensures that they will be implemented as part of the construction of new developments, helps to reduce GHG emissions in construction of new development, supports improved monitoring and evaluation of GHG reduction strategies, and ensures compliance with CEQA provisions for evaluating and mitigating climate change impacts. Implementation of the 2022 CCAP will update and continue use of screening tables for eligible projects.

NONRESIDENTIAL ELECTRICITY SAVINGS

Between 2008 and 2019, the city substantially reduced its GHG emissions from the nonresidential electricity sector, including commercial and industrial electricity use.

Absolute GHG emissions from this sector decreased by 31 percent, from 375,540 $MTCO_2e$ in 2005 to 257,820 $MTCO_2e$ in 2019.

Energy use or activity in this sector only decreased slightly during this period; the substantial decline in emissions is attributed to procurement of more renewable energy by Ontario's energy providers, in accordance with State law, and to greater energy efficiency in commercial and industrial facilities and equipment.

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Climate Change and Equity

Historically and currently, institutions and structural systems drive and perpetuate inequitable distribution of resources, access to opportunities, and poor life outcomes that many frontline communities face. Examples include redlining, exclusionary housing policies, forced removal of Indigenous communities, and Jim Crow segregation. Not only did these policies exacerbate the wealth and income gap between white families and families of color, they also resulted in a greater number of lower-income and communities of color living in areas at greater exposure to environmental pollution and adverse health outcomes.

According to a citywide analysis of Housing and Community Development (HCD) Opportunity Areas, Ontario's mixture of high-resource, moderate-resource, and low-resource areas have varying urban infrastructure and levels of exposure to environmental pollutants. The State's Opportunity Mapping is a data-driven approach to measure and map the distribution of resources and opportunity in California communities. It was developed by the California Fair Housing Task Force, a group of independent organizations and research centers convened by the Department of Housing and Community Development and the California Tax Credit Allocation Committee. The approach measures opportunity through an assessment of positive or negative outcomes related to economic, educational, and health indicators across communities in comparable areas (nine identified regions in California with common economic, political, and geography characteristics), and in specific areas classified as high-poverty, racially segregated areas in which over 30 percent of the population is below the federal poverty line. The aggregate assessment of the indicators and outcomes are converted into composite scores that are used to categorize areas as "high resource", "medium resource", and "low-resource", and they are mapped to show geographic trends. The composite scores and opportunity area maps are used primarily to inform the allocation of low-income housing tax credits for eligible projects. The maps are also used to inform analyses of fair housing issues in long-term policy and planning efforts such as housing elements.

Ontario neighborhoods can be grouped into three major geographic areas based on the HCD analysis of resource distribution across the city. These areas, listed below and shown in **Figure 1**, share common socioeconomic characteristics that can be traced back to historical urban development patterns.

- **Northwestern Ontario.** West of Archibald Avenue, inclusive of Ontario International Airport to the city's western limits and north of Riverside Drive to the city's northern limits.
- **Eastern area/Eastern Ontario.** East of the Ontario International Airport and Archibald Avenue to the city limits and north of Riverside Drive.
- **South Ontario.** South of Riverside Drive, bounded by the city's southern limits.

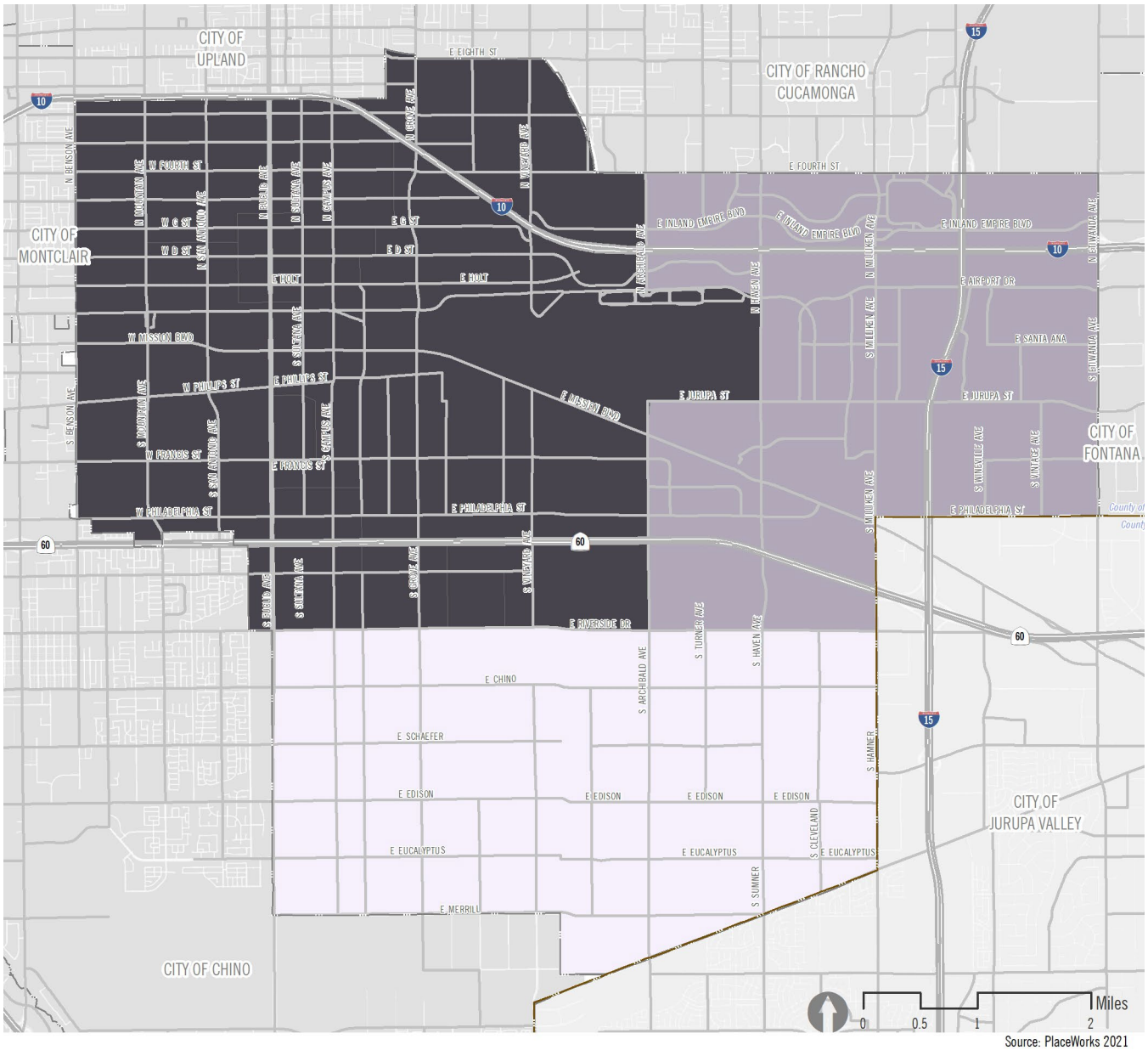
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Currently, southeastern Ontario has higher rates of owner-occupied housing and generally higher median incomes than northwestern Ontario. The southeast areas, considered Ontario's high-resource areas, are characterized by good access to employment, higher median incomes, and higher rates of home-ownership than households in northwestern Ontario. Southeastern Ontario includes much of the city's recent and future planned development, including single-family housing south of Highway 60 in eastern Ontario Ranch and business parks and industrial commerce centers in east Ontario north of Highway 60. By contrast, households in the northwestern area are primarily renter occupied, and more than half of households in this area are considered low resource, with relatively low access to education and employment opportunities.

CalEnviroScreen, a mapping tool developed by the California Office of Environmental Health Hazard Assessment, has identified similar issues. This tool uses environmental, health, and socioeconomic indicators to map and compare community environmental scores on a scale of 0 to 100. A community with a high score has higher levels of pollution and other negative environmental or social indicators. All neighborhoods in Ontario score 50 or higher, meaning that they score higher (i.e., worse) than 50 percent of neighborhoods in the state. In particular, most or all of Ontario scores high for several types of air pollution, releases of toxic materials from major goods movement transportation corridors and industrial facilities, levels of cardiovascular disease, levels of poverty, and limited educational attainment. However, the highest scores in Ontario for these and numerous other factors are concentrated in the city's low-resource areas, showing that residents of these areas are disproportionately burdened by multiple sources of pollution and socioeconomic inequities.

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Figure 1 Map of Ontario



Source: PlaceWorks 2021

Areas of Ontario

Northwest area/Northwest Ontario

- Northwest area/Northwest Ontario

Southeast area/Southeastern Ontario

- Eastern area/Eastern Ontario
- Southern area/South Ontario

Boundaries

- Ontario City Boundary
- County Boundary

Source: City of Ontario Draft Housing Element, 2022

ONTARIO TOGETHER

Ontario Together is a community plan for advancing environmental quality and racial equity in disadvantaged communities in central Ontario. Its mission is to achieve sustainable neighborhood transformation through implementation of various GHG reduction strategies in the project area, a five-square-mile area in the heart of downtown. The strategies include improvements in access to solar energy, public transit, affordable housing, green jobs, and bicycle and pedestrian facilities for residents. Project outcomes include planting 365 trees, distributing 100 free bus passes, and implementing numerous bicycle and pedestrian infrastructure improvements, including five miles of bicycle lanes and three miles of sidewalks along Mission Blvd, and crosswalk installations on Euclid and Holt. Planned projects include Omnitrans Bus service improvements, Workforce Development, Small Business Support, and the Ontario Carbon Farm. The Ontario Carbon Farm is a partnership with Huerta del Valle Community Garden to establish a community composting site that will generate high-quality compost from food waste collected in the city.

Although the 2022 CCAP is not a dedicated equity plan, many of the factors that contribute to inequities are related to GHG emissions. For example, many sources of air pollution are also sources of GHGs, so reducing air pollution from these activities often helps to reduce Ontario's GHG emissions. Additionally, the 2022 CAP recommends numerous strategies to reduce GHG emissions that provide other co-benefits that enhance quality of life in Ontario, including improving inequities and supporting efforts to expand resources and opportunity in low-resource areas.

Through direct reductions in air pollution and indirect improvements to community well-being, the CCAP can contribute significantly in many ways to achieving a more equitable and fair Ontario. CCAP efforts that can address these issues may include:

- Improved transit service can help improve job access, provide greater mobility options for people who are unable to drive, and allow people to meet many of their daily needs at a lower cost than owning a car. Transit also releases less air pollution per rider than a private vehicle, helping to improve air quality.
- Expanded pedestrian and bicycle infrastructure can encourage more active lifestyles and recreational activities. Increased pedestrian and bicycle activity also allows people to reduce their dependencies on private vehicles and associated costs and further improves local air quality.
- Energy efficiency retrofits can result in significant cost savings for homes and businesses and help create more comfortable, safer living and working conditions.

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- Green space can encourage recreation, provide shade, and improve neighborhood aesthetics.
- Increased water and energy conservation can improve community resilience to droughts and peak demand energy shortages.
- Increased adoption of solar energy systems can improve community resilience to power outages and power safety shut-off events.
- Increased demand for energy efficiency retrofits, solar and battery energy systems, electric vehicle charging installation, and water-efficient landscaping can provide new job opportunities in the community. These can be well-paying jobs that often can be made available to members of underserved communities, particularly when the community or local agencies provide free or low-cost job-training resources.

Regulatory Framework

California law first directly addressed climate change in 1988, when AB 4420 directed state agencies to prepare a GHG inventory and study the impacts of climate change. Since then, California has adopted several laws to assess climate change, analyze GHG emissions and their effects, reduce emissions, identify climate change impacts, and prepare for the impacts of climate change. Many of these laws and associated regulations affect local governments, although only some create specific requirements for individual communities. In addition to state regulations, there are local and regional planning and regulatory processes that support or direct the reduction of GHGs. These laws and associated regulations are briefly summarized in this section.

The Ontario Plan 2050

TOP 2050 provides direction on how the City will fulfill its strategic vision and manage fiscal sustainability, daily operations, and implementation of the goals and policies during the next 30 years. TOP 2050 is a "business plan" that focuses on conducting technical updates to comply with state law, including regulations that address housing, community health, environmental justice, climate adaption, and mobility. In addition, TOP 2050 focuses on long-term growth and fiscal sustainability and advancing the Implementation Plan's tracking and feedback component.[10]

Several TOP policies are relevant to climate change, including policies addressing environmental justice and policies in the Safety Element. Environmental justice policies address inequities in the built environment in compliance with Senate Bill 1000 (SB 1000). SB 1000, approved in 2016, requires local governments to identify disadvantaged communities and address environmental justice in the general plan update through policies that aim to reduce health risks in disadvantaged

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communities, promote inclusive civic engagement in the planning process, and prioritize improvements that address the needs of disadvantaged communities.[11] In compliance with SB 1000, TOP 2050 identifies goals, policies, and objectives that reduce health risks caused by environmental pollution and reduce disparities in access to amenities, prioritizing improvements in disadvantaged communities most affected.

The Safety Element addresses public safety concerns related to the natural and built environment, including climate change, in compliance with SB 379. SB 379, approved in 2015, requires local governments to include a vulnerability assessment in the safety element update that identifies the unique risks to the community caused by climate change and informs policies to protect those vulnerabilities.[12] The Safety Element provides information about risks from natural and human-made hazards and includes goals, policies, and actions designed to protect the community and its property from hazards. Other TOP 2050 elements include policies and actions that affect GHG emission reduction and resilience.

- **The Land Use Element** encourages infill development, mixed-use development, and development around transit to reduce vehicle miles traveled (VMT).
- **The Housing Element** encourages development of low-income, moderate-income, and market rate housing at higher densities that meet HCD criteria for each income category.
- **The Mobility Element** addresses improvements in active transportation infrastructure based on the Ontario Active Transportation Master Plan and Transit Priority Areas.

Each of these elements plays a role in enhancing the overall sustainability and resilience of the community.

TOP 2050, which is scheduled for adoption in 2022, will reference the 2022 CCAP, recognizing the City's climate action planning efforts must be updated on a more regular basis than the General Plan to be responsive to changing regulations, guidance, technology, best practices, and science.

The San Bernardino County Regional Greenhouse Gas Reduction Plan

In 2021, SBCTA adopted an update to the San Bernardino County Regional Greenhouse Gas Reduction Plan, a regional effort to address statewide greenhouse gas emissions in response to AB 32. The plan assesses existing and projected GHG emissions for all participating communities in San Bernardino County to identify regional and local strategies to reduce GHGs. The regional effort is the product of an informal partnership among 25 jurisdictions, including the City of Ontario, led by SBCTA. The plan includes a 2016 GHG inventory, GHG emissions forecasts for 2030 and 2045, and strategies for reducing emissions in Ontario, including 7 state measures and 27 local measures. The GHG reduction measures have been vetted and adopted by all 25 partnership

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cities. The plan is accompanied by an assessment, monitoring, and implementation tool, called the San Bernardino County GHG Reduction Tool, which allows the City to quantify emissions reductions and measure progress in achieving emissions reductions from state and local measures. The 2022 Ontario CCAP is consistent with the regional plan and draws from the plan's GHG reduction strategies.

Title 24: Building Standards Code

Title 24 is the section of the California Code of Regulations that establishes standards to promote energy efficiency, public health, and greenhouse gas reduction standards for the construction of new commercial, residential, and public school buildings. Title 24 includes Part 6, Building Energy Efficiency Standards (also known as the Energy Code), which is focused on reducing energy consumption of new buildings, and Part 11, CALGreen Code, which is focused on reducing environmental impacts and improving public health through mandatory measures in the building sector.[13]

Title 24 is applied at the local level through the building permit and development review process, implemented through the municipal building code. On November 19, 2019, the City enacted an ordinance to amend the municipal code and adopt by reference the 2019 California Building Standards Code, which includes the CALGreen Code. This ordinance will require compliance with statewide Title 24 standards that improve energy efficiency, public health, and environmental sustainability in new homes and nonresidential buildings, such as high-efficiency electric air and water heating systems, improved ventilation systems, and rooftop solar and battery storage systems.[14] This CCAP was prepared with the 2019 standards in effect. The next update, the 2022 Title 24 standards, will go into effect on January 1, 2023.

South Coast Air Quality Management District

The South Coast Air Quality Management District (SCAQMD) is the regional air district responsible for air quality regulation in most of Southern California, including Ontario and the rest of the valley region of San Bernardino County. The SCAQMD's primary responsibility is to regulate stationary sources and develop plans to achieve and maintain air quality standards.

Released in 2016, the latest update to the SCAQMD's Air Quality Management Plan (AQMP) provides a regional strategy to protect public health and the environment to eliminate health risk disparities from exposure to air pollution among Southern California communities. To make progress toward all state and federal air quality standards, the 2016 Air Quality Management Plan includes a wide range of goals in partnership with other agencies to decrease critical pollutants, greenhouse gases, and toxins as well as improve efficiency of energy use, on-road transportation, and goods movement. The most effective way to reduce air pollution impacts to residents of the

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Southern California region, especially disproportionately impacted communities along transportation corridors, is to reduce emissions from mobile sources such as vehicles, buses, and trucks. The SCAQMD has partnered with the California Air Resources Board (CARB) and the U.S. Environmental Protection Agency (EPA) to update the AQMP to address mobile sources, including transportation control measures developed by the Southern California Association of Governments (SCAG). The 2016 plan emphasizes collaboration between agencies to develop new regulations that monitor and control emissions and the pursuit of grant funding and incentives to accelerate the adoption of cleaner technologies in vehicles, buildings, and industrial facilities.

The South Coast Air Basin is classified as an extreme nonattainment area for ground-level ozone under the EPA's current National Ambient Air Quality Standards, which means that it greatly exceeds the threshold for ozone levels deemed acceptable for human health. The 2022 AQMP is in the process of being updated and will include requirements for meeting the 2015 ozone National Ambient Air Quality Standards. According to the EPA, GHG emissions and ozone levels are correlated because ozone formation in the atmosphere accelerates as temperature increases. Ozone exposure can exacerbate human health conditions such as cardiovascular disease, asthma, and other respiratory diseases.[15]

Warehouse Indirect Source Rule 2305

On May 8, 2021, South Coast AQMD adopted Warehouse Indirect Source Rule 2305, which includes the Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program and Rule 316. Rule 2305 establishes for the first time in Ontario a regulatory program designed to reduce air pollution (and indirect GHG emissions) caused by warehouse-related activities and is focused on emissions from vehicles that service large warehouses.

State of California Regulations and Guidance

California has adopted several laws to assess climate change, analyze GHG emissions and their effects, reduce emissions, and prepare for the impacts of climate change. These laws and associated regulations are briefly summarized here.

Executive Order S-03-05

In 2005, Governor Arnold Schwarzenegger issued Executive Order (EO) S-03-05, which established the first statewide GHG reduction goals for California: reduce emissions to 2000 levels by 2010, reduce emissions to 1990 levels by 2020, and reduce emissions 80 percent below 1990 levels by 2050.

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Assembly Bill 32: California Global Warming Solutions Act of 2006

State of California guidance and targets for reductions in GHG emissions are generally embodied in the Global Warming Solutions Act, adopted with passage of AB 32 by the California state legislature on August 31, 2006. AB 32 follows the 2020 emissions reduction goal established in EO S-03-05. AB 32 includes the major GHGs and groups of GHGs that are being emitted into the atmosphere. These gases include carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF_6), and nitrogen trifluoride (NF_3).

Through the adoption of AB 32, the California Legislature declared:

> (a) Global warming poses a serious threat to the economic well-being, public health, natural resources, and the environment of California. The potential adverse impacts of global warming include the exacerbation of air quality problems, a reduction in the quality and supply of water to the state from the Sierra snowpack, a rise in sea levels resulting in the displacement of thousands of coastal businesses and residences, damage to marine ecosystems and the natural environment, and an increase in the incidences of infectious diseases, asthma, and other human health-related problems.
>
> (b) Global warming will have detrimental effects on some of California's largest industries, including agriculture, wine, tourism, skiing, recreational and commercial fishing, and forestry. It will also increase the strain on electricity supplies necessary to meet the demand for summer air-conditioning in the hottest parts of the state.

Climate Change Scoping Plan

The Climate Change Scoping Plan (Scoping Plan), adopted in 2008 and updated in 2014 and 2017, employs a variety of GHG reduction strategies that include direct regulations, alternate compliance mechanisms, incentives, voluntary actions, and market-based approaches like a cap-and-trade program. The 2008 Scoping Plan identified local governments as strategic partners to achieving the state goal and translated California's 2020 GHG reduction goal of returning to 1990 emission levels to a 15 percent reduction of "existing" emissions by 2020 (emissions between 2005 and 2008). On December 14, 2017, CARB adopted the 2017 Climate Change Scoping Plan Update (2017 Scoping Plan) to address the 2030 target and 2050 goal for the state. The 2017 Scoping Plan lays out a path to reduce statewide GHG emissions 40 percent below 1990 levels by 2030.

California's climate strategy outlined in the 2017 Scoping Plan requires contributions from all sectors of the economy, including enhanced focus on zero-emission vehicles (ZEVs) and near-ZEV technologies; continued investment in renewables such as solar roofs, wind, and other types of distributed generation; greater use of low carbon fuels; integrated land conservation and development strategies; coordinated efforts to reduce emissions of short-lived climate pollutants

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(methane, black carbon, and fluorinated gases); and an increased focus on integrated land use planning to support livable, transit-connected communities and conserve agricultural and other lands. Requirements for GHG reductions at stationary sources complement local air pollution control efforts by the local air districts to tighten criteria air pollutant and toxic air contaminant emissions limits on a broad spectrum of industrial sources.

In addition to these statewide strategies, the 2017 Climate Change Scoping Plan identified local governments as essential partners in achieving the state's long-term GHG reduction goals and recommended local actions to reduce GHG emissions. It proposes goals for local governments to reduce their GHG emissions to 40 percent below 2020 levels by 2030 (1,128,580 metric tons of CO_2 equivalent [$MTCO_2e$]) and 80 percent below 2020 levels by 2050, consistent with statewide reduction goals. In per capita terms, statewide guidance recommends targets of to 6 $MTCO_2e$ per capita by 2030, and 2 $MTCO_2e$ per capita by 2050 (376,190 $MTCO_2e$). CARB recommends that local governments evaluate and adopt robust and quantitative, locally appropriate goals that align with the statewide per capita targets and sustainable development objectives and develop plans to achieve the local goals.

As of April 2022, CARB is working on a third update to the Scoping Plan in response to the adoption of Senate Bill 32 in 2016 and the governor's 2018 goal of achieving statewide carbon neutrality by 2045. The updated Scoping Plan was released for public review in May 2022 and is set to be adopted sometime in late 2022.

California Cap-and-Trade Program

The Cap-and-Trade Program, which took effect in 2012, was originally developed under AB 32 as a market mechanism-based measure to reduce statewide emissions and move the state toward meeting the year 2020 GHG reduction target. In 2017, passage of Assembly Bill 398 extended the program to 2030, which coincides with the year 2030 GHG reduction target set under SB 32. The Cap-and-Trade Program would deliver the additional GHG reductions necessary to ensure that the 2030 GHG reduction target is met.[16] Overall, the program covers approximately 85 percent of all emissions in California and covers a variety of emissions sectors, such as electricity generators and large industrial facilities, which include refineries that generate 25,000 $MTCO_2e$ or more per year. In addition, the program also covers distributors of transportation fuels and requires fuel distributors to reduce GHG emissions by either supplying low carbon fuels or purchasing pollution permits to cover GHG emissions generated from combustion of conventional petroleum-based fuel the distributors supply.[17]

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Senate Bill 375: Sustainable Communities and Climate Protection Act of 2008

In 2008, SB 375, the Sustainable Communities and Climate Protection Act, was adopted to connect the GHG emissions-reductions targets established in the 2008 Scoping Plan to local land use decisions that affect travel behavior. Its intent is to reduce GHG emissions from light-duty trucks and automobiles (excludes emissions associated with goods movement) by aligning regional long-range transportation plans, investments, and housing allocations to local land use planning to reduce VMT and vehicle trips. Specifically, SB 375 required CARB to establish GHG emissions-reduction targets for each of the 18 metropolitan planning organizations. SCAG is the metropolitan planning organization for the Southern California region, which includes the City of Ontario. Pursuant to the recommendations of the Regional Transit Technical Advisory Committee (RTTAC), CARB adopted per capita reduction targets for each of the metropolitan planning organizations. The reduction targets for the Southern California Association of Governments are to reduce GHG emissions from passenger vehicles and light duty trucks by 8 percent per capita by 2020 and 19 percent by 2035 relative to 2005 emissions levels.[18]

Executive Order B-30-15

EO B-30-15 was signed April 29, 2015, by Governor Jerry Brown and set a goal to reduce GHG emissions in the state to 40 percent below 1990 levels by year 2030. EO B-30-15 directed CARB to update the Scoping Plan to quantify the 2030 GHG reduction goal for the state and requires state agencies to implement strategies to meet the interim 2030 goal. It also requires the California Natural Resources Agency to conduct triennial updates of the California adaption strategy, Safeguarding California, to ensure climate change is accounted for in state planning and investment decisions.

Senate Bill 32 and Assembly Bill 197

In September 2016, Governor Brown signed SB 32 and AB 197, making the Executive Order goal for year 2030 into a statewide, mandated legislative target. AB 197 established a joint legislative committee on climate change policies and requires CARB to prioritize direct emissions reductions rather than the market-based cap-and-trade program for large stationary, mobile, and other sources.

Executive Order B-55-18

Executive Order B-55-18, signed September 10, 2018, sets a goal "to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net negative emissions thereafter". EO B-55-18 directs CARB to work with relevant state agencies to ensure future Scoping Plans identify and recommend measures to achieve the carbon neutrality goal. The goal of carbon neutrality by 2045 is in addition to other statewide goals, meaning that not only should emissions

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be reduced to 80 percent below 1990 levels by 2050, but that, by no later than 2045, the remaining emissions should be offset by equivalent net removals of CO_2e from the atmosphere, including through sequestration in forests, soils, and other natural landscapes.

Executive Order N-79-20

On September 23, 2020, Governor Newsom issued EO N-79-20, which sets a time frame for the transition to ZEVs, including passenger vehicles, trucks, and off-road equipment. It directs CARB to develop and propose passenger vehicle and truck regulations requiring increasing volumes of new ZEVs sold in the California toward the target of 100 percent of in-state sales by 2035, and similar regulations for medium- and heavy-duty vehicles to achieve a target of 100 percent fleet electrification by 2045. In addition, Executive Order N-79-20 provides strategies—in cooperation with other state agencies, the EPA, and local air districts—to achieve 100 percent zero emissions from all off-road vehicles and equipment operations in California by 2035.

State Regulations of GHG Emissions from Medium- and Heavy-Duty Trucks

Existing heavy-duty vehicle regulations in California include engine criteria emission standards, tractor-trailer GHG emission reduction requirements, and in-use fleet retrofit requirements, such as the Truck and Bus Regulation. The following state strategies reduce GHG emissions from medium- and heavy-duty trucks:

- CARB's Phase 1 and 2 Heavy-Duty Vehicle GHG Standards establish emission limits on truck and engine manufacturers and harmonize with the EPA rule for new trucks and engines nationally.
- CARB's Mobile Source Strategy focuses on reducing GHGs through the transition to ZEVs and low-emission vehicles and from medium-duty and heavy-duty trucks.[19]
- CARB's Advanced Clean Fleets regulation, starting in 2025, will require public agencies, drayage operations, and high-priority fleets to prepare for the transition to zero-emission trucks and buses where feasible.
- CARB's Advanced Clean Trucks regulation, starting in 2025, will require that manufacturers of trucks meet a minimum sales requirement for ZEVs.
- CARB's Sustainable Freight Action Plan establishes a goal to improve freight efficiency by 25 percent by 2030, deploy over 100,000 freight vehicles and equipment capable of zero-emission operation, and maximize both zero-emissions and near-zero emission freight vehicles and equipment powered by renewable energy by 2030.[20]

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- CARB's Emissions Reduction Plan for Ports and Goods Movement (Goods Movement Plan) in California focuses on reducing heavy-duty truck-related emissions by the establishment of emissions standards for trucks, fleet turnover, truck retrofits, and restriction on truck idling.
- CARB's Small Off-Road Engines (SORE) regulation that will require most newly manufactured small off-road equipment, such as leaf blowers and lawn mowers, to meet zero-emission standards by 2024, and portable generators to meet these standards in 2028.

These state regulations would contribute to reducing medium-duty and heavy-duty truck GHG emissions in Ontario.

California Environmental Quality Act

CEQA requires that many proposed development projects conduct an environmental review to identify how the project may impact the environment, including an analysis of GHG emissions from the project and their contribution to climate change. The guidelines encourage the adoption of policies or programs as a means of comprehensively addressing the cumulative GHG emissions and associated impacts of projects (See CEQA Guidelines, Sections 15064(h)(3) and 15130 (c)). Consistent with the CEQA Guidelines, lead agencies may use adopted GHG reduction plans to assess the cumulative impacts of discretionary projects on climate change. In addition, the CEQA Guidelines provide a mechanism to streamline development review of future projects.

Specifically, lead agencies may use adopted plans consistent with State CEQA Guidelines Section 15183.5 to analyze and mitigate the significant effects of GHGs under CEQA at a programmatic level by adopting a plan for the reduction of GHG emissions. Later, as individual projects are proposed, project-specific environmental documents may tier from and/or incorporate by reference that existing programmatic review in their cumulative impact analysis. If a proposed development within the City of Ontario is consistent with the emission reduction strategies included in the CCAP and the programs are developed as a result of the CCAP, the project would have a less-than-significant impact on climate change.

A project-specific environmental document that relies on this 2022 CCAP for its cumulative impacts analysis must identify specific GHG reduction strategies applicable to the project and demonstrate the project's incorporation of the strategies. Project applicants and City staff will identify specific strategies applicable to each project during project review. If applicable strategies are not otherwise binding and enforceable, they must be incorporated as mitigation strategies for the project. If substantial evidence indicates that the GHG emissions of a proposed project may be cumulatively considerable, notwithstanding the project's compliance with specific strategies in this 2022 CCAP, an Environmental Impact Report (EIR) must be prepared for the project.

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This 2022 CCAP meets the CEQA Guidelines and commitments, as follows:

- Quantifies emissions, both existing and projected over a specified time period, resulting from activities within a defined geographic area.
- Establishes a level, based on substantial evidence, below which the contribution of emissions from activities covered by the plan would not be cumulatively considerable. The 2022 CCAP builds off the 2014 CCAP's GHG reduction targets by establishing two new targets for 2030 and 2050, consistent with State guidance, and provides substantial evidence for how Ontario can meet these targets and provide substantial progress toward the State's statewide goal of carbon neutrality by 2045.
- Identifies and analyzes the emissions resulting from specific actions or categories of actions anticipated within the geographic area.
- Specifies strategies and associated actions, that, if implemented, substantial evidence demonstrates they would collectively achieve the specified future per capita emissions level.
- Establishes a mechanism to monitor the 2022 CCAP's progress toward achieving specific levels and to require amendment if the plan is not achieving those levels.
- Environmental review of the CCAP has been conducted as a component of the Supplemental Environmental Impact Report (SEIR) for The Ontario Plan 2050. As identified in the Draft SEIR, the CCAP is summarized in Section 5.8, Greenhouse Gas Emissions. The measures included in the 2022 update to the CCAP are not substantially different than those of the 2014 CCAP, and therefore there is no change in the environmental impacts associated with the CCAP.

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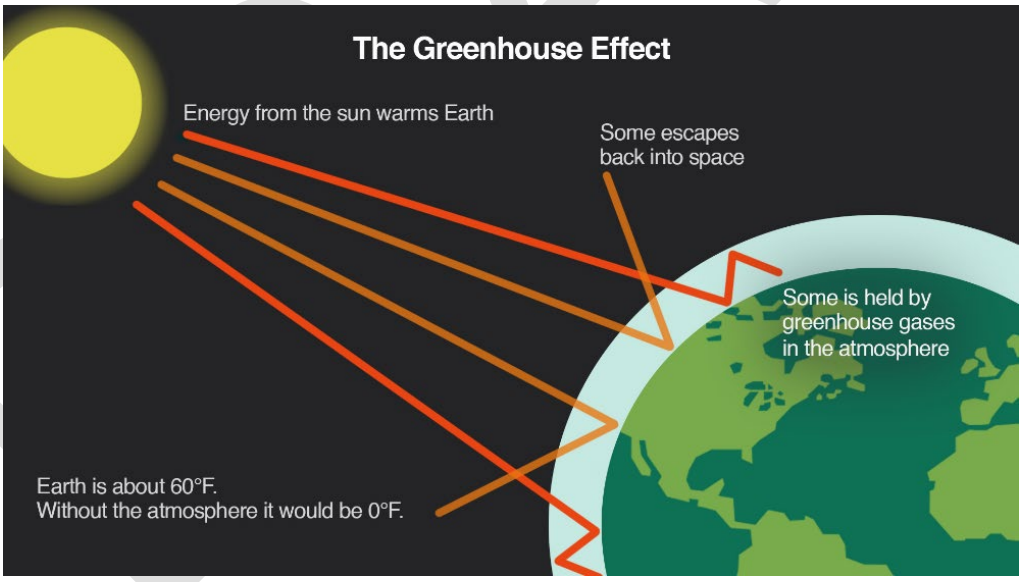
3. ONTARIO'S GREENHOUSE GAS EMISSIONS

Climate Science

Climate is the long-term average of weather conditions, such as temperature and precipitation. While it is normal for Earth's climate system to experience long-term shifts in these average conditions, human activity is causing global climate change at a much faster pace than in the past. These activities, predominantly the burning of fossil fuels, emit heat-trapping gases called GHGs that build up in the atmosphere. As GHG levels increase, Earth's atmosphere traps more heat, triggering changes in the global climate system that may have serious and potentially catastrophic impacts on people, community assets, and natural systems.

The heat-trapping effect of GHGs is known as the "greenhouse effect" because the Earth's atmosphere acts like a greenhouse, warming the planet in much the same way that an ordinary greenhouse warms the air inside its glass walls. This process is shown in **Figure 2**.

Figure 2 The Greenhouse Effect



Source: Climate Central[21]

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GHGs are naturally occurring gases, such as water vapor, carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O), that absorb heat radiated from the Earth's surface. GHGs are transparent to certain wavelengths of the Sun's radiant energy, including visible light, allowing sunlight to penetrate deep into the atmosphere or all the way to Earth's surface. Clouds, ice caps, and particles in the air reflect about 30 percent of this radiation, but oceans and land masses absorb the remaining 70 percent before releasing it back toward space as infrared radiation. GHGs and clouds effectively prevent some of the infrared radiation from escaping; they trap the heat near Earth's surface where it warms the lower atmosphere. The Intergovernmental Panel on Climate Change (IPCC) states that if this natural barrier of atmospheric gases was not present, the heat would escape into space, and Earth's average global temperatures could be as much as 61 degrees Fahrenheit (°F) cooler.[22]

The IPCC's Sixth Assessment Report summarizes the latest scientific understanding of global climate change and projects future conditions using the most comprehensive set of recognized global climate models. The report, released in 2021, considers all impacts that human activities have on global climate, temperature, natural and managed ecosystems, natural resources, human mental and physical health, human migration, urban infrastructure, and food systems. The report describes the existing impacts of atmospheric warming that are currently being observed as a result of the atmospheric imbalance and projected conditions under different scenarios, depending on the success of climate mitigation on a global scale. The report states that:

> ... widespread and severe loss and damage to human and natural systems are being driven by human-induced climate changes increasing the frequency and/or intensity and/or duration of extreme weather events, including droughts, wildfires, terrestrial and marine heatwaves, cyclones (high confidence), and flood (low confidence). Extremes are surpassing the resilience of some ecological and human systems, and challenging the adaptation capacities of others, including impacts with irreversible consequences (high confidence).[23]

Human activities are exerting a major and growing influence on the climate by changing the composition of the atmosphere and by modifying the land surface. Particularly, the increased consumption of fossil fuels (e.g., natural gas, coal, gasoline) has substantially increased atmospheric levels of GHGs. The Sixth Assessment Report projects five different temperature scenarios, all of which project 2021–2040 temperatures 2.16°F to 3.2°F warmer than the 1986–2005 average temperature, and potentially over 10.26°F warmer by 2100 under the highest emissions scenario.

The Sixth Assessment Report notes that if trends remain unchanged, continued GHG emissions above current rates will lead to further changes in the global climate system and pose even greater risks than those currently seen.

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Local GHG Emissions

A community-wide GHG inventory identifies GHG emissions that result from activities of Ontario residents, employees, visitors, and other community members. Examples include residents driving cars, homes using water, and businesses using electricity. A forecast is a projection of these emissions for future years. Preparing the GHG inventory and forecast is the first step in creating a strategy to reduce Ontario's annual emissions. Determining the annual level of GHG emissions helps the City to establish attainable goals for reducing emissions and develop policies and programs to achieve those goals.

In some cases, the GHG emissions themselves are occurring within the city limits of Ontario, such as emissions from combustion of natural gas used in community homes or businesses. In some cases, the activity occurs within Ontario, but the emissions occur elsewhere, such as GHG emissions from power plants in other communities that generate the electricity used in Ontario. In a few cases, the activity occurs partially in Ontario and partially elsewhere, such as emissions from vehicle trips between Ontario and another community. Overall, the community-wide inventory is an assessment of GHG emissions that are attributed to Ontario, although the emissions themselves or even the activities may not occur within the Ontario city limits.

As part of the preparation of the 2014 CCAP, the City of Ontario and its regional partners and technical consultants prepared community-wide GHG inventories for the calendar year 2008 and a projection of GHG emissions in 2020. The 2014 CCAP identified the year 2008 as the baseline year for emission reductions because this was considered a year with good data availability at the time, consistent with state guidance, and without any unusual factors that might affect GHG emissions. In 2021, SBCTA prepared a regional GHG inventory for the calendar year 2016 as part of the San Bernardino County Regional GHG Reduction Plan.

As part of the 2022 CCAP, the City prepared a set of new and revised community-wide GHG inventories and forecasts. The project team prepared a new 2019 community-wide GHG inventory, revised the existing 2008 and 2016 inventories to ensure they used the same methods and data sources as the 2019 inventory so they could be accurately compared, and prepared 2030 and 2050 forecasts. The team selected 2019 for the new inventory since 2019 was the most recent year with complete data that was not affected by the COVID-19 pandemic, as the changes in GHG emissions created by the pandemic are expected to be mostly temporary and are not an appropriate basis for long-term GHG emission planning.

This chapter presents the results of the updated and new City of Ontario community-wide GHG inventories and forecasts and a discussion of the methods used to prepare and update the GHG inventories.

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Community-Wide GHG Inventory

Protocols and Methods

A series of guidance documents, called protocols, recommend how to adequately assess GHG emissions. The project team prepared the new GHG inventory and updated the past GHG inventories consistent with the guidance in widely adopted, standard protocol documents. These protocols provide guidance on what activities should be evaluated in the GHG inventories and how emissions from those activities should be assessed. Using standard methods also allows an easy comparison of GHG emission levels across multiple years and communities.

The community-wide GHG inventory uses the United States Community Protocol for Accounting and Reporting of Greenhouse Gas Emissions (U.S. Community Protocol), which was first developed in 2012 and updated most recently in 2019. The California Governor's Office of Planning and Research encourages cities and counties in California to follow the U.S. Community Protocol for community-wide GHG emissions.

The Global Protocol for Community-Scale Greenhouse Gas Inventories (Global Protocol) was first developed in 2014 for preparing international community-scale GHG inventories. It is mostly consistent with the U.S. Community Protocol, although it contains additional guidance and resources to support a wider range of activities in other countries. The project team used the Global Protocol to assess GHG emissions from sources that are not covered in the U.S. Community Protocol.

GHG inventories are estimates of GHG emissions based on these standard methods and verified datasets. They are not direct measurements of GHG emissions, but when the standard methods in the protocols are used with accurate data from appropriate sources, GHG inventories provide reliable estimates of local emission levels. However, due to potential data limitations, some inconsistencies in methods may remain. Any concerns about inconsistent methods are noted in the appropriate sector discussion.

UNITS OF MEASURE AND EMISSION FACTORS

GHG inventories assess emissions in a unit called carbon dioxide equivalent (CO_2e), which is a combined unit of all GHGs analyzed in the inventory. Because different GHGs have different effects on the processes that drive climate change, CO_2e is a weighted unit that reflects the relative potency of the different GHGs. These inventories report amounts of GHGs in metric tons of CO_2e ($MTCO_2e$), that is, 1,000 kilograms or approximately 2,205 pounds.

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The project team calculated most of the GHG emissions using data on GHG-generating activities in combination with emission factors. An emissions factor describes how many metric tons of CO_2e emissions are released per unit of an activity. For instance, an emissions factor for electricity describes the $MTCO_2e$ emissions produced per kilowatt-hour (kWh) of electricity used, and an emission factor for on-road transportation describes the $MTCO_2e$ emissions produced per mile of driving. **Table 1** shows the emissions factors for 2019. Some sectors do not have specific emission factors, including agriculture and off-road emissions, and were calculated using formulae or models.

Table 1 Emissions Factors, 2008 to 2019

Sector	Unit	2008	2016	2019	Percentage Change, 2008–2019	Source
SCE electricity	$MTCO_2e$/ kWh	0.000295	0.000256	0.000208	-29%	SCE
Natural gas	$MTCO_2e$ / therm	0.005677	0.007341	0.005272	-7%	US Community Protocol
On-road transportation (light- and medium-duty vehicles)	$MTCO_2e$ / mile	0.000432	0.000363	0.000348	-19%	California Air Resources Board
On-road transportation (heavy-duty vehicles)	$MTCO_2e$ / mile	0.001007	0.001248	0.001256	25%	California Air Resources Board
On-road transportation (total)	$MTCO_2e$ / mile	0.000478	0.000430	0.000434	-9%	California Air Resources Board
Municipal solid waste (MSW)	$MTCO_2e$ / ton	0.296215	0.286062	0.286062	-3%	CalRecycle
Alternative daily cover (ADC)	$MTCO_2e$ / ton	-	-	0.247191	-	CalRecycle

Sectors

The community-wide GHG inventory assessed GHG emissions from nine categories of activities, known as sectors.

- **Transportation.** GHG emissions created by driving on-road vehicles in Ontario, including passenger and freight vehicles.
- **Residential energy.** GHG emissions attributed to the use of electricity and natural gas in residential buildings.
- **Nonresidential energy.** GHG emissions attributed to the use of electricity and natural gas in nonresidential buildings.
- **Solid waste.** GHG emissions released from trash collected from residents and businesses.
- **Off-road equipment.** GHG emissions from equipment that does not provide on-road transportation (excluding agricultural equipment), such as tractors for construction or equipment used for landscape maintenance.
- **Agriculture.** GHG emissions from various agricultural activities, including agricultural equipment, crop cultivation and harvesting, and livestock operations.
- **Water and wastewater.** This sector accounts for the electricity used to transport every gallon of water to or wastewater from city residents and businesses, as well as direct emissions from processing wastewater.
- **Land use and sequestration.** Emissions released into the atmosphere from development of previously undeveloped land and GHG emissions absorbed and stored in trees and soils on locally controlled lands as part of healthy ecosystems.
- **Stationary sources.** Emissions from fuel use at major industrial facilities permitted by state and regional air quality authorities. Stationary source emissions are informational and are not included in the community total.

Per Capita GHG Emissions

In addition to analyzing absolute or total community-wide GHG emissions, the project team also assessed GHG emissions per capita (per person) in Ontario. Per capita emissions show the average number of emissions per service population, which is the sum of community residents and employees in Ontario, so the service population per capita emissions account for activities of both residents and workers in Ontario. Per capita GHG emissions show changes in emissions over time

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and are helpful for showing consistency with state-recommended GHG reduction targets. **Table 2** provides demographic context for the GHG inventory by showing a summary of change in population, households, jobs, service population, and VMT between 2008 and 2019. Throughout this document, the GHG emissions are presented in terms of per capita emissions using units of $MTCO_2e$ per person in the Ontario service population.

Table 2 City of Ontario Community-Wide Demographic Change, 2019

Metric	2008	2016	2019	Percentage Change 2008–2019	Relevant Sectors
Population	163,951	172,249	178,606	9%	Off-road equipment
Households	44,673	46,001	48,275	8%	Residential energy, off-road equipment
Residents per household	104,233	113,859	128,637	23%	None
Jobs	268,184	286,108	307,243	15%	Nonresidential energy, off-road equipment
Service population	163,951	172,249	178,606	130%	Solid, water and wastewater, off-road equipment
Vehicle Miles Traveled (VMT)	1,969,786,450	1,995,399,670	2,151,423,590	9%	Transportation

Sources: 2019 demographic numbers are from US Census, the Department of Finance, and San Bernardino County Transportation Authority (SBCTA).

Notes: Service population is the sum of populations and jobs. All numbers except residents per household are rounded to the nearest 10.

Inventory Results

The 2022 CCAP includes 2008 and 2016 community-wide GHG inventories from the San Bernardino Regional GHG Reduction Plan, with a few additional sources of GHG emissions and some changes to the methods to be consistent with current guidance, and a 2019 community-wide GHG inventory.

Table 3 and Figure 3 show the per capita GHG emissions by sector for the three inventory years. Per capita emissions in Ontario decreased from approximately 8.25 $MTCO_2e$ in 2008 to approximately 5.55 $MTCO_2e$ per person in 2019, a decrease of 33 percent. In terms of absolute GHG emissions, Ontario's community-wide GHG emissions decreased from 2,212,900 $MTCO_2e$ in 2008 to 1,703,730 $MTCO_2e$ in 2019, a decrease of approximately 23 percent. The sectors with the highest per capita emissions corresponded with the highest-emitting sectors, the transportation and nonresidential energy sectors. Table 4 shows how each of the community's sectors contributes to annual GHG emissions.

Table 3 Annual Per Capita GHG Emissions by Sector, 2008 to 2019

SECTOR	2008 $MTCO_2e$	2016 $MTCO_2e$	2019 $MTCO_2e$	Percentage Change, 2008–2019
Transportation	3.51	3.00	3.04	-13%
Nonresidential energy	2.77	1.80	1.29	-54%
Residential energy	0.72	0.55	0.50	-30%
Solid waste	0.28	0.22	0.27	-4%
Off-road equipment	0.17	0.08	0.21	23%
Agriculture	0.63	0.21	0.16	-75%
Water and wastewater	0.15	0.08	0.06	-56%
Land use and sequestration	0.01	0.00	0.00	-77%
Total	**8.25**	**5.95**	**5.54**	**-33%**
Informational Items				
Stationary sources	1.50	0.25	1.05	-30%

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Figure 3 Annual Per Capita GHG Emissions by Sector, 2008 to 2019

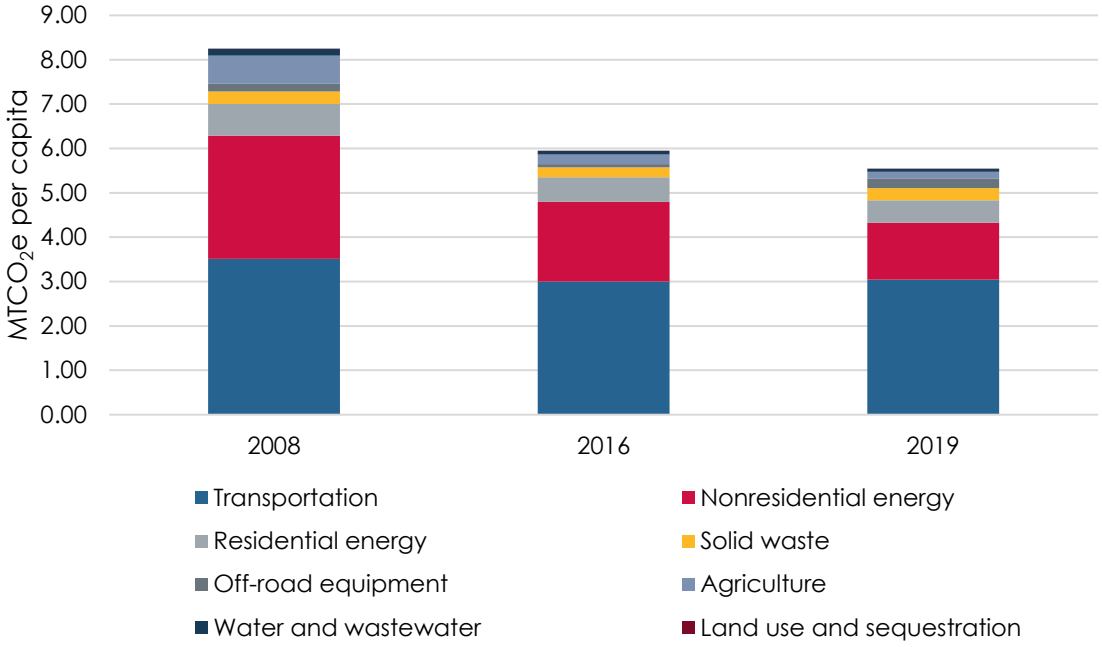


Table 4 Proportions of Annual Per Capita GHG Emissions by Sector in 2008 to 2019

Sector	2008 Proportion of Total	2016 Proportion of Total	2019 Proportion of Total
Transportation	43%	50%	55%
Nonresidential energy	34%	30%	23%
Residential energy	9%	9%	9%
Solid waste	3%	4%	5%
Off-road equipment	2%	1%	4%
Agriculture	8%	4%	3%
Water and wastewater	2%	1%	1%
Land use and sequestration	Less than -1%	Less than -1%	Less than -1%
Total annual $MTCO_2e$ per capita	**100%**	**100%**	**100%**

The four sectors that experienced the largest decreases in annual per-capita GHG emissions between 2008 and 2019 are land use and sequestration, agriculture, water and wastewater, and nonresidential energy, which reduced emissions by 77 percent, 75 percent, 56 percent, and 54 percent, respectively. These changes are discussed more in the sector detail discussions below but are likely due to increases in supplies of renewable and carbon-free electricity, declines in natural gas use, and changes in agricultural activities and land use patterns.

The only sector that experienced an increase in per capita emissions is the off-road equipment sector. Between 2008 and 2019, emissions from off-road equipment increased by 23 percent.

- The transportation sector remains the largest source of GHG emissions in Ontario, and this sector's share of community-wide GHG emissions has increased over time. Transportation emissions made up 43 percent, 50 percent, and 55 percent of total GHG emissions in 2008, 2016, and 2019, respectively.
- The transportation sector is followed by the nonresidential and residential energy sectors as the second- and third-largest sources of GHG emissions.
  - The nonresidential energy sector's share of GHG emissions steadily decreased between 2008 and 2019, from 34 percent in 2008 to 23 percent in 2019.
  - The residential energy sector's share of GHG emissions remained constant (9percent) between 2008 and 2019.
- Solid waste is the fourth-largest source of GHG emissions. This sector's share of GHG emissions increased steadily from 3 percent in 2008 to 5 percent in 2019. Similarly, the off-road equipment sector's share of GHG emissions increased from 2 percent to 4 percent between 2008 and 2019.
- The agriculture sector's share of GHG emissions decreased dramatically, from 8 percent in 2008 to 3 percent in 2019. The land use and sequestration sector, the smallest source of GHG emissions in Ontario, remained at less than 1 percent during this period.
- The water and wastewater sector's share of GHG emissions also decreased, from 2 percent in 2008 to 1 percent in 2019.

Sector Details

Transportation

City of Ontario community members drove approximately 1.97 billion vehicle miles in 2008, which increased 9 percent to 2.15 billion vehicle miles in 2019.[24] The VMT in 2008 resulted in the release of approximately 942,020 $MTCO_2e$ which dropped to approximately 934,590 $MTCO_2e$ in 2019, a 1 percent decrease in absolute emissions. In per capita terms, on-road vehicle emissions decreased from 3.51 $MTCO_2e$ per capita in 2008 to 3.04 $MTCO_2e$ per capita in 2019, a decrease of 13 percent. There was a slight decrease in emissions despite an increase in VMT during this period due to the increasing use of fuel-efficient and electric vehicles. **Table 5** provides a breakdown of the activity data and per capita emissions for on-road transportation in the 2008, 2016, and 2019 community-wide inventory.

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Table 5 Transportation Activity Data and Per Capita GHG Emissions by Subsector, 2008 to 2019

Sector	2008	2016	2019	Percentage Change, 2008–2019
Activity data (VMT)				
Light duty vehicles	1,767,683,550	1,843,389,270	1,945,876,580	10%
Heavy duty vehicles	202,102,900	152,010,400	205,547,010	2%
Total annual VMT	**1,969,786,450**	**1,995,399,670**	**2,151,423,590**	**9%**
Emissions ($MTCO_2e$ per capita)				
Light duty vehicles	2.78	2.34	2.20	-21%
Heavy duty vehicles	0.74	0.66	0.84	14%
Total annual $MTCO_2e$ per capita	**3.51**	**3.00**	**3.04**	**-13%**

All absolute numbers are rounded to the nearest 10. Totals may not equal the sum of individual columns.

Nonresidential Electricity

Ontario's GHG emissions from nonresidential electricity, including commercial and industrial electricity use, decreased by 31 percent, from 375,540 $MTCO_2e$ in 2005 to 257,820 $MTCO_2e$ in 2019. In per capita terms, emissions from nonresidential electricity use decreased from 1.40 $MTCO_2e$ per capita in 2008 to 0.84 $MTCO_2e$ per capita in 2019, a decrease of 40 percent. Electricity use only decreased slightly during this period; however, the substantial decline in emissions is likely because of increased procurement of renewable energy by Ontario's energy providers, in accordance with state law, and increased energy efficiency of commercial and industrial facilities and equipment that largely balances out increased energy use from job growth. Table 6 provides a breakdown of the activity data and per capita GHG emissions for nonresidential electricity.

Table 6 Nonresidential Electricity Activity Data and Per Capita GHG Emissions, 2008 to 2019

Sector	2008	2016	2019	Percentage Change, 2008–2019
Activity data				
Nonresidential electricity (kWh)	1,273,004,280	1,275,792,750	1,242,306,720	-2%
Emissions ($MTCO_2e$ per capita)				
Nonresidential electricity	1.40	1.14	0.84	-40%

All absolute numbers are rounded to the nearest 10. Totals may not equal the sum of individual columns.

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Residential Electricity

Ontario's GHG emissions from residential electricity decreased by 30 percent, from 93,680 $MTCO_2e$ in 2008 to 65,690 $MTCO_2e$ in 2019, although residential energy use declined less than 1 percent. In per capita terms, emissions from residential electricity use decreased from 0.35 $MTCO_2e$ per capita in 2008 to 0.21 $MTCO_2e$ per capita in 2019, a decrease of 39 percent. As with the nonresidential electricity sector, this is attributed to cleaner sources of electricity and gains in energy efficiency despite a growing residential population. Table 7 provides a breakdown of the activity data and per capita GHG emissions for residential electricity.

Table 7 Residential Electricity Activity Data and Per Capita GHG Emissions, 2008 to 2019

Sector	2008	2016	2019	Percentage Change, 2008–2019
Activity data				
Residential electricity (kWh)	317,534,340	309,859,420	316,529,750	Less than -1%
Emissions ($MTCO_2e$ per capita)				
Residential electricity	0.35	0.28	0.21	-39%

All absolute numbers are rounded to the nearest 10. Totals may not equal the sum of individual columns.

Nonresidential Natural Gas

Emissions from the nonresidential natural gas sector decreased by 63 percent, from 368,460 $MTCO_2e$ in 2008 to 137,960 $MTCO_2e$ in 2019. In per capita terms, emissions from nonresidential natural gas use decreased from 1.37 $MTCO_2e$ per capita in 2008 to 0.45 $MTCO_2e$ per capita in 2019, a decrease of 67 percent. This dramatic decline in GHG emissions is attributed to decreased use and combustion of natural gas, reflected in the proportional decline in nonresidential natural gas activity between 2008 and 2019. Table 8 provides a breakdown of the activity data and per capita GHG emissions for nonresidential natural gas.

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Table 8 Nonresidential Natural Gas Activity Data and Per Capita GHG Emissions, 2008 to 2019

Subsector	2008	2016	2019	Percentage Change, 2008–2019
Activity data				
Nonresidential natural gas (therms)	65,367,180	21,861,030	26,168,160	-60%
Emissions ($MTCO_2e$ per capita)				
Nonresidential natural gas	1.37	0.66	0.45	-67%

All absolute numbers are rounded to the nearest 10. Totals may not equal the sum of individual columns.

Residential Natural Gas

Emissions from the residential natural gas sector decreased by 9 percent, from 98,620 $MTCO_2e$ in 2008 to 89,340 $MTCO_2e$ in 2019. In per capita terms, emissions from residential natural gas use decreased from 0.37 $MTCO_2e$ per capita in 2008 to 0.29 $MTCO_2e$ per capita in 2019, a decrease of 21 percent. Natural gas consumption in the residential sector remained fairly constant between 2008 and 2019. Table 9 provides a breakdown of the activity data and per capita GHG emissions for residential natural gas.

Table 9 Residential Natural Gas Activity Data and Per Capita GHG Emissions, 2008 to 2019

Sector	2008	2016	2019	Percentage Change, 2008–2019
Activity data				
Residential natural gas (therms)	16,911,770	14,595,200	16,945,380	Less than 1%
Emissions ($MTCO_2e$ per capita)				
Residential natural gas	0.37	0.28	0.29	-21%

All absolute numbers are rounded to the nearest 10. Totals may not equal the sum of individual columns.

Solid Waste

Ontario's GHG emissions associated with solid waste come from the decomposition of solid waste thrown away by community members and alternative daily cover (ADC, i.e., material applied at the landfill as pest and erosion control), and emissions associated with combustion of waste (transform tons). Emissions from the solid waste sector increased by 10 percent, from 75,930 $MTCO_2e$ to 83,400 $MTCO_2e$, between 2008 and 2019. In per capita terms, emissions from solid waste decreased from 0.28 $MTCO_2e$ per capita in 2008 to 0.27 $MTCO_2e$ per capita in 2019, a

decrease of 4 percent. Although Ontario community members generated more waste in 2019 than in 2008, the growing population helped offset this increase, resulting in a decrease in per capita emissions from the solid waste sector. Table 10 provides a breakdown of activity and per capita emissions for the solid waste sector.

Table 10 Solid Waste Activity Data and Per Capita GHG Emissions by Subsector, 2008 to 2019

Sector	2008	2016	2019	Percentage Change, 2008–2019
Activity data (Tons)				
Solid waste	256,328	220,370	287,980	12%
ADC	-	-	2,670	-
Transform tons	-	-	1,030	-
Total activity (Tons)	**256,328**	**220,370**	**291,680**	**14%**
Emissions ($MTCO_2e$ per capita)				
Solid waste	0.283	0.220	0.268	-5%
ADC	-	-	0.002	-
Transform tons	-	-	0.001	-
Total annual per capita MTCO2e	**0.283**	**0.220**	**0.271**	**-4%**

All absolute numbers are rounded to the nearest 10. Totals may not equal the sum of individual columns.

Off-Road Equipment

Emissions from off-road equipment in Ontario increased by 41 percent, from 46,500 $MTCO_2e$ to 65,480 $MTCO_2e$ between 2008 and 2019. In per capita terms, emissions from off-road equipment increased from 0.173 $MTCO_2e$ per capita in 2008 to 0.213 $MTCO_2e$ per capita in 2019, an increase of 23 percent. Of the different types of off-road equipment, the three largest emissions sources are construction and mining equipment, portable equipment (compressors, generators, etc.), and industrial equipment such as forklifts and scrubbers. Increases in emissions from these sectors are at least partly due to an increase in construction and industrial/warehouse equipment use. Note that there is no activity data for this sector because emissions from off-road equipment are estimated from a model developed by CARB rather than from measurable metrics such as fuel consumption. Table 11 provides off-road equipment per capita GHG emissions by subsector.

Table 11 Off-Road Equipment Per Capita GHG Emissions by Subsector, 2008 to 2019

Sector	2008	2016	2019	Percentage Change, 2008–2019
Emissions ($MTCO_2e$ per capita)				
Agricultural	0.00004	0.00339	0.00020	424%
Airport Ground Support	0.032	0.000	0.031	-1%
Construction and Mining	0.049	0.036	0.075	53%
Industrial	0.026	0.003	0.026	1%
Lawn and Garden	0.001	0.002	0.001	-8%
Light Commercial	0.008	0.003	0.008	1%
Pleasure Craft	0.001	0.022	0.001	31%
Portable Equipment	0.053	0.000	0.059	11%
Recreational	0.004	0.001	0.004	-1%
Transportation Refrigeration Units	0.001	0.006	0.009	1,113%
Total **annual per capita $MTCO_2e$**	**0.173**	**0.077**	**0.213**	**23%**

All absolute numbers are rounded to the nearest 10. Totals may not equal the sum of individual columns.

Agriculture

Ontario has a small agricultural sector that includes approximately 3,000 acres of land for crop production and a small dairy sector with approximately 11,000 head of dairy cows. The sector includes N_2O emissions from nitrogen fertilizer (crop production), CH_4 gas emissions from livestock (enteric fermentation), and CH4 emissions from livestock waste (manure management). The largest source of per capita GHG emissions in the agriculture sector is enteric fermentation, which was responsible for three-quarters of the total emissions for agriculture in 2019 (see **Table 12**).

Emissions from crop production decreased by 26 percent, from 1,150 $MTCO_2e$ to 850 $MTCO_2e$, between 2008 and 2019. In per capita terms, emissions from crop production decreased from 0.004 $MTCO_2e$ per capita in 2008 to 0.003 $MTCO_2e$ per capita in 2019, a decrease of 35 percent. Although crop acreages did not change significantly, less fertilizer was applied in 2019 than in 2008 due to a reduction in the types of crops that require high applications of nitrogen fertilizer. Per capita emissions from enteric fermentation and manure management (methane released from anaerobic decomposition of animal wastes) decreased by 75 percent and 76 percent, respectively, between 2008 and 2019. This dramatic decrease in emissions is the result of a substantial decline in the number of dairy cows in livestock operations within the city limits. According to the San Bernardino County Crop Reports and the USDA Milk Production Report, the number of dairy cows in Ontario decreased by 80 percent between 2008 and 2019.

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Table 12 Agriculture Activity and Per Capita GHG Emissions by Subsector, 2008 to 2019

Sector	2008	2016	2019	Percentage Change, 2008–2019
Activity data				
Crops (acreage)	3,070	3,180	3,180	4%
Livestock (effective annual population)	53,240	18,900	10,890	-80%
Emissions ($MTCO_2e$ per capita)				
Crop production	0.004	0.003	0.003	-35%
Enteric fermentation	0.471	0.157	0.118	-75%
Manure management	0.158	0.051	0.037	-76%
Total annual per capita MTCO2e	**0.633**	**0.211**	**0.158**	**-75%**

All absolute numbers are rounded to the nearest 10. Totals may not equal the sum of individual columns.

Water and Wastewater

Emissions associated with the water and wastewater sector are counted as indirect or direct emissions. Indirect water emissions refer to emissions created by the electricity required to treat and move water to where it is used. Indirect wastewater emissions refer to electricity needed to move wastewater to water treatment facilities and to process and discharge it. Direct wastewater emissions refer to biological emissions produced directly by decomposition of wastewater solids during the treatment process.

Overall activity and emissions decreased in Ontario's water and wastewater sector. Emissions from this sector decreased by 49 percent between 2008 and 2019.

- Indirect water GHG emissions declined by 53 percent and indirect water consumption decreased by 40 percent between 2008 and 2019. In per capita terms, emissions from indirect water consumption decreased from 0.11 $MTCO_2e$ per capita in 2008 to 0.04 $MTCO_2e$ per capita in 2019, a decrease of 60 percent.
- Indirect wastewater GHG emissions decreased by 70 percent between 2008 and 2019. Emissions reductions in this sector were likely the result of increased water conservation and recycling efforts. In per capita terms, emissions from indirect wastewater decreased from 0.02 $MTCO_2e$ per capita in 2008 to 0.01 $MTCO_2e$ per capita in 2019, a decrease of 74 percent.

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- Direct wastewater emissions increased by 7 percent from 2008 to 2019. In per capita terms, emissions from direct water consumption decreased from 0.15 $MTCO_2e$ per capita in 2008 to 0.06 $MTCO_2e$ per capita in 2019, a decrease of 6 percent.

The emissions data in **Table 13** provides a breakdown of the activity data and per capita GHG emissions for water and wastewater use.

Table 13 Water and Wastewater Activity Data and Per Capita GHG Emissions by Subsector, 2008 to 2019

Sector	2008	2016	2019	Percentage Change, 2008–2019
Activity data				
Water use (million gallons)	17,315	9,757	10,463	-40%
Water electricity use (kWh)	139,120,870	63,020,780	61,387,950	-56%
Wastewater electricity use (kWh)	9,735,890	6,806,891	7,672,160	-21%
Total activity (kWh)	**148,856,760**	**69,827,671**	**69,060,110**	**-54%**
Emissions ($MTCO_2e$ per capita)				
Indirect water	0.10828	0.04851	0.0436	-60%
Indirect wastewater	0.02457	0.01887	0.0064	-74%
Direct wastewater	0.01574	0.01517	0.0147	-6%
Total annual per capita $MTCO_2e$	0.1486	0.0826	0.0648	**-56%**

All absolute numbers are rounded to the nearest 10. Totals may not equal the sum of individual columns.

Land Use and Sequestration

GHG emissions from land use and sequestration can be positive (a source of emissions) or negative (removing emissions from the atmosphere, creating what is known as a carbon "sink"). Natural and agricultural lands absorb carbon, storing it in biomass such as wood, plants, and soil. As a result, when these lands are preserved or when more street trees are planted, emissions from this sector are negative because GHGs are being removed from the atmosphere. However, developing natural or agricultural lands or converting them to a different form (for example, replacing forests with crop land) or removing street trees causes carbon to be released, creating GHG emissions.

This sector includes emission sources and sinks from two types of activities: sequestration of GHG emissions in street trees in urbanized areas, and emissions caused by permanently removing vegetation from natural lands or farmlands as a part of development. Carbon sequestration by citywide street trees remained fairly constant between 2008 and 2019 (ranging from -710 $MTCO_2e$ to -730 $MTCO_2e$), offsetting some of the emissions caused by urban development. Between 2008

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and 2019, emissions from the development of agricultural land decreased by 57 percent (from 2,540 $MTCO_2e$ to 660 $MTCO_2e$) due to a reduced rate of urban development during this period. In per capita terms, emissions from development of agricultural land decreased from 0.012 $MTCO_2e$ per capita in 2008 to 0.005 $MTCO_2e$ per capita in 2019, a decrease of 63 percent.

Most of the land developed between 2008 and 2019 was not land used for agricultural production and was categorized "Other Lands" by the Farmland Mapping and Monitoring Program (FMMP). According to FMMP, these lands include low density rural development, heavily forested land, mined land, or government land with restrictions on use. **Table 14** provides a breakdown of the land use change and street tree biomass acreage and per capita emissions.

Table 14 Land Use and Sequestration Activity Data and GHG Emissions by Subsector, 2008 to 2019

Sector	2008	2016	2019	Percentage Change, 2008–2019
Activity data (acres)				
Land use change (conversion of agricultural to urban land)	3,520	1,700	1,700	-52%
Street tree biomass	740	760	760	3%
Emissions ($MTCO_2e$ per capita)				
Land use change (conversion of agricultural to development)	0.012	0.005	0.005	-63%
Street tree biomass	-0.003	-0.003	-0.002	-10%
Total annual per capita $MTCO_2e$	**0.009**	**0.002**	**0.002**	**-77%**

Notes: All absolute numbers are rounded to the nearest 10. Totals may not equal the sum of individual columns. Methodology assumes that all agricultural land was converted into urban land uses and no street trees were removed on those urban lands.

Stationary Sources

Stationary source emissions result from fuel use, such as natural gas or propane, at major industrial facilities in the community permitted by state and regional air quality authorities. In Ontario, stationary sources include an industrial gas supplier, a paper and pulp mill, and Southern California Edison's Mira Loma Peaker power plant The natural gas use reported as part of these facilities' fuel use may be included in the nonresidential natural gas use reported above in **Table 8**. **Table 15** shows the emissions from stationary sources in Ontario. Per capita emissions from stationary sources decreased by 30 percent between 2008 and 2019. There is no activity data with this subsector, and these emissions are presented for informational purposes only; they are not included in the community total.

Table 15 Stationary Source GHG Emissions, 2008 to 2019

Sector	2008	2016	2019	Percentage Change, 2008–2019
Emissions ($MTCO_2e$ per capita)				
Stationary sources	1.50	0.25	1.05	-30%

Community-Wide Forecast

The community-wide forecast is a projection of future GHG emissions from the sources in Ontario's GHG inventory. The community-wide forecast of GHG emissions is based on the results of the 2019 community-wide GHG emissions inventory combined with Ontario's 2019 demographics and future demographic projections. These population, housing, and employment projections are based on the estimates of future buildout in TOP 2050. Table 16 shows the demographic projections used to prepare the community-wide GHG emissions forecast.

Table 16 City of Ontario Community-Wide Demographic Projection, 2019 to 2050

Metric	2019	2030	2050	Percentage Change 2019–2050	Relevant Sectors
Population	178,610	232,120	410,490	130%	Off-road equipment
Households	48,280	66,680	124,380	158%	Residential energy, off-road equipment
Residents per household	3.70	3.48	3.30	-11%	None
Jobs	128,640	169,600	296,000	130%	Nonresidential energy, off-road equipment
Service population	307,240	401,720	706,500	130%	Solid, water and wastewater, off-road equipment
Vehicle Miles Traveled (VMT)	2,151,423,590	2,631,468,770	3,504,276,490	63%	Transportation

Sources: 2019 demographic numbers are from US Census, the Department of Finance, and San Bernardino County Transportation Authority (SBCTA).
Future demographics are from TOP 2050 buildout projections. Vehicle miles traveled are derived from Fehr and Peers (2019).

Service population is the sum of populations and jobs. All numbers except residents per household are rounded to the nearest 10.

In addition to demographic and economic changes forecasted in TOP 2050, land use changes are expected to impact activity and emissions within the city limits. Although the city's total land area will not change, intensification of land uses in 2050 are listed as follows:

- All agricultural land is projected to be developed with urban uses by 2050, reducing emissions from the city's agricultural sector to zero emissions in 2050.
- Infill development in select areas will intensify commercial and mixed uses in Downtown, Toyota Arena, and Ontario Mills Mall.
- Select commercial and business park uses will be converted to mixed uses, which may contribute to reduced VMT.
- Residential development will intensify to promote higher density housing, especially in Ontario Ranch and southwest Ontario.
- Mixed use and higher density residential development is planned specifically to align with future bus rapid transit services along multiple north-south and east-west corridors throughout the city, which may contribute to reduced VMT.
- Land area dedicated to public open space will increase with the development of the Great Park, a 370-acre planned linear park stretching 3.5 miles from east to west in south Ontario.

This forecast is also referred to as the business-as-usual forecast. It assumes that, for most sectors, each person in Ontario will continue to contribute the same amount of GHG emissions to the community total as they did in 2019, so the amount of GHG emissions changes proportionally to the projected change in community demographics. However, some emissions, notably those from on-road transportation, grow at a slower rate due to the nature of the modeling process. The overall community-wide absolute emissions are projected to grow 89 percent from 2019 to 2050, and Ontario's service population is projected to grow 130 percent over this period. Since the rate of population increase is greater than the rate of GHG emission increase, the per-capita emissions decrease over time. This is a worst-case projection that assumes that no one at any level takes action, including state, regional, and local agencies. This projection also accounts for emission changes from land use and carbon sequestration. **Table 17** and **Figure 4** show Ontario's forecast community-wide GHG emissions through 2050.

Ontario's residential population and worker population are both projected to grow by 130 percent between 2019 and 2050. During the same period, the city's per capita emissions are expected to decrease from 5.54 $MTCO_2e$ to 4.56 $MTCO_2e$ per person in 2050, a decrease of 18 percent (see **Table 17**).

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The forecast assumes emissions scale proportionally to demographic growth, which means most of the sectors grow at a similar rate to the growth in demographics, as seen by comparing the percentage changes in Table 17.

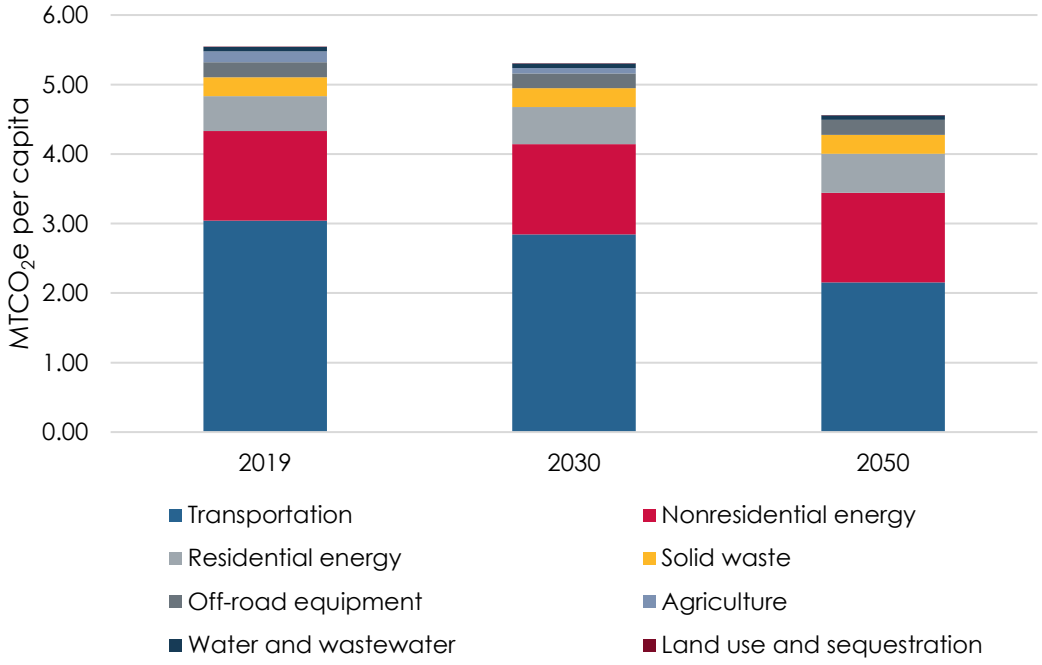
Table 17 Forecast Per Capita GHG Emissions, 2019–2050

Sector	2019[1]	2030	2050	Percentage Change, 2019–2050
Transportation	3.04	2.84	2.15	-29%
Nonresidential energy	1.29	1.30	1.29	Less than 1%
Residential energy	0.50	0.53	0.57	12%
Solid waste	0.27	0.27	0.27	Less than 1%
Off-road equipment	0.21	0.21	0.21	Less than 1%
Agriculture[2]	0.16	0.08	0.00	-100%
Water and wastewater	0.06	0.06	0.06	Less than 1%
Land use and sequestration	Less than 0.01	Less than 0.01	Less than 0.01	-15%
Total	**5.54**	**5.30**	**4.56**	**-18%**
Stationary Sources[3]	*1.05*	-	-	-

1. Data shown for 2019 are the actual per capita GHG emissions. The data shown for 2030, 2040, and 2050 are GHG per capita emission forecasts, calculated based on projections from the 2019 inventory.
2. GHG emission projects for the agriculture are based on the assumption that by 2050 all agricultural land will be developed and converted to other land uses, so agricultural emissions will decrease to zero by 2050.
3. Stationary sources are informational; they vary significantly from year to year independent of demographic changes, so they are not forecast.

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Figure 4 City of Ontario Community-Wide Per Capita GHG Emissions, 2019–2050



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4. GHG REDUCTION TARGETS

Background

Establishing GHG emission reduction targets is a key component of the CCAP to ensure that Ontario has a number to strive toward as it implements GHG reduction strategies. The strategies and actions adopted as part of the CCAP are often quantifiable to ensure that each action the City takes can be measured for its performance in advancing Ontario to the adopted GHG emission reduction goal. Jurisdictions can choose to adopt GHG emission reduction targets that match state guidance or can elect to increase reduction targets to accelerate action at a local level.

2014 CCAP GHG Reduction Targets

As part of the 2014 CCAP, the City adopted a GHG reduction target of 30 percent below the forecast emissions levels in 2020. This target is approximately equal to the state-recommended reduction target of 15 percent below 2005 – 2008 levels by 2020.

In 2019, Ontario reached its 2020 GHG reduction target of 15 percent below 2008 levels, which translates to absolute GHG emissions of 1,880,970 $MTCO_2e$ or 7.01 $MTCO_2e$ per capita. According to the 2019 GHG inventory conducted as part of the 2022 CCAP update, Ontario's community-wide emissions in 2019 were 1,707,380 $MTCO_2e$ (not including the informational emissions from stationary sources), 23 percent below 2008 levels (as adjusted to be consistent with current protocols as part of this CCAP update). In per capita terms, Ontario's emissions in 2019 were 5.54 $MTCO_2e$, a 33 percent decrease relative to 2008 levels.

State Targets and Recommendations

As stated in "Regulatory Framework" in Chapter 2, the state has set GHG reduction targets to:

- Reduce 2030 emissions 40 percent below 1990 levels, codified into law by SB 32 in 2016.
- Achieve carbon-neutral emissions by 2045, established (and not yet codified into law) by EO B-55-18.
- Reduce 2050 emissions 80 percent below 1990 levels, established (and not yet codified into law) by EOS-03-05.

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The Scoping Plan, also described in "Regulatory Framework" in Chapter 2, recommends that local governments select targets consistent with state targets, in absolute or per-capita form. Per-capita targets establish a level of GHG emissions by a certain year per person. Unlike absolute targets, the total level of GHG emission reductions specified by per-capita targets varies depending on future demographic changes. The Scoping Plan recommends the following per-capita targets:

- Reduce 2030 emissions to 6.0 $MTCO_2e$ per capita
- Reduce 2050 emissions to 2.0 $MTCO_2e$ per capita

These targets are based on the state targets and goals in SB 32 and Executive Order S-03-05, discussed previously. California's statewide target of 40 percent below 1990 levels by 2030 translates to 260 million $MTCO_2e$. The state is projected to be home to approximately 44 million residents in 2030, resulting in an average of approximately 6.0 $MTCO_2e$ per person. Similarly, the statewide goal of 80 percent below 1990 levels by 2050 translates to 86 million $MTCO_2e$. California is projected to have approximately 49 million residents in 2050, resulting in an average of approximately 2.0 $MTCO_2e$ per person.

Since the statewide per-capita targets are based on the statewide GHG emissions inventory that includes all emissions sectors in the state, the Scoping Plan notes that it is appropriate for local jurisdictions to derive evidence-based local per-capita targets based on local emissions sectors and population projections that are consistent with the framework used to develop the statewide per-capita targets. The resulting GHG emissions trajectory should show a downward trend consistent with the statewide objectives.

2022 CCAP GHG Reduction Targets

The state-recommended per-capita targets (6.0 $MTCO_2e$ per person by 2030 and 2.0 $MTCO_2e$ per person by 2050) are relevant and appropriate for Ontario, and they are the targets in this 2022 CCAP. Ontario's targets are based on the service population in the community (the sum of both residents and jobs), as shown in **Table 18**.

Table 18 Per Capita Targets for Ontario

Absolute Emissions Target			Per Capita Emissions Target
Target	$MTCO_2e$	Description	$MTCO_2e$
2030 target	1,175,390	40% below 1990 levels	6.0 $MTCO_2e$ per person (service population)
2050 target	391,800	80% below 1990 levels	2.0 $MTCO_2e$ per person (service population)

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5. GREENHOUSE GAS EMISSION REDUCTION STRATEGY

Introduction

There are several ways in which GHG emissions can be reduced over time. States, counties, cities, regional agencies, nonprofit organizations, businesses, and each individual can work together or separately to run projects and programs that either reduce GHG emissions before they are released or sequester carbon once it is in the atmosphere. This chapter describes Ontario's path to reducing GHG emissions to meet or exceed its targets, including existing/planned efforts led by state, regional, and local agencies, and new strategies in this 2022 CCAP.

Calculating Credit

This 2022 CCAP uses a process called quantification to determine how much GHG emissions are reduced by each strategy. The foundation for the quantification calculations is the baseline GHG inventories and forecast. Activity data from the inventory, such as VMT or kWh, are combined with participation rates and data about the reduction in activity data from each action to calculate the GHG reduction benefit of each strategy. This approach ensures that the GHG reductions from the 2022 CCAP strategies are tied to current and future activities that are occurring in the community.

Calculations for reduction in activity data come from tools and reports provided by government agencies; these agencies include the U. S. EPA, the California Energy Commission, CARB, the California Air Pollution Control Officers Association, the U.S. Department of Energy (DOE), and local air districts. If accurate data are not available from these sources, the quantification uses case studies from comparable communities and applicable scholarly research.

The project team was able to quantify GHG reductions for most of the strategies in this 2022 CCAP. However, there are a few that do not have a specific reduction level due to missing data or the lack of a reliable method. These efforts are still expected to reduce GHG emissions, but the level cannot be accurately determined. These strategies are labeled "supportive".

Progress Toward GHG Reduction Goals

To understand the level of action necessary to achieve the City's reduction targets, this 2022 CCAP analyzes existing, planned, and future actions. By first looking at past accomplishments, the City can understand progress achieved and outstanding opportunities while looking at state initiatives, which may result in further GHG reductions on a local level. Existing and current efforts provide a

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foundation for this 2022 CCAP. The GHG reductions from past and current activities help inform the creation of new GHG reduction strategies to reduce GHG emissions even further. These new strategies can further close the gap between projected GHG emission levels and the reduction targets, and guide development and implementation of future programs. Together, these efforts serve as the City's multipronged strategy to achieve reduction targets.

State Initiatives to Reduce GHG Emissions

Since passing AB 32, the State has enacted regulations and programs to reduce GHG emissions. Although statewide in scope, these actions affect several sources of Ontario's emissions, so the local benefits of these State efforts can be "credited" to Ontario even in cases where the community did not need to take any action. This CCAP includes the local benefits from five State policies:

- **Renewable Portfolio Standard:** The RPS was first established in 2002 and has been amended multiple times, most recently in 2018 by SB 100. It requires all electricity providers in the state to obtain at least 33 percent of their electricity from eligible renewable resources by the end of 2030, and all their electricity from carbon-free (although not necessarily eligible renewable) resources by the end of 2045. This policy reduces GHG emission from electricity use, including electricity used to transport and process water and wastewater, and electricity used for electric vehicles.
- **Clean Car Standards:** In 2002, California adopted AB 1493, the New Passenger Motor Vehicle Greenhouse Gas Emission Standards, or Pavley standard. It required a reduction in tailpipe GHG emissions from new vehicles produced from 2009 to 2015. In 2012 CARB adopted an extension of this policy, the Advanced Clean Car Standards, which requires more stringent reductions in tailpipe GHG emissions from vehicles produced from 2016 to 2025. The Clean Car Standards (including the Advanced Clean Car Standards) reduce GHG emissions from on-road transportation vehicles, including commercial and public transit vehicles.
- **Title 24 Energy Efficiency Standards:** California Code of Regulations, Title 24, Part 6 is California's energy efficiency standards for new and renovated buildings, applied at the local level through the project review/building permit process. The standards are strengthened every three years. The most recent set of Title 24 standards went into effect on January 1, 2020, although the reductions shown from this policy include past, current, and anticipated future Title 24 standards. This policy will reduce GHG emissions from electricity and natural gas use in new and substantially renovated homes and nonresidential buildings.

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- **Local Carbon Fuel Standard:** The Low Carbon Fuel Standard (LCFS) was adopted in 2009 and required a 10 percent reduction in the carbon intensity of all transportation and equipment fuels by 2020. This policy reduces GHG emissions from on-road transportation and from off-road equipment.
- **The short-lived climate pollutants law (SB 1383)**: SB 1383, approved in 2016, proposes a comprehensive strategy to reduce methane and other emissions of short-lived greenhouse gases through regulations on dairy operations and urban landfills, including higher diversion rates of food waste from landfills.

Renewable Energy Emissions Reductions in 2050

As required by the state's Renewables Portfolio Standard, all electricity sold in California must be carbon free by 2045. Consequently, future GHG reduction strategies that only reduce electricity use or increase renewable electricity supplies will show zero GHG reductions in 2050. Since there will already be no emissions from electricity use in 2050, the City cannot count additional reductions associated with electricity in that year. This 2022 CCAP already credits reductions from the RPS as an existing state program.

Under the business-as-usual forecast in **Table 17**, per capita GHG emissions in Ontario decrease by 18 percent between 2019 and 2050. However, when state actions are accounted for, per capita GHG emissions decrease by 57 percent between 2019 to 2050. **Table 19** shows the per capita GHG emissions reductions resulting from state actions.

Table 19 Ontario Per Capita GHG Emission Reductions from State Actions, 2019 to 2050

Sector	2019 $MTCO_2e$	2030 $MTCO_2e$	2050 $MTCO_2e$	Percentage Change 2019–2050
Per capita emissions without state actions	5.54	5.30	4.56	-18%
Per capita emissions reductions from RPS		0.21	1.13	-
Per capita emissions reductions from Clean Car standards		0.53	0.69	-
Per capita emissions reductions from Title 24		0.19	0.28	-
Per capita emissions reductions from LCFS (off-road equipment emissions)		0.01	0.01	-
Per capita emissions from SB 1383		0.06	0.06	-
Per capita emission reductions from all state actions		**1.00**	**2.17**	**-**
Per capita emissions with state actions	**5.54**	**4.31**	**2.39**	**-57%**

Existing Local Actions to Reduce GHG Emissions

Regional and local initiatives help to further reduce Ontario's community-wide GHG emissions.

There are various local efforts that are expected to reduce GHG emissions, including:

- Smart Ontario, an initiative to promote energy efficiency through comprehensive municipal utility infrastructure improvements.
- Municipal and residential rooftop solar installations.
- Implementation of the Active Transportation Master Plan and synchronization of traffic lights through the City's Traffic Management Center.
- Use of recycled water from Inland Empire Utilities Agency (IEUA) for irrigation, industrial uses, and agricultural uses.

As with the state-level policies, the 2022 CCAP assesses the strategies that have the most direct and apparent benefit to Ontario's GHG emissions. The City and local partners have also completed other efforts, which are not listed here, that may not directly reduce GHG emissions in a measurable way but still contribute to progress on overall climate action.

New GHG Reduction Strategies

A central goal of the 2022 CCAP is to achieve additional GHG reductions to work toward Ontario's 2030 and 2050 reduction targets, recognizing that the reduction strategies in the 2014 CCAP are insufficient to meet these reductions. To identify these additional reductions, the 2021 CCAP project team began with the GHG reduction strategies in the City's 2014 CCAP. Some of these strategies have been fully implemented and do not need to be carried forward into the 2022 CCAP. Others are still applicable and can be revised or expanded to achieve additional GHG reductions. There are also opportunities to add entirely new strategies to address new and emerging issues not covered in the 2014 CCAP.

The project team based the revised and new GHG reduction strategies on several sources, including:

- Past and recent GHG inventories and forecast.
- The existing and planned state, regional, and local accomplishments.
- GHG reduction strategies in the 2014 CCAP.
- GHG reduction strategies in the San Bernardino Regional GHG Reduction Plan.

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The project team developed 28 GHG reduction strategies and 106 recommended implementation actions. These strategies include a mix of education and outreach programs to encourage GHG reduction activities, financial subsidies, and other enticements to incentivize GHG reductions, and mandates to require GHG efforts. These 28 strategies are organized into 10 categories:

1. Energy
2. Transportation
3. Off-road
4. Waste
5. Water
6. Agriculture
7. Wastewater
8. Leadership
9. Carbon Sequestration
10. Economic Development

The results of quantifying GHG reduction potential of Ontario's existing and planned local strategies show that, with successful implementation of the strategies, Ontario can meet its 2030 and 2050 emissions per capita reduction targets. Collectively, local strategies are forecast to reduce emissions by 0.54 $MTCO_2e$ per capita by 2030 and 1.08 $MTCO_2e$ per capita by 2050 in addition to the reductions achieved by existing State, regional, and local accomplishments.

Each strategy entry includes a description, the anticipated 2030 and 2050 GHG reductions achieved by the strategy at the projected performance level, and the recommended actions necessary to implement it. For each strategy, more details on performance metrics, assumptions, and quantification methods are provided in Technical Appendix A. Recommended actions represent the City's current understanding of best practices in achieving GHG emissions reductions and community equity, availability of technology, and local regulations as well as the current State and federal regulatory environment. City staff are encouraged to revisit these recommended actions as conditions change and new opportunities become available.

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Energy

Most buildings, both residential and nonresidential, use electricity and natural gas to operate appliances and other pieces of equipment. While sources of electricity have become much cleaner over time and will continue to become cleaner due to State law and utility policies, the GHG emissions associated with using a unit of natural gas have remained mostly constant because natural gas is a fossil fuel. Buildings that receive most or all their energy from electricity instead of natural gas can significantly reduce their GHG emissions. Buildings can be constructed to be mostly electric or all electric, or existing buildings can be electrified as part of retrofit activities.

Retrofits can improve energy efficiency of the building envelope, especially in older buildings. And advances in electric appliances, such as those used for space heating, water heating, and cooking, have helped improve energy efficiency and make electrification more cost effective.

When a building has optimized energy efficiency and maximized energy conservation, it is a good candidate for onsite renewable energy. Most residential buildings are candidates for rooftop solar or a rooftop photovoltaic system, which includes electricity-generating solar panels mounted on the rooftop of a residential or commercial building or structure. Larger properties or more energy intensive uses can use ground-mounted solar energy systems or a combination of renewable energy technologies to meet all or part of their energy demand.

ONTARIO SHINES PROGRAM

Ontario Shines is a project of Ontario Together whose goal is to install solar panels on up to 100 single-family homes and include solar installations at various multifamily housing sites, including the all-electric, LEED gold standard development, Vista Verde Apartments. As of March 2022, the project team, in collaboration with nonprofit partner GRID Alternatives, has successfully installed 130 kW of solar arrays at single family homes and 250 kW of solar arrays at multifamily homes as part of the Ontario Shines program.

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Building electrification

Promote and incentivize the phase-out of gas appliances in new and existing homes and businesses throughout the community to advance GHG reductions, increase energy efficiency, and protect public safety and environmental health.

Strategy 1 GHG Reduction Potential	2030	2050
Absolute GHG Reduction ($MTCO_2e$)	10,310	102,640
Per capita GHG Reduction ($MTCO_2e$ per capita)	0.0257	0.1453

STRATEGY 1 ACTIONS:

- Support education and outreach to raise awareness and increase participation in electric appliance rebate programs offered by SCE, Southern California Regional Energy Network (SoCalREN), and other providers, with a focus on contractors and residents of older properties (constructed in or before 1975).
- Identify and remove any existing code, permitting, or other City requirements that provide barriers to all-electric conversions of existing homes and businesses and assess opportunities to provide incentives, such as permit streamlining or fee reductions, as feasible.
- Update the City's permit tracking system as appropriate to track energy efficiency improvements.
- Review City-supported weatherization and energy efficiency programs and requirements, if applicable, to ensure they support all-electric, high efficiency appliances.
- Support education opportunities for contractors about the opportunities and benefits of converting homes to high efficiency, all-electric appliances.
- Audit existing City facilities on a regular basis to assess energy use and efficiency, identify energy efficiency improvements that optimize energy performance of buildings and operations, and prioritize energy efficiency improvements.

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STRATEGY 2 ONSITE SOLAR ENERGY FOR EXISTING RESIDENTIAL DEVELOPMENT

Continue to support and facilitate installation of rooftop solar photovoltaic and onsite solar energy systems in existing residential development.

Strategy 2 GHG Reduction Potential	2030	2050
Absolute GHG Reduction ($MTCO_2e$)	2,040	0
Per capita GHG Reduction ($MTCO_2e$ per capita)	0.0051	0

STRATEGY 2 ACTIONS:

- Conduct outreach to raise awareness about the benefits of solar energy for homes and increase installations of residential solar photovoltaic (PV) systems in Ontario.
- Establish a solar permitting web page on the City's website that summarizes requirements for installing solar PV systems to ensure the information is easily accessible to the public.
- Update City permit tracking as appropriate to track size and number of renewable energy installations.

STRATEGY 3 ONSITE SOLAR ENERGY SYSTEMS FOR NONRESIDENTIAL DEVELOPMENT

Ensure new large nonresidential development, including City facilities, includes onsite renewable energy to support the site's energy needs by requiring solar photovoltaic panels or other appropriate onsite renewable energy generation systems for the following types of projects:

- New commercial and office buildings, or existing commercial and office building expansions greater or equal to 45,000 square feet in size.
- New industrial or existing industrial buildings expansions greater or equal to 100,000 square feet in size.

Strategy 3 GHG Reduction Potential	2030	2050
Absolute GHG Reduction ($MTCO_2e$)	26,480	0
Per capita GHG Reduction ($MTCO_2e$ per capita)	0.0659	0

STRATEGY 3 ACTIONS:

- Provide and support incentives and rebates for solar PV systems for industrial uses to encourage increased local use of renewable energy.

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- Conduct outreach to raise awareness about the benefits of solar energy for businesses, including industrial facilities, and increase installations of nonresidential solar PV systems in Ontario.
- Assess the feasibility of placing solar on City-owned properties.

STRATEGY 4 GREEN ROOFS

Promote and incentivize residents and business owners to install green roofs to conserve energy and reduce surface water runoff.

Strategy 4 GHG Reduction Potential	2030	2050
Absolute GHG Reduction ($MTCO_2e$)	Less than 10	Less than 10
Per capita GHG Reduction ($MTCO_2e$ per capita)	Less than 10	Less than 10

STRATEGY 4 ACTIONS:

- Provide and support incentives for installation of green roofs in new and existing buildings.
- Conduct outreach to raise awareness about and increase participation in green roof rebate program.

STRATEGY 5 URBAN COOLING

Maintain and expand the City's existing tree canopy, with a goal of planting 500 trees annually through 2050 and promote the use of pervious concrete and cool pavement for pavement projects.

Strategy 5 GHG Reduction Potential	2030	2050
Absolute GHG Reduction ($MTCO_2e$)	5,610	12,730
Per capita GHG Reduction ($MTCO_2e$ per capita)	0.0140	0.0180

STRATEGY 5 ACTIONS:

- Maintain and expand an urban forestry program to manage citywide tree planting, track citywide tree inventory and canopy cover, and monitor tree health to maintain and expand the City's existing tree canopy.
- Identify priority areas for tree planting, focusing on environmental justice communities, to mitigate the heat island effect in underserved neighborhoods.
- Ensure that new and retrofitted large hardscaped areas, such as parking lots, incorporate trees and other green infrastructure appropriate for current and future climate conditions.
- Explore grant funding opportunities for urban forestry, pervious concrete, and cool pavement.

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STRATEGY 6 ENERGY EFFICIENCY RETROFITS FOR LOW-INCOME HOUSEHOLDS

Promote and incentivize voluntary energy efficiency retrofits of homes to reduce natural gas and electricity usage, with the goal of retrofitting 9,000 low-income homes by 2050. Partner with community services agencies to fund energy efficiency projects, including heating, ventilation, air conditioning, indoor lighting, water heating equipment, insulation, and weatherization for low-income residents.

Strategy 6 GHG Reduction Potential	2030	2050
Absolute GHG Reduction ($MTCO_2e$)	940	1,440
Per capita GHG Reduction ($MTCO_2e$ per capita)	0.0023	0.0020

STRATEGY 6 ACTIONS:

- Assist San Bernardino County staff and other partners with their targeted outreach campaigns, including hosting workshops and promoting programs through City communication channels to increase awareness of the benefits of weatherization among low-income households.
- Expand and better integrate funding and support for existing programs that support weatherization and increase energy efficiency in low-income households, including through partnerships with SoCalREN and San Bernardino County.
- Engage with tenants and owners of multifamily homes and promote the SoCalREN multifamily program.

STRATEGY 7 ENERGY EFFICIENCY RETROFITS

Promote and incentivize voluntary energy efficiency retrofits to reduce in natural gas and electricity usage. Partner with regional agencies to expand access to existing energy efficiency and conservation opportunities, incentives, and technical assistance for residents and businesses.

Strategy 7 GHG Reduction Potential	2030	2050
Absolute GHG Reduction ($MTCO_2e$)	11,570	15,600
Per capita GHG Reduction ($MTCO_2e$ per capita)	0.0288	0.0221

STRATEGY 7 ACTIONS:

- Assist partners with their outreach campaigns by hosting workshops, promoting programs through City communication channels, promoting programs through interactions with homeowners and contractors, and sharing permitting data to inform targeted outreach.

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- Establish a web page on the City's website that summarizes permitting requirements, available rebates, and other information about energy efficiency retrofits to ensure that information is easily available to the public.
- Support SoCalREN and San Bernardino County efforts to conduct outreach and education with local contractors to ensure they are updated on local code requirements and energy-efficient appliances and devices.
- Encourage owners of existing commercial, industrial, and residential buildings 10,000 square feet or larger to prepare an annual energy and water benchmarking report and submit it to the City, to help community awareness of building performance and identify opportunities for energy- and water-efficiency retrofits.
- If Ontario is not on track to meet GHG reduction targets by 2025, develop and implement additional energy efficiency standards for existing buildings.
- Research, consider, and implement an incentive program to encourage community members to reduce energy consumption.

NONRESIDENTIAL NATURAL GAS SAVINGS

Between 2008 and 2019, the City substantially reduced its GHG emissions from the nonresidential natural gas sector. Emissions from the nonresidential natural gas sector decreased by 63 percent, from 368,460 $MTCO_2e$ in 2008 to 137,960 $MTCO_2e$ in 2019.

Transportation

The private automobile has long dominated Ontario's transportation landscape. While convenient, private vehicle travel releases significant volumes of GHGs, emits air pollutants, degrades roads, and poses safety concerns for the community. Allowing for affordable, accessible, and reliable transportation options available to the Ontario community makes it easier for all residents to participate in public life and gives all community members the freedom to choose transportation modes that promote health, reduce fuel costs and time lost in traffic, and help the City meet its climate action goals. This 2022 CCAP aims to provide viable alternatives to single-occupancy vehicle trips by promoting alternative modes of transportation through high-frequency bus service and expansion of bicycle and pedestrian facilities, especially near schools, business districts, and employment centers. In addition, this CCAP aims to reduce the emissions released by passenger vehicles by promoting electric vehicle adoption through municipal fleet electrification, community-wide EV charging stations, and rebates for EV purchases.

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STRATEGY 8 SMART GROWTH AND INFILL

Encourage revitalization of neighborhoods through higher-density, mixed-use, infill development and creative reuse of under-utilized sites within the urban core. This measure is supportive of community-wide GHG reduction goals and does not have directly measurable GHG reductions.

Strategy 8 GHG Reduction Potential	2030	2050
Absolute GHG Reduction ($MTCO_2e$)	None (supportive)	None (supportive)
Per capita GHG Reduction ($MTCO_2e$ per capita)	None (supportive)	None (supportive)

STRATEGY 8 ACTIONS:

- Identify opportunities to increase residential density in and around the urban core.
- Examine the development review process and other zoning approval processes to reduce or eliminate regulations that increase costs for higher density development.
- Regularly identify underutilized parcels in existing infill areas to support increased housing and business opportunities consistent with the adopted Housing Element.

STRATEGY 9 TRANSIT-ORIENTED DEVELOPMENT

Encourage development of compact, mixed-use, and transit-oriented development to improve the regional jobs-housing balance, especially on corridors served by high-ridership transit and bus rapid transit (BRT), such as Holt Avenue.

Strategy 9 GHG Reduction Potential	2030	2050
Absolute GHG Reduction ($MTCO_2e$)	330	1,440
Per capita GHG Reduction ($MTCO_2e$ per capita)	0.0008	0.0020

STRATEGY 9 ACTIONS:

- Require that development within the transit-oriented development (TOD) corridor maintains and improves the mobility of people and vehicles along and across the corridor through safety considerations such as separated sidewalks and bike lanes or traffic-calming measures.
- Require development within the TOD corridor to protect and improve as needed transportation infrastructure, equitably considering the safety, comfort, and effectiveness of all transportation modes.

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- Establish and maintain land use patterns in the TOD corridor that will attract and serve riders of public transit, such as higher-density mixed-use buildings near existing high-frequency transit stops.
- Revise land use and development standards in the TOD corridor as needed to remove any barriers to appropriate higher-density development.

STRATEGY 10 INCREASE TRANSPORTATION RIDERSHIP

Ensure a reliable and responsive transit system with dedicated and secure funding and resources to support increased ridership.

Strategy 10 GHG Reduction Potential	2030	2050
Absolute GHG Reduction ($MTCO_2e$)	27,980	31,450
Per capita GHG Reduction ($MTCO_2e$ per capita)	0.0697	0.0445

STRATEGY 10 ACTIONS:

- Collaborate with LA Metro, Metrolink, and Omnitrans to implement "Smart Bus" technology, global positioning systems (GPS), and electronic displays at all transit stops to provide customers with "real-time" arrival and departure time information.
- Support efforts to establish dedicated bus lanes.
- Collaborate with regional transit operators on programs to increase use of the City's public transportation system. To the extent feasible, support shorter transit passenger travel time through reduced headways and increased speed. Support efforts by regional transit operators to reduce the average fleet travel time by 5 minutes.
- In collaboration with transit agencies, support new transit routes, increased transit frequency and operating hours, and other improvements to transit quality.
- Support citywide outreach campaigns by transit agencies to promote the use of public transit, including fare-free days to encourage mode shifts.
- Coordinate with large regional employers to establish a shuttle service that connects transit centers to employment centers during commuting hours.
- Encourage employers to offer ridership programs, public transit passes, and telecommuting to employees.

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STRATEGY 11 TRAFFIC SIGNAL SYNCHRONIZATION AND ROADWAY MANAGEMENT

Implement traffic and roadway management strategies to improve mobility and efficiency and reduce associated emissions. This measure is supportive of community-wide GHG reduction goals and does not have directly measurable GHG reductions.

Strategy 11 GHG Reduction Potential	2030	2050
Absolute GHG Reduction ($MTCO_2e$)	None (supportive)	None (supportive)
Per capita GHG Reduction ($MTCO_2e$ per capita)	None (supportive)	None (supportive)

STRATEGY 11 ACTIONS:

- Work with the Traffic Management Center to develop an annual signal synchronization program for identified priority corridors to understand changing traffic conditions, including peak hour conditions and traffic congestion patterns; update signal timing to match the specific needs of study corridors; and report on progress in travel time, average speed, and delay to measure effectiveness of the signal synchronization project.
- Work with the Traffic Management Center to ensure that signal timing is updated on a regular basis to comply with latest State requirements and accommodate pedestrian and bicycle crossing time for roadways with crosswalks and/or bicycle facilities.

STRATEGY 12 COMMUNITY VEHICLE ELECTRIFICATION

Promote and incentivize the adoption of electric vehicles (EV) citywide, including light-duty and heavy-duty vehicles, for municipal, commercial, and residential uses.

Strategy 12 GHG Reduction Potential	2030	2050
Absolute GHG Reduction ($MTCO_2e$)	62,880	465,140
Per capita GHG Reduction ($MTCO_2e$ per capita)	0.1565	0.6584

STRATEGY 12 ACTIONS:

- Develop and implement a plan to transition the City's municipal fleet to low-and zero-emission vehicles, to the greatest extent feasible.
- Collaborate with Omnitrans to encourage investment in electric buses.
- Encourage the use of electric vehicles by increasing access to availability of public EV charging stations.

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- Work with SCAQMD to participate in CARB's Proposition 1B–Goods Movement Emission Reduction Program to incentivize investment in cleaner trucks and electrification infrastructure to reduce air pollution emissions from freight activity beyond enforceable requirements.
- Incentivize the purchase of electric vehicles by providing EV rebates for Ontario residents and/or facilitating awareness rebates available from public agencies.
- Provide information about EV rebate programs and other incentives through multiple communication channels to raise awareness about and increase purchases of EVs among residents and business owners, including creating a dedicated web page on the City website with information about purchasing EVs and installing EV chargers.

STRATEGY 13 ACTIVE TRANSPORTATION NETWORKS

Work with transit agencies, school districts, and employers to facilitate an interconnected transportation system that allows a shift in travel from private passenger vehicles to alternative modes, including public transit, ride sharing, car sharing, bicycling, and walking.

Strategy 13 GHG Reduction Potential	2030	2050
Absolute GHG Reduction ($MTCO_2e$)	1,800	3,840
Per capita GHG Reduction ($MTCO_2e$ per capita)	0.0045	0.0054

STRATEGY 13 ACTIONS:

- Encourage local school districts to develop school transit plans to substantially reduce automobile trips to and congestion surrounding schools.
- Increase pedestrian and bicycle facilities through implementation of the Active Transportation Master Plan, expanding the active transportation network to include 186.7 miles of bicycle facilities and pedestrian safety improvements to promote higher bicycle ridership and walking rates.
- Seek funding for active transportation infrastructure improvements.
- Implement scooter-share pilot program in Ontario Ranch in 2023.

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STRATEGY 14 VEHICLE IDLING

Limit idling of heavy-duty trucks. Support the SCAMQD and CARB anti-idling requirements and provide signage in key areas where idling that is not consistent with SCAMQD or CARB requirements might occur.

Strategy 14 GHG Reduction Potential	2030	2050
Absolute GHG Reduction ($MTCO_2e$)	1,950	1,780
Per capita GHG Reduction ($MTCO_2e$ per capita)	0.0049	0.0025

STRATEGY 14 ACTIONS:

- Evaluate the feasibility of an idling ordinance that reduces the legally allowed idling time for heavy duty trucks (greater than 26,000 gross vehicle weight) to 3 minutes. California law currently limits idling time to 5 minutes. Ordinance must include a violation fee and enforcement mechanisms.
- Create a public awareness campaign to raise awareness about and increase compliance with idling ordinance.
- Install signage regarding new idling limit of 3 minutes in areas designated for industrial uses.

STRATEGY 15 PARKING POLICY AND EVENT PARKING

Adopt a comprehensive parking policy that encourages carpooling and the use of alternative transportation, including providing parking spaces for car-share vehicles at convenient locations accessible by public transportation.

Strategy 15 GHG Reduction Potential	2030	2050
Absolute GHG Reduction ($MTCO_2e$)	2,230	8,110
Per capita GHG Reduction ($MTCO_2e$ per capita)	0.0056	0.0115

STRATEGY 15 ACTIONS:

- Establish a market pricing scheme for on-street parking in Downtown Ontario.
- Designate at least 5 percent of downtown parking spaces as loading and unloading areas for taxis, ridesharing or Transportation Network Companies, buses, and shuttles.
- Designate a portion of parking revenues that can support City-led GHG reduction projects.
- Consider establishing policies and programs to reduce onsite parking demand and promote ride-sharing during events at the Ontario Convention Center and other event venues.

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Off-Road

Off-road equipment is used in many important sectors of the Ontario economy, such as construction, landscaping, warehousing and logistics, and others. The use of off-road equipment contributes to community-wide GHG emissions, air pollution, and noise-levels in Ontario. Construction equipment is also a significant source of air pollution in the heavy-duty off-road equipment sector.[25] By encouraging the transition to electric off-road equipment, Ontario can improve quality of life and reduce air pollution while reducing GHG emissions.

STRATEGY 16 ELECTRIFICATION OF CONSTRUCTION AND LANDSCAPING EQUIPMENT

Promote and incentivize the transition to electric construction and landscaping equipment.

Strategy 16 GHG Reduction Potential	2030	2050
Absolute GHG Reduction ($MTCO_2e$)	4,810	26,020
Per capita GHG Reduction ($MTCO_2e$ per capita)	0.0120	0.0368

STRATEGY 16 ACTIONS:

- Support state and regional efforts to replace diesel-powered construction and landscaping equipment with electric equipment.
- Conduct targeted outreach to local construction and landscaping companies to raise awareness about and increase participation in available electric equipment rebate programs.

STRATEGY 17 IDLING ORDINANCE FOR CONSTRUCTION EQUIPMENT

Limit idling of heavy-duty off-road construction equipment to reduce air pollution and GHG emissions from construction activity.

Strategy 17 GHG Reduction Potential	2030	2050
Absolute GHG Reduction ($MTCO_2e$)	40	100
Per capita GHG Reduction ($MTCO_2e$ per capita)	0.0001	0.0001

STRATEGY 17 ACTIONS:

- Evaluate the feasibility of an equipment idling ordinance that reduces the legally allowed idling time for heavy duty construction equipment to 3 minutes. Ordinance must include a violation fee and enforcement mechanisms.
- Conduct targeted outreach to local construction companies to raise awareness about and increase compliance with the equipment idling ordinance.

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Waste

Reducing GHG emissions released from community waste can be done by reducing the amount of waste that the community creates and capturing emissions released from landfills. This reduction can take a variety of forms, from reducing the amount of packing used in commercial products to reimagining alternative uses for items that might otherwise be considered garbage. The types of waste produced in Ontario include food waste, construction and demolition waste, household appliances, and single-use plastics. Strategies to reduce waste must be tailored to reflect the unique uses and composition of each of these materials. Waste reduction and reuse measures reduce emissions by reducing the amount of material that would otherwise decompose in a landfill. The emissions from decomposing waste can be captured and used for electricity, offsetting emissions from electricity use for facility operations.

STRATEGY 18 METHANE CAPTURE AT LANDFILLS

Support efforts to reduce methane emissions from regional landfills.

Strategy 18 GHG Reduction Potential	2030	2050
Absolute GHG Reduction ($MTCO_2e$)	22,410	57,370
Per capita GHG Reduction ($MTCO_2e$ per capita)	0.0558	0.0812

STRATEGY 18 ACTIONS:

- Encourage efforts to coordinate with regional landfills to install methane capture technology and associated monitoring systems with a goal of increasing the methane capture rate to the highest extent feasible.
- Encourage the use of captured methane for generating electricity to offset fossil fuel energy use and reduce GHG emissions.

STRATEGY 19 WASTE DIVERSION

Exceed waste diversion goals recommended by AB 939 and CALGreen by adopting a citywide diversion target of at least 75 percent of waste.

Strategy 19 GHG Reduction Potential	2030	2050
Absolute GHG Reduction ($MTCO_2e$)	14,490	38,670
Per capita GHG Reduction ($MTCO_2e$ per capita)	0.0361	0.0547

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STRATEGY 19 ACTIONS:

- Establish a source-reduction program that promotes options to rethink, refuse, reduce, reuse, regenerate, recycle, and recover materials by working with regional partners.
- Establish sharing, exchange, and reuse program(s), including fix-it clinics, swap events, second-hand markets, and shop-local campaigns, by working with community and regional partners.
- Promote awareness of life-cycle emissions of products through public outreach campaigns.
- Explore options to develop and adopt an ordinance to prohibit specific types of single-use or disposable plastics, particularly for use by restaurants, caterers, and other commercial kitchens.
- Engage with businesses using food packaging to determine barriers to switching to biodegradable or compostable food packaging and work to remove those barriers.
- Provide educational outreach programs to multifamily residents, multifamily property owners, single-family homeowners, and business owners to support composting programs.
- Increase the share of Ontario residents and business owners that have green compost carts or bins by working with waste haulers.
- Provide counter-top compost bins to residents of Ontario by working with regional partners and community-based organizations.
- Work with food service facilities to understand barriers to composting and work to mitigate these concerns.
- Encourage local restaurants to partner with food rescue organizations to divert food that would otherwise be thrown away to nonprofit organizations for distribution to those in need.
- Explore options to develop and adopt an ordinance requiring residences, businesses, and City facilities to practice responsible appliance disposal for all decommissioned units, including refrigerators/freezers, window air-conditioning units, and dehumidifiers.

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STRATEGY 20 CONSTRUCTION AND DEMOLITION WASTE RECOVERY ORDINANCE

Increase the amount of waste recycled during construction and demolition of buildings. This measure is supportive of community-wide GHG reduction goals and does not have directly measurable GHG reductions.

Strategy 20 GHG Reduction Potential	2030	2050
Absolute GHG Reduction ($MTCO_2e$)	None (supportive)	None (supportive)
Per capita GHG Reduction ($MTCO_2e$ per capita)	None (supportive)	None (supportive)

STRATEGY 20 ACTIONS:

- In compliance with AB 939 and CALGreen, implement an ordinance requiring building projects to recycle or reuse at least 50 percent of unused or leftover building materials.
- Incentivize the recycling of construction debris by working with regional partners.
- Research and consider providing financial incentives to encourage the recycling of construction debris.
- Determine how certain construction materials may be donated and reused to help those in need by working with local community-based organizations and construction companies.

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Water and Wastewater

Increasing water recycling and efficiency of water use reduces emissions by reducing the amount of energy needed to process, heat, and deliver water. In addition to saving energy, water conservation and efficiency helps protect one of California's most precious resources, and in turn helps the City of Ontario to be more resilient to drought and water shortage. Meanwhile, individual homes and businesses benefit from reduced utility costs. This CCAP also recommends strategies to increase efficiency of water and wastewater treatment processes, which can reduce the amount of electricity required to operate water treatment facilities, further reducing GHG emissions in the water and wastewater sector.

STRATEGY 21 INDOOR WATER EFFICIENCY

Encourage water-efficient retrofits of new and existing buildings by working with water providers and regional agencies.

Strategy 21 GHG Reduction Potential	2030	2050
Absolute GHG Reduction ($MTCO_2e$)	4,580	2,540
Per capita GHG Reduction ($MTCO_2e$ per capita)	0.0114	0.0036

STRATEGY 21 ACTIONS::

- Explore establishing a reach code for water efficiency standards applicable to new residential and commercial development.
- Explore a target for reduced indoor and outdoor water use in existing buildings.
- Partner with Ontario Municipal Utilities Company to encourage water conservation at municipal facilities and in the community.
- Publicize available incentives and low-cost solutions to water-efficiency retrofits in existing buildings.
- Provide incentives for water-efficient appliances, plumbing fixtures, and irrigation systems to encourage improved water efficiency.

STRATEGY 22 WATER EFFICIENT LANDSCAPES AND WATER RECYCLING

Promote drought-tolerant and fire-wise landscaping. Encourage increased use of reclaimed water for landscape irrigation, agricultural, and industrial use.

Strategy 22 GHG Reduction Potential	2030	2050
Absolute GHG Reduction ($MTCO_2e$)	3,400	0
Per capita GHG Reduction ($MTCO_2e$ per capita)	0.0085	0.0000

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STRATEGY 22 ACTIONS:

- Develop a native, drought-tolerant, and fire-resistant landscaping list and require new development or redevelopment to use this list in landscaping plans.
- Enforce, and update as appropriate, the Water-Efficient Landscaping Ordinance to reduce outdoor water use.
- Encourage water-efficient landscaping practices through incentives and rebates for residential landscapes.
- Reduce municipal outdoor water use through a water monitoring and management system for all City irrigation operations.

STRATEGY 23 WATER SYSTEM AND WASTEWATER OPERATIONS EFFICIENCY

Maximize efficiency at drinking water treatment, pumping, and distribution facilities, including development of off-peak-demand schedules for heavy commercial and industrial users.

Strategy 23 GHG Reduction Potential	2030	2050
Absolute GHG Reduction ($MTCO_2e$)	150	0
Per capita GHG Reduction ($MTCO_2e$ per capita)	0.0004	0.0000

STRATEGY 23 ACTIONS:

- Work with the Inland Empire Utilities Agency, the local wastewater treatment provider, to upgrade and replace wastewater treatment and pumping equipment with more energy efficient equipment as feasible.
- Assess and upgrade City-owned water pumping and treatment equipment, as needed, to increase energy efficiency and save energy costs.

STRATEGY 24 METHANE CAPTURE FOR WASTEWATER TREATMENT

Work with Inland Empire Utilities Agency, the local wastewater treatment provider, to increase methane capture rate.

Strategy 24 GHG Reduction Potential	2030	2050
Absolute GHG Reduction ($MTCO_2e$)	960	2,280
Per capita GHG Reduction ($MTCO_2e$ per capita)	0.0024	0.0032

STRATEGY 24 ACTIONS:

- Work with Inland Empire Utilities Agency to explore the possibility of generating electricity from captured methane to power various facilities and reduce operating costs.

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Agriculture

Historically, Ontario was an agricultural community with abundant dairy farms. Dairy farms that remain operational in the city limits contribute to the release of methane, a powerful greenhouse gas with approximately 28 times the global warming potential (GWP) of carbon dioxide over a 100-year period.[26] This CCAP recommends strategies that involve collaboration with regional partners, agencies, and members of the agricultural community to reduce GHG emissions from the agriculture sector in Ontario.

STRATEGY 25 METHANE CAPTURE FOR DAIRY OPERATIONS

Encourage and incentivize local dairy operations to reduce methane emissions through methane capture technology.

Strategy 25 GHG Reduction Potential	2030	2050
Absolute GHG Reduction ($MTCO_2e$)	3,160	0
Per capita GHG Reduction ($MTCO_2e$ per capita)	0.0079	0

STRATEGY 25 ACTIONS:

- To comply with SB 1383, work with local dairies to encourage installation of methane digesters to capture methane emissions from decomposing manure.

In addition to the GHG reduction strategies that address specific sources of Ontario's GHG emissions, this CCAP recommends strategies that help to successfully implement the CCAP but are not currently quantifiable actions. These actions are included to complement the strategies for specific sectors, including climate change education, carbon sequestration, and green jobs.

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Leadership

STRATEGY 26 CLIMATE CHANGE AWARENESS AND EDUCATION

Promote climate change awareness and GHG reduction community-wide through a variety of mechanisms, including support of climate change education in schools or community colleges.

STRATEGY 26 ACTIONS:

- Promote educational resources to students and parents each year and encourage community educators to incorporate clean energy and climate change discussions into their curriculum by partnering with CSU San Bernardino and school districts.
- Use City newsletters to spotlight community members, including K-12 teachers and students, who are working on climate change or sustainability and who are making a difference in our community.
- Increase energy educational resources in the Ontario School District and Ontario-Montclair School District by working with the San Bernardino County Office of Education.
- Work with nonprofits and community-based organizations to develop a list of green volunteer opportunities and skills trainings for high school students, such as community gardening, tree planting, bicycle advocacy, food recovery, and composting.
- Promote and support opportunities for Ontario community members to test appliances and equipment that support increased energy and water conservation and transitions to all-electric appliances.

TREE PLANTING IN ONTARIO

Since 2019, the City has planted 1,000 trees of five different species: tulip tree (*Liriodendron tulipifera*), pink trumpet tree (*Handroanthus impetiginosus*), London plane tree (*Platanus* x *hispanica*), Chinkapin oak (*Quercus muehlenbergii*), and Chinese flame tree (*Koelreuteria bipinnata*). As part of Ontario Together, 365 native oak trees were planted in disadvantaged communities in Central Ontario. Trees provide numerous social and ecological benefits to the community—they provide shade, offer wildlife habitat, help purify the air, sequester carbon, absorb water, and improve aesthetics and property values in neighborhoods and commercial areas.

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Carbon Sequestration

STRATEGY 27 CARBON SEQUESTRATION

Establish a City-wide carbon sequestration project and sequestration goal of 5,000 $MTCO_2e$ per year.

STRATEGY 27 ACTIONS:

- Organize citywide tree planting volunteer days, prioritizing public schools and neighborhoods in environmental justice areas, as an extension of the City's urban forestry program.
- Conduct public workshops to educate community members about the ecological, social, and economic benefits of trees and provide basic training in tree planting and maintenance.
- Seek grants in partnership with community-based organizations to fund the carbon sequestration project.
- Publicize the carbon sequestration project to raise awareness about the project and recruit volunteers.
- Explore opportunities to establish a carbon offset program for development projects, ensuring that offset activities occur in California, and that they occur locally or regionally to the greatest extent possible. GHG reductions from carbon offsets must be real, permanent, quantifiable, verifiable, and enforceable.

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Economy

STRATEGY 28 GREEN JOBS

Support green-jobs training and opportunities to create sustainable, living wage, quality employment opportunities

STRATEGY 28 ACTIONS:

- Partner with community colleges, local nonprofits, and community groups to provide green-jobs training for residents.
- Provide information about green jobs, especially to people currently or recently working in polluting or extractive industries.
- Collaborate with community-based organizations and regional partners to amend the City's economic development strategy and attract businesses to Ontario that contribute to a sustainable economy.

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Summary of Total GHG Emissions Reductions

Collectively, the strategies in this chapter achieve substantial GHG reductions for the years 2030 and 2050 that amount to 0.541 $MTCO_2e$ per capita and 1.092 $MTCO_2e$ per capita, respectively. **Table 20** shows the reductions achieved by topic, and **Figure 5** shows these reductions relative to Ontario's community-wide emissions. The three sectors with the greatest potential to reduce community-wide GHG emissions are the transportation sector, energy sector, and waste sector, in that order.

Table 20 Absolute and Per Capita GHG Emission Reduction Potential by Sector

Sector	2030 Emissions ($MTCO_2e$)	2050 Emissions ($MTCO_2e$)	2030 Emissions ($MTCO_2e$ per capita)	2050 Emissions ($MTCO_2e$ per capita)
Transportation	56,950	132,410	0.142	0.187
Energy	97,170	511,760	0.242	0.724
Off-road	4,850	26,120	0.012	0.037
Waste	36,900	96,040	0.092	0.136
Water	11,290	2,540	0.028	0.004
Agriculture	960	2,280	0.002	0.003
Total	**208,120**	**771,150**	**0.518**	**1.092**

In total, implementation of this CCAP is projected to reduce Ontario's GHG emissions to 1,414,620 $MTCO_2e$ by 2030 and to 926,610 $MTCO_2e$ by 2050. This has the potential to reduce 2030 emissions to 49 percent below 2005 levels and reduce 2050 emissions to 83 percent below 2008 levels. The CCAP strategies provide a flexible path to reduce the community's GHG emissions to meet the City's adopted 2030 and 2050 emission targets and to support the State's adopted target for 2030 and its goal to achieve carbon neutrality by 2045. Ontario's 2030 and 2050 GHG reduction targets are 6.0 $MTCO_2e$ per capita in 2030 and 2.0 $MTCO_2e$ per capita in 2050, as shown in **Table 21**.

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Figure 5 Ontario Per Capita GHG Emissions with Reduction Strategies, 2019 to 2050

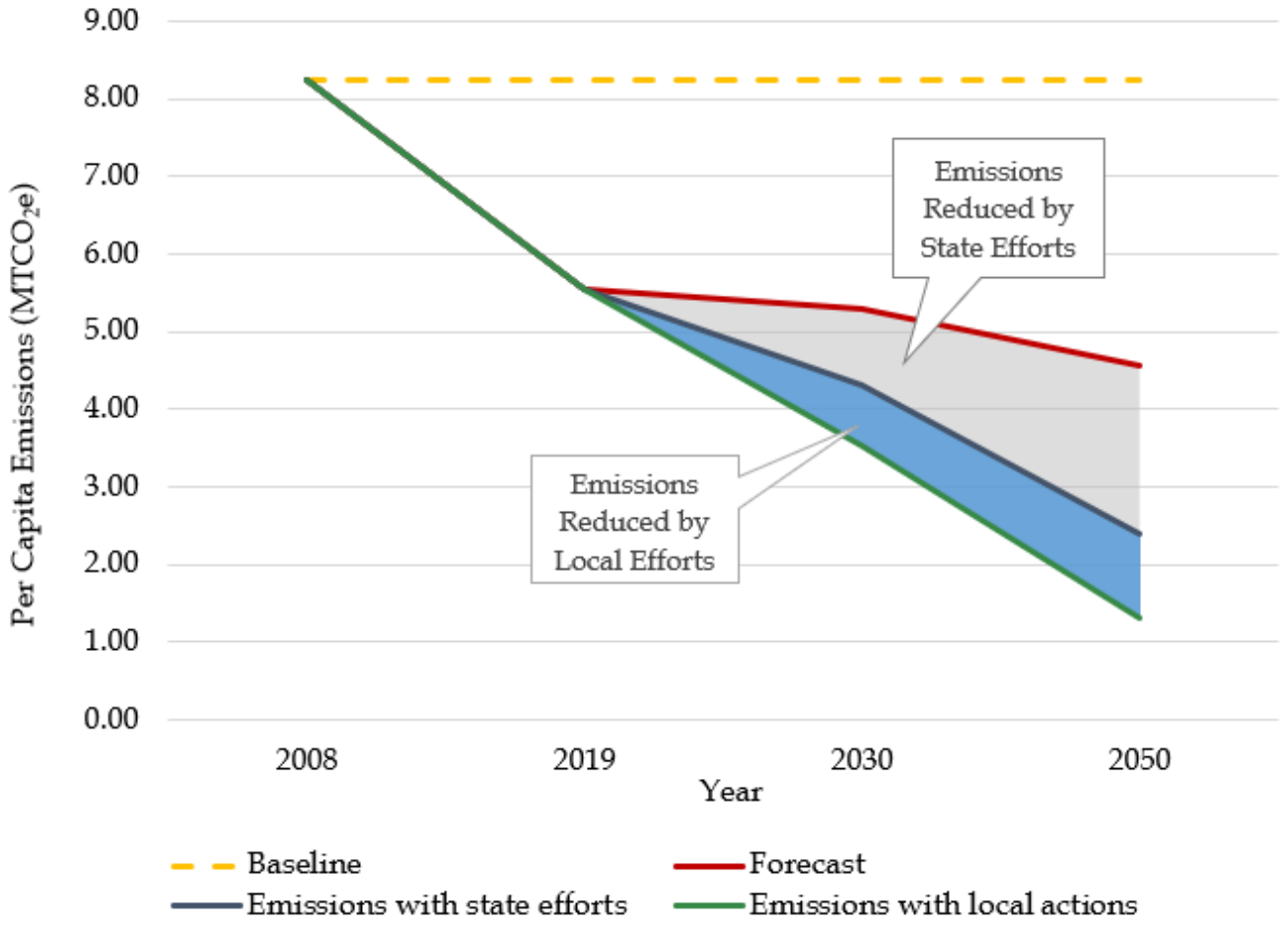


Table 21 Progress to Absolute and Per Capita GHG Emissions Targets

Target	2030 Description	2050 Description
Baseline Emissions	8.25 $MTCO_2e$ per person	8.25 $MTCO_2e$ per person
Target	6.0 $MTCO_2e$ per person	2.0 $MTCO_2e$ per person
Emissions with All Measure Reductions	3.52 $MTCO_2e$ per person	1.31 $MTCO_2e$ per person

6. IMPLEMENTATION

To ensure the success of the 2022 CCAP update, the City of Ontario will integrate the goals and strategies of this plan into TOP 2050 and other City plans as applicable and prioritize and implement the programs and activities in those plans. As the City moves forward with updating other planning documents, such as the municipal and zoning codes or specific plans, staff will ensure that these documents support and are consistent with the CCAP.

Implementing the 2022 CCAP will require City leadership to execute these strategies and report progress. This CCAP contains a work plan that includes responsible departments/divisions, time frames, and relative costs associated with each measure. Staff will monitor progress on an annual basis and will provide an annual update to City decision-makers.

As part of CCAP implementation, staff will apply some strategies and actions to existing or new development projects through the City's permit application and review process. A separate and forthcoming supplement to the Implementation Strategy will be screening tables for use by project applicants as part of applicable permit application processes.

The strategies in this CCAP are accompanied by a list of recommended actions selected by City staff and stakeholders. The list of recommended actions represents suggested means of achieving the measure but are not a prescriptive path to implementation. Furthermore, not all the listed actions may be necessary for the City to achieve its GHG reduction target or support Ontario's GHG reduction goals.

Due to ongoing changes in technology and regulations and the emergence of new best practices and funding opportunities, this approach enables the City to adapt and leverage new opportunities or partnerships without being constrained by a specific implementation pathway. The City's Sustainability Program Manager will serve as an ongoing advisor for CCAP implementation. As part of annual progress reports, the Sustainability Program Manager and City staff will evaluate the effectiveness of each measure to ensure that anticipated reductions are occurring. If reductions do not occur as expected, the City can modify and add additional strategies to the CCAP to ensure the reduction target is achieved.

The following strategies and associated actions are designed to guide Ontario in successfully implementing the CCAP.

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Implementation Strategies

Implementation Strategy 1: Monitor and report progress toward Community Climate Action Plan target achievement on an annual basis.

- Assign responsibility for facilitating and supporting CCAP implementation to the City's Community Development Agency.
- Identify key staff from each department responsible for supporting the Sustainability Program Manager with information and updates for annual reporting and monitoring.
- Continue to involve community partners and other key stakeholders in reviewing and recommending CCAP action items.
- Prepare an annual progress report on implementation of the recommended GHG reduction strategies for review and consideration by the City Council. When information is available, provide updates on estimated GHG emissions reductions and current GHG emissions levels.

Implementation Strategy 2: Continue collaborative partnership with agencies and community groups that support Community Climate Action Plan implementation.

- Continue formal membership and participation in local and regional organizations that provide tools and support for energy efficiency, energy conservation, GHG emissions reductions, adaptation, public information, and implementation of this CCAP.
- As appropriate and at the direction of City Council, commit to formal membership through joint powers authorities or other partnerships to implement high priority strategies from the CCAP.
- Provide policy input to partner agencies (e.g., League of Cities) on policy barriers that need to be addressed at the State level.

Implementation Strategy 3: Secure necessary funding to implement the Community Climate Action Plan.

- Identify funding sources and levels for reduction strategies as part of annual reporting.
- Include emissions reduction strategies in department work plans, the capital improvement program, and other plans as appropriate.
- Pursue local, regional, State, and federal grants to support implementation.
- Explore dedicated funding sources for CCAP implementation.
- Explore opportunities to allocate a portion of revenues from revenue-generating strategies to CCAP implementation.

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Implementation Strategy 4: Continue to update the baseline emissions inventory and Community Climate Action Plan every five years.

- Prepare a GHG emissions inventory no later than for the calendar year 2024 that shows GHG emissions after emergency conditions created by the COVID-19 pandemic are expected to have ended.
- Update the CCAP within five years of adoption to incorporate new technology, practices, and other options to further reduce emissions.

Implementation Strategy 5: Maintain and update the Community Climate Action Plan to allow for greater resilience.

- Coordinate updates of the CCAP, General Plan Safety Element (TOP 2050), and Local Hazard Mitigation Plan cycle to ensure plan alignment and coordination of climate mitigation and adaptation efforts.
- Assess the implementation status and effectiveness of CCAP strategies.

Work Plan

The Work Plan contains information to support staff and community implementation of the strategies to effectively integrate them into budgets, the capital improvement program, and other programs and projects. The strategies of success are defined as follows:

Strategy Number: The abbreviation that is used to refer to the strategies in the CCAP and all corresponding workbooks.

Strategy: The language used to guide actions needed for reductions.

GHG Reductions ($MTCO_2e$): Amount of GHG emissions reduced by 2030 and 2050.

City Staff Time: The estimated cost to the City (in staff hours) to complete implementation of the strategy, ranked as:

- Low (less than 80 hours)
- Medium (80 to 500 hours)
- High (more than 500 hours)

Time Frame: The year by which a strategy should be effective by fiscal year's end. The exact status of a strategy will vary based on its actions, and many strategies will be ongoing through and beyond 2030. An effective strategy is one that will be actively on track to achieve its targeted GHG emissions reductions and performance standards. Performance standards are the level that should

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be met or exceeded to support overall achievement of the community's GHG reduction. **Appendix A** includes the performance assumptions and standards for each quantified strategy. For a strategy to be effective, the necessary programs and efforts should be active, and any infrastructure or other capital improvements should be in place. The effective year is not the end year, as many of the strategies are programs that are intended to remain in effect for the foreseeable future, and so they do not have end dates. Time frames for effectively setting up the strategies are described as follows:

Criteria	Immediate	Short-term	Midterm	Long-term
Prioritization	Highest	High	Medium	Low
Initiation Timeline	Within one year	Within 3 years	Within 3 to 5 years (when resources are available)	Within 6+ years
Completion Timeline	As soon as possible	As soon as feasible	High priority after 3 years and completed within 8 years	When appropriate or possible

Lead Department: The lead City department tasked with implementing the strategy.

Partners: Example local organizations that the City will partner with in implementing the given policy. Additional community partners will be welcome.

Although significant GHG reduction policies and initiatives are already in place, the actions proposed in this plan, by necessity, far surpass the scale of existing efforts. Implementing the plan and ensuring that it results in real, additional GHG emissions reductions will require increased coordination across sectors and institutionalizing climate protection efforts across the community. The large number of strategies and programs recommended in this plan will take many years to implement, given limitations in both staff time and funding.

This chapter outlines the main components of the process for turning this plan into action and identifies specific actions from earlier chapters that are recommended for short-term implementation. While short-term priorities are illustrated, please note that priorities can and do shift based on funding availability, advances in technology, new and better ideas, and other reasons. The CCAP and this implementation section should be considered a living document. A summary of the implementation work plan for each strategy can be seen in **Table 22.**

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Table 22 GHG Reduction Strategy Implementation Work Plan

Strategy No.	Strategy	2030 GHG Reduction ($MTCO_2e$)	2050 GHG Reduction ($MTCO_2e$)	2030 Per Capita GHG Reduction ($MTCO_2e$ per person)	2050 Per Capita GHG Reduction ($MTCO_2e$ per person)	City Staff Time	Time Frame	Lead Department(s)/ Agency	Community Partners
1	**Building electrification** Promote and incentivize the phase-out of gas appliances in new and existing homes and businesses throughout the community to advance GHG reductions, increase energy efficiency, and protect public safety and environmental health.	10,310	102,640	0.026	0.145	High	Short-term	Building	SCE, SoCalGas, SoCalREN, Building Industry Association of Southern California (BIASC)
2	**Onsite solar energy for existing residential development** Continue to support and facilitate installation of rooftop solar photovoltaic and onsite solar energy systems in existing residential development.	2,040		0.005	0.000	Medium	Short-term	Building Public Works Agency	SCE, SoCalGas, SoCalREN, Inland Valley Association of Realtors (IVAR)
3	**Onsite solar energy systems for nonresidential development** Ensure new large non-residential development, including City facilities, includes onsite renewable energy to support the site's energy needs by requiring solar photovoltaic panels or other appropriate onsite renewable energy generation systems for the following types of projects: • New commercial and office buildings, or existing commercial and office building expansions greater or equal to 45,000 square feet in size. • New industrial or existing industrial buildings expansions greater or equal to 100,000 square feet in size.	26,480	0	0.066	0.000	Medium	Short-term	Building	SCE, SoCalGas, SoCalREN, Greater Ontario Chamber of Commerce, Ontario Hispanic Chamber of Commerce
4	**Green roofs** Promote and incentivize residents and business owners to install green roofs to conserve energy and reduce surface water runoff.	Less than 10	Less than 10	0.000	0.000	Low	Medium-term	Building Public Works Agency	SCE, Summertree Institute, Greater Ontario Chamber of Commerce, Ontario Hispanic Chamber of Commerce

Strategy No.	Strategy	2030 GHG Reduction ($MTCO_2e$)	2050 GHG Reduction ($MTCO_2e$)	2030 Per Capita GHG Reduction ($MTCO_2e$ per person)	2050 Per Capita GHG Reduction ($MTCO_2e$ per person)	City Staff Time	Time Frame	Lead Department(s)/ Agency	Community Partners
5	**Urban cooling** Maintain and expand the City's existing tree canopy, with a goal of planting 500 trees annually through 2050 and promote the use of pervious concrete and cool pavement for pavement projects.	5,610	12,730	0.014	0.018	Medium	Short-term	Landscape Planning Public Works Agency	Inland Empire Resource Conservation District (IERCD), Inland Urban Forest Council
6	**Energy efficiency retrofits for low-income households** Promote and incentivize voluntary energy efficiency retrofits of homes to reduce natural gas and electricity usage, with the goal of retrofitting 9,000 low-income homes by 2050. Partner with community services agencies to fund energy efficiency projects, including heating, ventilation, air conditioning, indoor lighting, water heating equipment, insulation, and weatherization for low-income residents.	940	1,440	0.002	0.002	High	Short-term	Housing Building	SCE, SoCalGas, SoCalREN
7	**Energy efficiency retrofits** Promote and incentivize voluntary energy efficiency retrofits to reduce in natural gas and electricity usage. Partner with regional agencies to expand access to existing energy efficiency and conservation opportunities, incentives, and technical assistance for residents and businesses.	11,570	15,600	0.029	0.022	Medium	Short-term	Building	SCE, SoCalGas, SoCalREN
8	**Smart growth and infill** Encourage revitalization of neighborhoods through higher-density, mixed-use, infill development and creative reuse of under-utilized sites within the urban core.	-	-	-	-	High	Short-term	Planning Housing Economic Development	Downtown Community Benefit District, Healthy Ontario, Ontario Together
9	**Transit-oriented development** Encourage development of compact, mixed-use, and transit-oriented development to improve the regional jobs-housing balance, especially on corridors served by high-ridership transit and bus rapid transit, such as Holt Avenue.	330	1,440	0.001	0.002	Low	Short-term	Planning Transportation Engineering	Omnitrans, SBCTA
10	**Increase transportation ridership** Ensure a reliable and responsive transit system with dedicated and secure funding and resources to support increased ridership.	27,980	31,450	0.070	0.045	Medium	Long-term	Planning Transportation Engineering	Omnitrans, SBCTA
11	**Traffic signal synchronization and roadway management**	-	-	-	-	Medium	Medium-term	Transportation	SCAQMD, SBCTA

Strategy No.	Strategy	2030 GHG Reduction ($MTCO_2e$)	2050 GHG Reduction ($MTCO_2e$)	2030 Per Capita GHG Reduction ($MTCO_2e$ per person)	2050 Per Capita GHG Reduction ($MTCO_2e$ per person)	City Staff Time	Time Frame	Lead Department(s)/ Agency	Community Partners
	Implement traffic and roadway management strategies to improve mobility and efficiency and reduce associated emissions.							Engineering	
12	**Community vehicle electrification** Promote and incentivize the adoption of electric vehicles (EV) citywide, including light-duty and heavy-duty vehicles, for municipal, commercial, and residential uses.	62,880	465,140	0.157	0.658	Low	Medium-term	Public Works Agency Planning	SCAQMD
13	**Active Transportation Networks** Work with transit agencies, school districts, and employers to facilitate an interconnected transportation system that allows a shift in travel from private passenger vehicles to alternative modes, including public transit, ride sharing, car sharing, bicycling, and walking.	1,800	3,840	0.0045	0.0054	Medium	Medium-term	Transportation Engineering	SCAQMD SBCTA
14	**Vehicle idling** Limit idling of heavy-duty trucks. Support the SCAMQD and CARB anti-idling requirements and provide signage in key areas where idling that is not consistent with SCAMQD or CARB requirements might occur.	1,950	1,780	0.005	0.003	Low	Short-term	Public Works Agency Planning	SCAQMD
15	**Parking policy and event parking** Adopt a comprehensive parking policy that encourages carpooling and the use of alternative transportation, including providing parking spaces for car-share vehicles at convenient locations accessible by public transportation.	2,230	8,110	0.006	0.011	Low	Medium-term	Planning Economic Development	Greater Ontario Chamber of Commerce, Ontario Hispanic Chamber of Commerce, Ontario Convention Center, Toyota Arena
16	**Electrification of construction and landscaping equipment** Promote and incentivize the transition to electric construction and landscaping equipment.	4,810	26,020	0.012	0.037	Low	Long-term	Planning Public Works Agency	SCAQMD, Building Industry Association of Southern California (BIASC)
17	**Idling ordinance for construction equipment** Limit idling of heavy-duty off-road construction equipment to reduce air pollution and GHG emissions from construction activity.	40	100	0.000	0.000	Low	Medium-term	Planning Building	SCAQMD, Building Industry Association of Southern California (BIASC)
18	**Methane capture at landfills** Support efforts to reduce methane emissions from regional landfills.	22,410	57,370	0.056	0.081	Short	Medium-term	Public Works	Barstow Landfill and Rialto Landfill
19	**Waste diversion** Exceed waste diversion goals recommended by	14,490	38,670	0.036	0.055	Medium	Short-term	Integrated Waste	San Bernardino County Waste Management Division

Strategy No.	Strategy	2030 GHG Reduction ($MTCO_2e$)	2050 GHG Reduction ($MTCO_2e$)	2030 Per Capita GHG Reduction ($MTCO_2e$ per person)	2050 Per Capita GHG Reduction ($MTCO_2e$ per person)	City Staff Time	Time Frame	Lead Department(s)/ Agency	Community Partners
	AB 939 and CALGreen by adopting a citywide diversion target of at least 75 percent of waste.								
20	**Construction and Demolition Waste Recovery Ordinance** Increase the amount of waste recycled during construction and demolition of buildings.	-	-	-	-	Low	Medium-term	Integrated Waste	Building Industry Association of Southern California (BIASC), Integrated Waste Management
21	**Indoor water efficiency** Encourage water-efficient retrofits of new and existing buildings by working with water providers and regional agencies.	4,580	2,540	0.011	0.004	Medium	Medium-term	Ontario Municipal Utilities Company Public Works Agency	San Bernardino County Water Resources Division, Inland Empire Clean Water Partnership, Building Industry Association of Southern California (BIASC), SCE Annual Water Conference
22	**Water efficient landscapes and water recycling** Promote drought-tolerant and fire-wise landscaping. Encourage increased use of reclaimed water for landscape irrigation, agricultural, and industrial use.	3,400	0	0.008	0.000	Low	Medium-term	Landscape Planning Public Works Agency	Summertree Institute
23	**Water system and wastewater operations efficiency** Maximize efficiency at drinking water treatment, pumping, and distribution facilities, including development of off-peak-demand schedules for heavy commercial and industrial users.	150	0	0	0	Low	Long-term	Ontario Municipal Utilities Company Inland Empire Utilities Agency (IEUA)	San Bernardino County Water Resources Division, Inland Empire Clean Water Partnership, SCE Water Conference
24	**Methane capture for dairy operations** Encourage and incentivize local dairy operations to reduce methane emissions through methane capture technology.	3,160	0	0.008	0	Low	Long-term	Planning	Local dairies
25	**Methane capture for wastewater treatment** Work with Inland Empire Utilities Agency, the local wastewater treatment provider, to increase methane capture rate.	960	2,280	0.002	0.003	Low	Long-term	Ontario Municipal Utilities Company Inland Empire Utilities Agency (IEUA)	
26	**Climate change awareness and education** Promote climate change awareness and GHG reduction community-wide through a variety of mechanisms, including support of climate change education in schools or community colleges.	-	-	-	-	Low	Medium-term	Management Services Agency Planning	Center for Community Action and Environmental Justice (CCAEJ), Community Climate Connection Inland Empire, Huerta del Valle Community Garden, Platt College, SJVC Ontario,

Strategy No.	Strategy	2030 GHG Reduction ($MTCO_2e$)	2050 GHG Reduction ($MTCO_2e$)	2030 Per Capita GHG Reduction ($MTCO_2e$ per person)	2050 Per Capita GHG Reduction ($MTCO_2e$ per person)	City Staff Time	Time Frame	Lead Department(s)/ Agency	Community Partners
									Cambridge College of Southern California
27	**Carbon sequestration** Establish a City-wide carbon sequestration project and sequestration goal of 5,000 $MTCO_2e$ per year.	-	-	-	-	Low	Short-term	Landscape Planning Public Works Agency	Center for Community Action and Environmental Justice (CCAEJ), Community Climate Connection Inland Empire
28	**Green jobs** Support green job trainings and opportunities to create sustainable, living wage, quality employment opportunities.	-	-	-	-	Medium	Long-term	Economic Development	San Bernardino County Workforce Development Board, Inland Empire Small Business Development Center (IESBDC)

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7. GLOSSARY

Carbon neutrality: When carbon dioxide and other greenhouse gas (GHG) emissions generated by sources such as transportation, power plants, and industrial processes are less than or equal to the amount of carbon dioxide that is stored, both in natural sinks such as forests and mechanical sequestration such as carbon capture and sequestration. The State of California's goal is to achieve carbon neutrality no later than 2045.

Climate change: A change in the state of the climate that can be identified by changes in the mean and/or the variability of its properties, and that persists for an extended period, typically decades or longer.

Community asset: A valued feature of a community that may be harmed by climate change. Community assets may include buildings, infrastructure, community services, ecosystems, and economic drivers.

Disadvantaged communities: Areas disproportionately affected by environmental pollution and other hazards that can lead to negative public health effects, exposure, or environmental degradation, or with concentrations of people that are of low income, high unemployment, low levels of homeownership, high rent burden, sensitive populations, or low levels of educational attainment. Criteria are determined by California legislation. .[27,28]

Equity: The state in which each individual or group is allocated the resources needed to reach an equal outcome.[29]

Exposure: The presence of people, infrastructure, natural systems, and economic, cultural, and social resources in areas that are subject to harm.[30]

Frontline communities: Term used by communities to self-identify as places that experience the impacts of issues such as environmental pollution, climate change, and the economic crisis first and most severely. These communities are most often communities of color and low income.[31]

Hazard mitigation: Sustained action taken to reduce or eliminate the long-term risk to human life and property through actions that reduce hazard, exposure, and vulnerability.[32]

Impact: The effects (especially the negative effects) of a hazard or other conditions associated with climate change.

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Resilience: The capacity of any entity—an individual, a community, an organization, or a natural system—to prepare for disruptions, to recover from shocks and stresses, and to adapt and grow from a disruptive experience. Community resilience is the ability of communities to withstand, recover, and learn from past disasters to strengthen future response and recovery efforts.

Risk: The potential for damage or loss created by the interaction of hazards with assets such as buildings, infrastructure, or natural and cultural resources.

Sensitivity: The level to which a species, natural system, or community, government, etc., would be affected by changing climate conditions.[33]

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APPENDIX A. GHG TECHNICAL APPENDIX

This appendix provides details for the GHG emissions forecast and summarizes the data sources, assumptions, and performance metrics used to calculate the potential for GHG savings from the community-wide reduction strategies in the Ontario Community Climate Action Plan (CCAP). **Chapter 3** of the CCAP provides details of the GHG inventory and forecast. **Chapter 5** of the CCAP provides the full list of measures to reduce GHG emissions.

Community-Wide Forecast

The community-wide forecast is a projection of future GHG emissions from the sources in Ontario's GHG inventory. The community-wide forecast of GHG emissions is based on the results of the 2019 community-wide GHG emissions inventory combined with Ontario's 2019 demographics and future demographic projections. These population, housing, and employment projections are based on the estimates of future buildout in TOP 2050. **Table A-1** shows the demographic projections used to prepare the community-wide GHG emissions forecast.

Table A-1 City of Ontario Community-Wide Demographic Projection, 2019 to 2050

Metric	2019	2030	2050	Percentage Change 2019–2050	Relevant Sectors
Population	178,610	232,120	410,490	130%	Off-road equipment
Households	48,280	66,680	124,380	158%	Residential energy, off-road equipment
Residents per household	3.70	3.48	3.30	-11%	None
Jobs	128,640	169,600	296,000	130%	Nonresidential energy, off-road equipment
Service population	307,240	401,720	706,500	130%	Solid, water and wastewater, off-road equipment
Vehicle Miles Traveled (VMT)	2,151,423,590	2,631,468,770	3,504,276,490	63%	Transportation

Sources: 2019 demographic numbers are from US Census, the Department of Finance, and San Bernardino County Transportation Authority (SBCTA). Future demographics are from TOP 2050 buildout projections. Vehicle miles traveled are derived from Fehr and Peers (2019).

1. Service population is the sum of populations and jobs.
2. All numbers except residents per household are rounded to the nearest 10.

The forecast assumes that in 2030 and 2050 each person in Ontario will continue to contribute the same amount of GHG emissions to the community total as they did in 2019, so the amount of GHG emissions changes proportionally to the projected change in community demographics. **Table A-2** shows Ontario's forecast community-wide per capita GHG emissions through 2050.

Table A-2 Forecast Per Capita GHG Emissions, 2008–2050

Sector	2008[1]	2016[1]	2019[1]	2030	2050	Percentage Change, 2008–2050
Transportation	3.51	3.00	3.04	2.84	2.15	-39%
Nonresidential energy	2.77	1.80	1.29	1.30	1.29	-54%
Residential energy	0.72	0.55	0.50	0.53	0.57	-21%
Solid waste	0.28	0.22	0.27	0.27	0.27	-4%
Off-road equipment	0.17	0.08	0.21	0.21	0.21	23%
Agriculture[2]	0.63	0.21	0.16	0.08	0.00	-100%
Water and wastewater	0.15	0.08	0.06	0.06	0.06	-56%
Land use and sequestration	0.01	Less than 0.01	Less than 0.01	Less than 0.01	Less than 0.01	-81%
Total	**8.25**	**5.95**	**5.54**	**5.30**	**4.56**	**-45%**

1. Data shown for 2008, 2016, 2019 are the actual per capita GHG emissions. The data shown for 2030, 2040, and 2050 are GHG per capita emission forecasts, calculated based on projections from the 2019 inventory.
2. GHG emission projects for the agriculture are based on the assumption that, by 2050, all agricultural land will be developed and converted to other land uses, so agricultural emissions will decrease to zero by 2050.

Ontario's residential population and worker population are both projected to grow by 130 percent between 2019 and 2050. During the same period, the city's forecast per capita emissions are expected to decrease from 5.54 $MTCO_2e$ to 4.56 $MTCO_2e$ per person in 2050, a decrease of 18 percent (see **Table A-3**).

Relative to 2008 levels, the City of Ontario's absolute community-wide GHG emissions are expected to increase by 89 percent in 2050. This projection accounts for emission changes from land use and carbon sequestration. This is a worst-case projection that assumes that no one at any level takes action, including state, regional, and local agencies. In terms of absolute emissions, the four sectors that are forecast to experience the largest increase in GHG emissions between 2019 and 2050 are the residential and nonresidential energy sectors, solid waste, and water and wastewater. The growth in emissions associated with residential and nonresidential energy use would result

the expected large increases in the city's population and number of jobs over the next three decades. Similarly, the growth in emissions forecast for solid waste and water and wastewater are due to the anticipated large increase in the city's service population—i.e., both residential population and employment.

The only sector that experiences a decrease in GHG emissions in the future is the agricultural sector, a sector that is rapidly disappearing in Ontario due to economic change, population growth, and urbanization. By 2050, all agricultural lands existing within the city limits are expected to be replaced by urban development.

The forecast assumes emissions scale proportionally to demographic growth, which means most of the sectors grow at a similar rate to the growth in demographics, as seen by comparing the percentage changes in **Table A-1**. However, some emissions, notably those from on-road transportation, grow at a slower rate due to the nature of the modeling process. As noted above, the overall community-wide absolute emissions are projected to grow 89 percent from 2019 to 2050, and Ontario's service population is projected to grow 130 percent over this period. Since the rate of population increase is greater than the rate of GHG emission increase, the per-capita emissions decrease over time.

As the city grows, changes in activity across different sectors of the economy are also forecasted for 2030 and 2050. The two sectors that are expected to see the greatest increase in activity are residential electricity and residential natural gas. Residential electricity and natural gas use are both forecasted to increase by 158 percent between 2019 and 2050. **Table A-3** shows forecast community-wide activity data by subsector between 2019 and 2050.

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Table A-3 Ontario Community-Wide Forecast Activity Data

Subsector	Units	2019	2030	2050	Percent Change, 2019-2050
Residential electricity	kWh	316,529,750	437,202,640	815,532,580	158%
Residential natural gas	Therms	16,945,380	23,405,590	43,659,430	158%
Nonresidential electricity	kWh	1,242,306,720	1,637,865,370	2,858,631,210	130%
Nonresidential natural gas	Therms	26,168,160	34,500,270	60,214,690	130%
Light-duty vehicles	VMT	1,945,876,580	2,380,798,400	3,171,565,080	63%
Heavy-duty vehicles	VMT	205,547,010	250,670,370	332,711,410	62%
Municipal solid waste	Tons	287,980	376,530	662,200	130%
Alternative daily cover	Tons	2,670	3,490	6,140	130%
Transform Waste	Tons	1,030	1,350	2,370	130%
Indirect water energy	kWh	61,387,950	80,264,120	141,159,360	130%
Indirect wastewater energy	kWh	7,672,160	10,031,270	17,641,850	130%
Direct wastewater plant emissions[1]	-	-	-	-	-
Enteric fermentation	Head of livestock	10,890	7,030	0	-100%
Fertilizer application	Tons applied	204	130	0	-100%
Manure management	Head of livestock	10,890	7,026	0	-100%
Off-road equipment sector[2]	-	-	-	-	-
Land use change (conversion of agricultural to urban land)	Acres	3,520	1,700	1,700	22%
Street tree biomass	Acres	740	760	760	14%

All numbers except residents per household are rounded to the nearest 10.

1. There is no activity data for this sector because emissions are not correlated with volume of wastewater produced, but rather the treatment process
2. There is no activity data for this sector because emissions from off-road equipment are estimated from a model developed by the California Air Resources Board rather than from measurable metrics such as fuel consumption.

State GHG Emission Reductions

California has adopted and committed to implementing policies to decrease GHG emission levels statewide, including from several of the major GHG emission sectors present in Ontario. Many of these policies are identified in the State's Climate Change Scoping Plan (Scoping Plan), which was originally adopted in 2008 in response to the California Global Warming Solutions Act. The Scoping Plan outlines several regulatory and market-based solutions to achieve California's GHG emission reduction goals. Successive updates to the Scoping Plan in 2014 and 2017 revised these state-level actions and identified additional opportunities for GHG emission reductions, as applicable.

Though the Scoping Plan and related documents lay out several policies to reduce GHG emissions, the 2022 CCAP will focus on the policies that have the most direct and apparent benefits to Ontario. The PlaceWorks team assessed these efforts and their community-wide local GHG emission-reduction benefits to Ontario, allowing the community to receive "credit" for the state's efforts. These efforts are:

- The Renewables Portfolio Standard (RPS) requires increases in renewable electricity supplies.
- The Clean Car Standards require increased fuel efficiency of on-road vehicles and decreased carbon intensity of vehicle fuels.
- The updated Title 24 Building Energy Efficiency Standards require new buildings to achieve increased energy efficiency targets.
- The Low Carbon Fuel Standard (LCFS) mandates reduced carbon intensity of fuels used in off-road equipment.
- The short-lived climate pollutants law (SB 1383) proposes a comprehensive strategy to reduce methane and other emissions of short-lived greenhouse gases through regulations on dairy operations and urban landfills, including higher diversion rates of food waste from landfills.

State level actions have a significant impact on reduction of GHG emissions when analyzed on a per-capita basis. **Table A-4** shows the per capita GHG emissions resulting from state actions, both community wide and by sector. Under the forecast presented above, per capita GHG emissions decrease by 18 percent from 2019 to 2050. However, when state actions are accounted for, per capita GHG emissions decrease by 57 percent from 2019 to 2050.

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Table A-4 Ontario Per Capita GHG Emission Reductions from State Actions, 2019 to 2050

Description	2019 $MTCO_2e$	2030 $MTCO_2e$	2050 $MTCO_2e$	Percentage Change 2019–2050
Per capita emissions without state actions	5.54	5.30	4.56	-18%
Per capita emissions reductions from RPS		0.21	1.13	-
Per capita emissions reductions from Clean Car standards		0.53	0.69	-
Per capita emissions reductions from Title 24		0.19	0.28	-
Per capita emissions reductions from LCFS (off-road only)		0.01	0.01	-
Per capita emissions from SB 1383		0.06	0.06	-
Per capita emission reductions from all state actions		**1.00**	**2.17**	-
Per capita emissions with state actions	**5.54**	**4.31**	**2.39**	**-57%**

Technical Data for Existing and Planned Activities

Quantification of existing and planned activities are calculations that determine the GHG emission reduction potential of strategies recommended in the CCAP. They are based on four primary types of data and research:

The inventory and forecast of San Carlos' GHG emissions, as discussed above, and summarized in Chapter 3 of the CCAP.

- The San Bernardino County GHG Reduction Tool
- California Air Pollution Control Officers Association's (CAPCOA) Handbook for Analyzing GHG Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity
- Peer-reviewed reports and other credible research documents.
- Case studies for similar jurisdictions.

The community-wide inventory and forecast serve as the foundation for the quantification of Ontario's GHG reduction strategies, supplemented with additional data types and research. The inventory and forecast provide activity data, such as kWh of electricity used, or VMT. The project team combined the activity data with data sources that identify the potential for reduction and performance targets that estimate the level of implementation. This provides the total savings in activity data for the years 2030 and 2050. The project team then multiplied the activity data savings by the relevant emissions factor to determine the total GHG savings from the strategy.

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This section discusses the data sources, methods, and assumptions for the quantification of the existing and planned local activities. Only some existing and planned local activities are quantified. Other activities, not included here, may have GHG reduction benefits but City staff cannot accurately determine the level of reductions.

Table A-5 shows the emissions factors used in the quantification. These emission factors account for the GHG reductions from existing state actions through 2050, such as RPS. Note that the quantification for many strategies, especially those that related to electricity, will use multiple emissions factors. Some sectors do not have specific emission factors, including direct wastewater and off-road emissions, and were calculated using formulae or models.

Table A-5 Emissions Factors with State Reductions

Sector	Unit	2008	2016	2019	2030	2050	Source
SCE electricity	$MTCO_2e$/ kWh	0.000288	0.000219	0.000208	0.000149	0.000000	SCE
Natural gas	$MTCO_2e$/ therm	0.053816	0.007341	0.005272	0.005272	0.005272	US Community Protocol
On-road transportation (light and medium-duty vehicles)	$MTCO_2e$/ mile	0.000421	0.000363	0.000348	0.000277	0.000253	California Air Resources Board
On-road transportation (heavy duty vehicles)	$MTCO_2e$/ mile	0.000979	0.001248	0.001256	0.001070	0.000734	California Air Resources Board
On-road transportation (total)	$MTCO_2e$/ mile	0.001400	0.001611	0.001604	0.001348	0.001400	California Air Resources Board
Solid waste (municipal solid waste)	$MTCO_2e$/ ton	0.473978	0.532831	0.286062	0.234502	0.473978	CalRecycle
Solid waste (alternative daily cover)	$MTCO_2e$/ ton	-	-	0.247191	0.246418	-	CalRecycle

Existing Activities

Activity 1 Solar PV capacity

GHG Reduction ($MTCO_2e$)		Per capita GHG reduction ($MTCO_2e$ per person)		Assumptions			Performance Standards		
2030	2050	2030	2050	Description	2030	2050	Description	2030	2050
310	0	0.0008	0	Residential installations	35	35	Total residential solar capacity (kW)	3,130	3,130
				Nonresidential installations	2	2	Total nonresidential solar capacity (kW)	2,571,130	2,571,130

Sources:

National Renewable Energy Laboratory (NREL). (n.d.). Monthly PV performance data: Ontario, California. PV watts calculator. https://pvwatts.nrel.gov/pvwatts.php

California Energy Commission (CEC). (2019). Power content label 2019: Southern California Edison (SCE). CEC. https://www.energy.ca.gov/filebrowser/download/3265.

California Energy Commission (CEC). (2022.) California Distributed Generation Statistics. https://www.californiadgstats.ca.gov/

National Conference of State Legislatures (NCSL). (2021, August 13). State renewable portfolio standards and goals. NCSL. https://www.ncsl.org/research/energy/renewable-portfolio-standards.aspx

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Activity 2 All electric and zero net energy buildings

GHG Reduction ($MTCO_2e$)		Per capita GHG reduction ($MTCO_2e$ per person)		Assumptions			Performance standards		
2030	2050	2030	2050	Description	2030	2050	Description	2030	2050
90	110	0.0002	0.0002	There are no assumptions for this existing action			Number of all-electric residential units	100	100

Sources:

California Energy Commission (CEC). (2019). Power content label 2019: Southern California Edison (SCE). CEC. https://www.energy.ca.gov/filebrowser/download/3265.

National Conference of State Legislatures (NCSL). (2021, August 13). State renewable portfolio standards and goals. NCSL. https://www.ncsl.org/research/energy/renewable-portfolio-standards.aspx

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Activity 3 EV charging stations

GHG Reduction ($MTCO_2e$)		Per capita GHG reduction ($MTCO_2e$ per person)		Assumptions			Performance standards		
2030	2050	2030	2050	Description	2030	2050	Description	2030	2050
120	140	0.0003	0.0002	Number of EV charging stations	30	30	Number of EV charging stations	30	30

Sources:

California Energy Commission (CEC). (2019). Power content label 2019: Southern California Edison (SCE). CEC. https://www.energy.ca.gov/filebrowser/download/3265.

National Conference of State Legislatures (NCSL). (2021, August 13). State renewable portfolio standards and goals. NCSL. https://www.ncsl.org/research/energy/renewable-portfolio-standards.aspx.

Hermann, P. & Hayes, J. (2022). Draft memorandum: The Ontario Plan Transportation Impact Assessment-Vehicle Miles Travelled (VMT). Fehr and Peers.

Greenblatt, J.B. (2015, March). Modeling California policy impacts on greenhouse gas emissions. Berkeley lab. https://eta.lbl.gov/publications/modeling-california-policy-impacts.

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Activity 4 G Street crosstown bicycle route

GHG Reduction ($MTCO_2e$)		Per capita GHG reduction ($MTCO_2e$ per person)		Assumptions			Performance standards		
2030	2050	2030	2050	Description	2030	2050	Description	2030	2050
30	30	0.0001	0	Percent of community-wide light-duty VMT on G St roadway segment	4%	4%	Miles of bike lanes on G Street	18	18

Sources:

City of Ontario. (2015, June 17). G street crosstown bike route and San Antonio avenue bike corridor. City of Ontario. https://ceqanet.opr.ca.gov/2015068332.

California Air Pollution Control Officers Association (CAPCOA). (2021). Handbook for analyzing greenhouse gas emissions reductions, assessing climate vulnerabilities, and advancing health and equity. CAPCOA. https://www.airquality.org/ClimateChange/Documents/Handbook%20Public%20Draft_2021-Aug.pdf

California Department of Transportation (Caltrans). (2018). California public road data. Caltrans. https://dot.ca.gov/-/media/dot-media/programs/research-innovation-system-information/documents/california-public-road-data/prd-2018-a11y.pdf.

Hermann, P. & Hayes, J. (2022). Draft memorandum: The Ontario Plan Transportation Impact Assessment-Vehicle Miles Travelled (VMT). Fehr and Peers.

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Activity 5 Outdoor lighting

GHG Reduction ($MTCO_2e$)		Per capita GHG reduction ($MTCO_2e$ per person)		Assumptions			Performance standards		
2030	2050	2030	2050	Description	2030	2050	Description	2030	2050
300	0	0.0007	0	Percentage of streetlights retrofitted since 2019	65%	65%	Number of retrofitted streetlights	8,130	8,130

Sources:

San Bernardino County Transportation Authority (SBCTA). (2021). GHG reduction tool, San Bernardino County GHG reduction plan. SBCTA. https://www.gosbcta.com/plan/regional-greenhouse-gas-reduction-plan/.

California Energy Commission (CEC). (2019). Power content label 2019: Southern California Edison (SCE). CEC. https://www.energy.ca.gov/filebrowser/download/3265.

National Conference of State Legislatures (NCSL). (2021, August 13). State renewable portfolio standards and goals. NCSL. https://www.ncsl.org/research/energy/renewable-portfolio-standards.aspx.

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Activity 6 Energy efficiency retrofits of municipal buildings

GHG Reduction ($MTCO_2e$)		Per capita GHG reduction ($MTCO_2e$ per person)		Assumptions			Performance standards		
2030	2050	2030	2050	Description	2030	2050	Description	2030	2050
660	0	0.0016	0	There are no assumptions for this existing action			Estimated annual energy savings from retrofits in 2020 (kWh)	5,571,640	5,571,640

Sources:

California Energy Commission (CEC). (2019). Power content label 2019: Southern California Edison (SCE). CEC. https://www.energy.ca.gov/filebrowser/download/3265.

National Conference of State Legislatures (NCSL). (2021, August 13). State renewable portfolio standards and goals. NCSL. https://www.ncsl.org/research/energy/renewable-portfolio-standards.aspx.

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Activity 7 Tree planting

GHG Reduction ($MTCO_2e$)		Per capita GHG reduction ($MTCO_2e$ per person)		Assumptions			Performance standards		
2030	2050	2030	2050	Description	2030	2050	Description	2030	2050
1,480	1,480	0.0037	0.0021	There are no assumptions for this existing action			Number of trees planted since 2019	1,000	1,000

Sources:

California Air Pollution Control Officers Association (CAPCOA). (2021). Handbook for analyzing greenhouse gas emissions reductions, assessing climate vulnerabilities, and advancing health and equity. CAPCOA. https://www.airquality.org/ClimateChange/Documents/Handbook%20Public%20Draft_2021-Aug.pdf.

USDA Forest Service. (2006). I-Tree planting calculator. I-Tree. https://planting.itreetools.org/.

California Energy Commission (CEC). (2019). Power content label 2019: Southern California Edison (SCE). CEC. https://www.energy.ca.gov/filebrowser/download/3265.

National Conference of State Legislatures (NCSL). (2021, August 13). State renewable portfolio standards and goals. NCSL. https://www.ncsl.org/research/energy/renewable-portfolio-standards.aspx.

Note:

The City currently has plans to plant significantly more than 1,000 trees per year by 2050. The quantification and assumptions for this activity are a minimum threshold and can be exceeded as City and community resources allow.

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Activity 8 Installation of efficient industrial water boilers

GHG Reduction ($MTCO_2e$)		Per capita GHG reduction ($MTCO_2e$ per person)		Assumptions			Performance standards		
2030	2050	2030	2050	Description	2030	2050	Description	2030	2050
180	180	0.0004	0.0003	There are no assumptions for this existing action			Number of industrial boilers replaced since 2019	6	6

Sources:

California Air Pollution Control Officers Association (CAPCOA). (2021). Handbook for analyzing greenhouse gas emissions reductions, assessing climate vulnerabilities, and advancing health and equity. CAPCOA. https://www.airquality.org/ClimateChange/Documents/Handbook%20Public%20Draft_2021-Aug.pdf.

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Activity 9 Increased supply of electricity from renewable sources

GHG Reduction ($MTCO_2e$)		Per capita GHG reduction ($MTCO_2e$ per person)		Assumptions			Performance standards		
2030	2050	2030	2050	Description	2030	2050	Description	2030	2050
56,140	0	0.1398	0	There are no assumptions for this existing action			SCE GHG emissions factor (MTCO2e/kWh)	0.000119	0.000000

Sources:

Combs, J. S. and Karlstand, C. A. (2020). SCE 2020 Integrated Resource Plan. Southern California Edison (SCE). https://docs.cpuc.ca.gov/PublishedDocs/Efile/G000/M346/K291/346291781.PDF.

California Energy Commission (CEC). (2019). Power content label 2019: Southern California Edison (SCE). CEC. https://www.energy.ca.gov/filebrowser/download/3265.

National Conference of State Legislatures (NCSL). (2021, August 13). State renewable portfolio standards and goals. NCSL. https://www.ncsl.org/research/energy/renewable-portfolio-standards.aspx

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Planned Activities

Strategy 1 Building electrification

GHG Reduction ($MTCO_2e$)		Per capita GHG reduction ($MTCO_2e$ per person)		Assumptions			Performance standards		
2030	2050	2030	2050	Description	2030	2050	Description	2030	2050
10,310	102,640	0.0257	0.1453	Penetration rate for electrification of existing homes	10%	25%	New all-electric homes	5,520	45,660
				Penetration rate for electrification of existing non-residential buildings	5%	12%	Existing homes retrofitted to be all-electric	4,830	12,070
				Penetration rate for electrification of new homes	30%	60%	New all-electric square footage for nonresidential buildings	8,166,530	49,941,430
				Penetration rate for electrification of new non-residential buildings	25%	45%	Existing nonresidential square footage retrofitted to be all-electric	9,158,850	21,981,230

Sources:

San Bernardino County Transportation Authority (SBCTA). (2021). GHG reduction tool, San Bernardino County GHG reduction plan. SBCTA. https://www.gosbcta.com/plan/regional-greenhouse-gas-reduction-plan/.

California Energy Commission (CEC). (2019). Power content label 2019: Southern California Edison (SCE). CEC. https://www.energy.ca.gov/filebrowser/download/3265.

National Conference of State Legislatures (NCSL). (2021, August 13). State renewable portfolio standards and goals. NCSL. https://www.ncsl.org/research/energy/renewable-portfolio-standards.aspx

PlaceWorks. (2021). TOP 2050, Buildout Projections: Demographic Forecast. PlaceWorks.

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Strategy 2 Onsite solar energy for existing residential development

GHG Reduction ($MTCO_2e$)		Per capita GHG reduction ($MTCO_2e$ per person)		Assumptions			Performance standards		
2030	2050	2030	2050	Description	2030	2050	Description	2030	2050
2,040	0	0.0051	0	Percent of existing homes with solar panels installed	5%	25%	Number of existing homes with solar panels installed	2,410	12,070

Sources:

San Bernardino County Transportation Authority (SBCTA). (2021). GHG reduction tool, San Bernardino County GHG reduction plan. SBCTA. https://www.gosbcta.com/plan/regional-greenhouse-gas-reduction-plan/.

California Energy Commission (CEC). (2019). Power content label 2019: Southern California Edison (SCE). CEC. https://www.energy.ca.gov/filebrowser/download/3265.

National Conference of State Legislatures (NCSL). (2021, August 13). State renewable portfolio standards and goals. NCSL. https://www.ncsl.org/research/energy/renewable-portfolio-standards.aspx

National Renewable Energy Laboratory. 2021. "PVWatts." https://pvwatts.nrel.gov/.

U.S. Environmental Protection Agency. 2021. "Emissions & generation resource integrated database (eGRID)." https://www.epa.gov/egrid.

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Strategy 3 Onsite solar energy systems for nonresidential development

GHG Reduction (MTCO2e)		Per capita GHG reduction (MTCO2e per person)		Assumptions			Performance standards		
2030	2050	2030	2050	Description	2030	2050	Description	2030	2050
26,480	0	0.0659	0	Target percentage of new industrial roof space with electric needs met by on-site solar	90%	90%	kW of solar panels on new industrial space	66,660	45,660
				Target percentage of existing industrial roof space with electric needs met by on-site solar	10%	20%	kW of solar panels on existing industrial space	52,290	12,070
				Target percentage of new nonindustrial nonresidential development with electricity needs met by on-site solar	15%	30%	kW of solar panels on new nonindustrial nonresidential space	4,520	49,941,430
				Target percentage of existing nonindustrial nonresidential development with electricity needs met by on-site solar	5%	15%	kW of solar panels on existing nonindustrial nonresidential space	11,550	21,981,230

Sources:

San Bernardino County Transportation Authority (SBCTA). (2021). GHG Reduction Tool, GHG Reduction Tool, San Bernardino County GHG Reduction Plan. SBCTA. https://www.gosbcta.com/plan/regional-greenhouse-gas-reduction-plan/.

California Energy Commission (CEC). (2019). Power content label 2019: Southern California Edison (SCE). CEC. https://www.energy.ca.gov/filebrowser/download/3265.

National Conference of State Legislatures (NCSL). (2021, August 13). State renewable portfolio standards and goals. NCSL. https://www.ncsl.org/research/energy/renewable-portfolio-standards.aspx

National Renewable Energy Laboratory (NREL). (2021). "PVWatts." https://pvwatts.nrel.gov/.

U.S. Environmental Protection Agency (EPA). (2021). "Emissions & generation resource integrated database (eGRID)." https://www.epa.gov/egrid.

San Bernardino Council of Governments (SBCOG). (n.d.) "SBCOG analysis: Warehouse data." SBCOG.

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Strategy 4 Green roofs

GHG Reduction ($MTCO_2e$)		Per capita GHG reduction ($MTCO_2e$ per person)		Assumptions			Performance standards		
2030	2050	2030	2050	Description	2030	2050	Description	2030	2050
Less than 10	Less than 10	0	0	Target area of residential green roofs installed in Ontario (square feet)	25,000	50,000	Installed square footage of residential green roofs in Ontario	25,000	50,000
				Target area of commercial green roofs installed in Ontario (square feet)	50,000	100,000	Installed square footage of commercial green roofs in Ontario	50,000	100,000

Sources:

San Bernardino County Transportation Authority (SBCTA). (2021). GHG reduction tool, San Bernardino County GHG reduction plan. SBCTA. https://www.gosbcta.com/plan/regional-greenhouse-gas-reduction-plan/.

California Energy Commission (CEC). (2019). Power content label 2019: Southern California Edison (SCE). CEC. https://www.energy.ca.gov/filebrowser/download/3265.

National Conference of State Legislatures (NCSL). (2021, August 13). State renewable portfolio standards and goals. NCSL. https://www.ncsl.org/research/energy/renewable-portfolio-standards.aspx

Strategy 5 Urban cooling

GHG Reduction ($MTCO_2e$)		Per capita GHG reduction ($MTCO_2e$ per person)		Assumptions			Performance standards		
2030	2050	2030	2050	Description	2030	2050	Description	2030	2050
5,610	12,730	0.0140	0.0180	Total number of trees planted with urban forestry program	4,000	10,000	Number of trees planted	4,000	10,000

Sources:

California Air Pollution Control Officers Association (CAPCOA). (2021). Handbook for analyzing greenhouse gas emissions reductions, assessing climate vulnerabilities, and advancing health and equity. CAPCOA. https://www.airquality.org/ClimateChange/Documents/Handbook%20Public%20Draft_2021-Aug.pdf.

California Energy Commission (CEC). (2019). Power content label 2019: Southern California Edison (SCE). CEC. https://www.energy.ca.gov/filebrowser/download/3265.

National Conference of State Legislatures (NCSL). (2021, August 13). State renewable portfolio standards and goals. NCSL. https://www.ncsl.org/research/energy/renewable-portfolio-standards.aspx

USDA Forest Service. (2006). I-Tree planting calculator. I-Tree. https://planting.itreetools.org/.

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Strategy 6 Energy efficiency retrofits for low-income households

GHG Reduction ($MTCO_2e$)		Per capita GHG reduction ($MTCO_2e$ per person)		Assumptions			Performance standards		
2030	2050	2030	2050	Description	2030	2050	Description	2030	2050
940	1,440	0.0023	0.0020	Penetration rate for low-income residential energy efficiency retrofits	30%	60%	Number of retrofitted low-income homes	4,630	9,270
				Anticipated savings in electricity energy efficiency from retrofit activities	20%	20%			
				Anticipated savings in natural gas energy efficiency from retrofit activities	32%	32%			
				Percent of existing households in Ontario that are low income (2019)	27%	27%			

Sources:

California Air Pollution Control Officers Association (CAPCOA). (2021). Handbook for analyzing greenhouse gas emissions reductions, assessing climate vulnerabilities, and advancing health and equity. CAPCOA. https://www.airquality.org/ClimateChange/Documents/Handbook%20Public%20Draft_2021-Aug.pdf

California Energy Commission (CEC). (2021). "2019 Residential Appliance Saturation Study." CEC. https://www.energy.ca.gov/data-reports/surveys/2019-residential-appliance-saturation-study.

California Energy Commission (CEC). (2019). Power content label 2019: Southern California Edison (SCE). CEC. https://www.energy.ca.gov/filebrowser/download/3265.

National Conference of State Legislatures (NCSL). (2021, August 13). State renewable portfolio standards and goals. NCSL. https://www.ncsl.org/research/energy/renewable-portfolio-standards.aspx

U.S. Department of Housing and Urban Development (HUD). (2017). Comprehensive Housing affordability Strategy (CHAS). Office of Policy Development and Research (PD&R). https://www.huduser.gov/portal/datasets/cp.html#2006-2017_data.

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Strategy 7 Energy efficiency retrofits

GHG Reduction ($MTCO_2e$)		Per capita GHG reduction ($MTCO_2e$ per person)		Assumptions			Performance standards		
2030	2050	2030	2050	Description	2030	2050	Description	2030	2050
11,570	15,600	0.0288	0.0221	Penetration rate for residential energy efficiency retrofits	15%	30%	Number of retrofitted homes (excluding low-income households)	4,920	9,270
				Anticipated savings from residential energy efficiency retrofits	25%	25%			
				Penetration rate for nonresidential energy efficiency retrofits	5%	20%			
				Anticipated savings from nonresidential energy efficiency retrofits	40%	40%			
				Target penetration rate for residential LED	75%	95%	Square footage of retrofitted nonresidential space	7,525,540	30,102,170
				Target penetration rate for nonresidential LED	60%	80%			
				Percent electricity savings per LED light	75%	75%			

Sources:

California Air Pollution Control Officers Association (CAPCOA). (2021). Handbook for analyzing greenhouse gas emissions reductions, assessing climate vulnerabilities, and advancing health and equity. CAPCOA. https://www.airquality.org/ClimateChange/Documents/Handbook%20Public%20Draft_2021-Aug.pdf.

San Bernardino County Transportation Authority (SBCTA). (2021). GHG reduction tool, San Bernardino County GHG reduction plan. SBCTA. https://www.gosbcta.com/plan/regional-greenhouse-gas-reduction-plan/.

California Energy Commission (CEC). (2021). "2019 Residential Appliance Saturation Study." CEC. https://www.energy.ca.gov/data-reports/surveys/2019-residential-appliance-saturation-study.

California Energy Commission (CEC). (2019). Power content label 2019: Southern California Edison (SCE). CEC. https://www.energy.ca.gov/filebrowser/download/3265.

National Conference of State Legislatures (NCSL). (2021, August 13). State renewable portfolio standards and goals. NCSL. https://www.ncsl.org/research/energy/renewable-portfolio-standards.aspx

U.S. Department of Energy (DOE). (2020). Adoption of light-emitting diodes in common lighting applications. Office of Energy Efficiency & Renewable Energy. https://www.energy.gov/sites/default/files/2020/09/f78/ssl-led-adoption-aug2020.pdf.

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Strategy 8 Smart growth and infill

Smart growth and infill is not a quantifiable strategy in Ontario. There are no measurable GHG gas reductions for this strategy. There are no assumptions or performance targets.

Sources:

California Air Pollution Control Officers Association (CAPCOA). (2021). Handbook for analyzing greenhouse gas emissions reductions, assessing climate vulnerabilities, and advancing health and equity. CAPCOA. https://www.airquality.org/ClimateChange/Documents/Handbook%20Public%20Draft_2021-Aug.pdf.

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Strategy 9 Transit-Oriented Development

GHG Reduction ($MTCO_2e$)		Per capita GHG reduction ($MTCO_2e$ per person)		Assumptions			Performance standards		
2030	2050	2030	2050	Description	2030	2050	Description	2030	2050
330	1,440	0.0008	0.0020	New TOD households' share of new citywide VMT	3%	5%	New housing units in TOD areas	410	3,200

Sources:

California Air Pollution Control Officers Association (CAPCOA). (2021). Handbook for analyzing greenhouse gas emissions reductions, assessing climate vulnerabilities, and advancing health and equity. CAPCOA. https://www.airquality.org/ClimateChange/Documents/Handbook%20Public%20Draft_2021-Aug.pdf.

PlaceWorks. (2021). TOP 2050, Buildout Projections: Demographic Forecast. PlaceWorks.

Hermann, P. & Hayes, J. (2022). Draft memorandum: The Ontario Plan Transportation Impact Assessment-Vehicle Miles Travelled (VMT). Fehr and Peers.

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Strategy 10 Increase transportation ridership

GHG Reduction ($MTCO_2e$)		Per capita GHG reduction ($MTCO_2e$ per person)		Assumptions			Performance standards		
2030	2050	2030	2050	Description	2030	2050	Description	2030	2050
27,980	31,450	0.0697	0.0445	Target participation rate in Commute Trip Reduction Program	4%	4%	Number of employees participating in commute trip reduction	6,780	11,840
				Percent of employees eligible for Commute Trip Reduction Program or ridesharing	80%	80%			
				Target participation rate in ridesharing program in suburban areas	4%	4%	Annual West Valley Connector ridership	25,927,840	25,927,840

Sources:

California Air Pollution Control Officers Association (CAPCOA). (2021). Handbook for analyzing greenhouse gas emissions reductions, assessing climate vulnerabilities, and advancing health and equity. CAPCOA. https://www.airquality.org/ClimateChange/Documents/Handbook%20Public%20Draft_2021-Aug.pdf.

California Air Resources Board (CARB). (2019). Emission Factors model (EMFAC), Emissions inventory tool. CARB. https://arb.ca.gov/emfac/emissions-inventory.

U.S. Census. (2019). Home area profile analysis. Longitudinal Employer-Household Dynamics (LEHD) OnTheMap. https://lehd.ces.census.gov/.

Omnitrans. (2022). Route 83 service frequency. Omnitrans. https://omnitrans.org/routes/route-83/

U.S. Census Bureau. (2019). Means of transportation to work, 2019 American Community Survey 5-year estimate data profiles. The Census Bureau. https://data.census.gov/cedsci/.

Hermann, P. & Hayes, J. (2022). Draft memorandum: The Ontario Plan Transportation Impact Assessment-Vehicle Miles Travelled (VMT). Fehr and Peers.

Strategy 11 Traffic signal synchronization and roadway management

Traffic signal synchronization is not a quantifiable strategy. There are no measurable GHG gas reductions for this strategy. There are no assumptions or performance targets.

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Strategy 12 Community vehicle electrification

GHG Reduction ($MTCO_2e$)		Per capita GHG reduction ($MTCO_2e$ per person)		Assumptions			Performance standards		
2030	2050	2030	2050	Description	2030	2050	Description	2030	2050
62,880	465,140	0.1565	0.6584	Penetration rate for electrification of municipal fleet	20%	40%	EVs in municipal fleet	130	260
				Estimated percentage of municipal vehicle fleet that is light-duty vehicles	80%	80%			
				Estimated percentage of municipal vehicle fleet that is heavy-duty vehicles	20%	20%	Light-duty EVs registered in Ontario	24,510	173,400
				Target for eVMT share of community wide VMT (light-duty)	15%	60%			
				Target for eVMT share of community wide VMT (heavy-duty)	10%	50%	Heavy-duty EVs registered in Ontario	1,490	14,450
				Target number of new charging stations	15	30	Number of new charging stations	15	30

Sources:

California Air Pollution Control Officers Association (CAPCOA). (2021). Handbook for analyzing greenhouse gas emissions reductions, assessing climate vulnerabilities, and advancing health and equity. CAPCOA. https://www.airquality.org/ClimateChange/Documents/Handbook%20Public%20Draft_2021-Aug.pdf.

California Energy Commission (CEC). (2019). Light-duty vehicle population in California. CEC. https://www.energy.ca.gov/data-reports/energy-almanac/zero-emission-vehicle-and-infrastructure-statistics/light-duty-vehicle.

California Air Resources Board (CARB). (2019). Emission Factors model (EMFAC), Emissions inventory tool. CARB. https://arb.ca.gov/emfac/emissions-inventory.

California Department of Transportation (Caltrans). (2018). California public road data. Caltrans. https://dot.ca.gov/-/media/dot-media/programs/research-innovation-system-information/documents/california-public-road-data/prd-2018-a11y.pdf.

Hermann, P. & Hayes, J. (2022). Draft memorandum: The Ontario Plan Transportation Impact Assessment-Vehicle Miles Travelled (VMT). Fehr and Peers.

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Strategy 13 Active transportation networks

GHG Reduction ($MTCO_2e$)		Per capita GHG reduction ($MTCO_2e$ per person)		Assumptions			Performance standards		
2030	2050	2030	2050	Description	2030	2050	Description	2030	2050
1,800	3,840	0.0045	0.0054	Percentage of bicycle network completed by 2030 and 2050	25%	75%	Miles of newly-installed bike lanes	42	127
							Miles of newly-installed pedestrian improvements	4	12

Sources:

California Air Pollution Control Officers Association (CAPCOA). (2021). Handbook for analyzing greenhouse gas emissions reductions, assessing climate vulnerabilities, and advancing health and equity. CAPCOA. https://www.airquality.org/ClimateChange/Documents/Handbook%20Public%20Draft_2021-Aug.pdf.

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DRAFT

Strategy 14 Vehicle idling

GHG Reduction ($MTCO_2e$)		Per capita GHG reduction ($MTCO_2e$ per person)		Assumptions			Performance standards		
2030	2050	2030	2050	Description	2030	2050	Description	2030	2050
1,950	1,780	0.0049	0.0025	Compliance rate with idling ordinance	0.5	0.5	There are no performance metrics associated with this strategy		
				Reduction in idling time with ordinance	40%	40%			
				Percent of total fuel used when idling	6%	6%			
				Reduction in idling time with ordinance	40%	40%			

Sources:

San Bernardino County Transportation Authority (SBCTA). (2021). GHG reduction tool, San Bernardino County GHG reduction plan. SBCTA. https://www.gosbcta.com/plan/regional-greenhouse-gas-reduction-plan/.

California Air Resources Board (CARB). (2019). Emission Factors model (EMFAC), Emissions inventory tool. CARB. https://arb.ca.gov/emfac/emissions-inventory.

Strategy 15 Parking policy and event parking

GHG Reduction ($MTCO_2e$)		Per capita GHG reduction ($MTCO_2e$ per person)		Assumptions			Performance standards		
2030	2050	2030	2050	Description	2030	2050	Description	2030	2050
2,230	8,110	0.0056	0.0115	Current parking price	$0.50	$0.50	Future parking price	$0.75	$1.25
				Future parking price	$0.75	$1.25			
				Default percentage of trips parking on the street	75%	75%			

Sources:

California Air Pollution Control Officers Association (CAPCOA). (2021). Handbook for analyzing greenhouse gas emissions reductions, assessing climate vulnerabilities, and advancing health and equity. CAPCOA. https://www.airquality.org/ClimateChange/Documents/Handbook%20Public%20Draft_2021-Aug.pdf.

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California Air Resources Board (CARB). (2019). Emission Factors model (EMFAC), Emissions inventory tool. CARB. https://arb.ca.gov/emfac/emissions-inventory.

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Strategy 16 Electrification of construction and landscaping equipment

GHG Reduction ($MTCO_2e$)		Per capita GHG reduction ($MTCO_2e$ per person)		Assumptions			Performance standards		
2030	2050	2030	2050	Description	2030	2050	Description	2030	2050
4,810	26,020	0.0120	0.0368	Penetration rate of electrification of conventional construction equipment	20%	50%	Pieces of electrified construction equipment	320	1,360
				Penetration rate of electrification of conventional landscaping equipment	20%	50%	Pieces of electrified landscaping equipment	1,070	4,120

Sources:

San Bernardino County Transportation Authority (SBCTA). (2021). GHG reduction tool, San Bernardino County GHG reduction plan. SBCTA. https://www.gosbcta.com/plan/regional-greenhouse-gas-reduction-plan/.

California Air Resources Board (CARB). (2019). Emission Factors model (EMFAC), Emissions inventory tool. CARB. https://arb.ca.gov/emfac/emissions-inventory.

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Strategy 17 Idling ordinance for construction equipment

GHG Reduction ($MTCO_2e$)		Per capita GHG reduction ($MTCO_2e$ per person)		Assumptions			Performance standards		
2030	2050	2030	2050	Description	2030	2050	Description	2030	2050
40	100	0.0001	0.0001	Reduction in idling time with ordinance	40%	40%	There are no performance metrics associated with this strategy		
				Compliance rate with idling ordinance	50%	50%			

Sources:

San Bernardino County Transportation Authority (SBCTA). (2021). GHG reduction tool, San Bernardino County GHG reduction plan. SBCTA. https://www.gosbcta.com/plan/regional-greenhouse-gas-reduction-plan/.

California Air Resources Board (CARB). (2019). Emission Factors model (EMFAC), Emissions inventory tool. CARB. https://arb.ca.gov/emfac/emissions-inventory.

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Strategy 18 Methane capture at landfills

GHG Reduction ($MTCO_2e$)		Per capita GHG reduction ($MTCO_2e$ per person)		Assumptions			Performance standards		
2030	2050	2030	2050	Description	2030	2050	Description	2030	2050
22,410	57,370	0.0558	0.0812	Current methane capture rate Target for methane capture rate	75% 80%	75% 85%	Methane capture rate	80%	85%

Sources:

San Bernardino County Transportation Authority (SBCTA). (2021). GHG reduction tool, San Bernardino County GHG reduction plan. SBCTA. https://www.gosbcta.com/plan/regional-greenhouse-gas-reduction-plan/.

California Air Pollution Control Officers Association (CAPCOA). (2021). Handbook for analyzing greenhouse gas emissions reductions, assessing climate vulnerabilities, and advancing health and equity. CAPCOA. https://www.airquality.org/ClimateChange/Documents/Handbook%20Public%20Draft_2021-Aug.pdf.

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Strategy 19 Waste diversion

GHG Reduction ($MTCO_2e$)		Per capita GHG reduction ($MTCO_2e$ per person)		Assumptions			Performance standards		
2030	2050	2030	2050	Description	2030	2050	Description	2030	2050
14,490	38,670	0.0361	0.0547	Waste diversion target (AB 939)	75%	85%	Estimated tons of solid waste diverted	267,010	532,190
				Waste diversion rate (BAU)	50%	50%			

Sources:

San Bernardino County Transportation Authority (SBCTA). (2021). GHG reduction tool, San Bernardino County GHG reduction plan. SBCTA. https://www.gosbcta.com/plan/regional-greenhouse-gas-reduction-plan/.

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DRAFT

Strategy 20 Construction and demolition waste recovery ordinance

Construction and demolition waste recovery is not a quantifiable strategy in Ontario. There are no measurable GHG gas reductions for this strategy. There are no assumptions or performance targets.

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Strategy 21 Indoor water efficiency

GHG Reduction ($MTCO_2e$)		Per capita GHG reduction ($MTCO_2e$ per person)		Assumptions			Performance standards		
2030	2050	2030	2050	Description	2030	2050	Description	2030	2050
4,580	2,540	0.0114	0.0036	Average reduction in indoor water use in new buildings	20%	40%	Total community water use (million gallons, excluding recycled water)	10,770	18,630
				Average reduction in outdoor water use in new buildings	40%	60%			
				Average reduction in water use in existing buildings	25%	50%	Total community wastewater generation (million gallons)	3,880	6,450
				Average reduction in wastewater generation in existing buildings	25%	50%			

Sources:

San Bernardino County Transportation Authority (SBCTA). (2021). GHG reduction tool, San Bernardino County GHG reduction plan. SBCTA. https://www.gosbcta.com/plan/regional-greenhouse-gas-reduction-plan/.

California Air Pollution Control Officers Association (CAPCOA). (2021). Handbook for analyzing greenhouse gas emissions reductions, assessing climate vulnerabilities, and advancing health and equity. CAPCOA. https://www.airquality.org/ClimateChange/Documents/Handbook%20Public%20Draft_2021-Aug.pdf.

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Strategy 22 Water efficient landscapes and water recycling

GHG Reduction ($MTCO_2e$)		Per capita GHG reduction ($MTCO_2e$ per person)		Assumptions			Performance standards		
2030	2050	2030	2050	Description	2030	2050	Description	2030	2050
3,400	0	0.0085	0	Percent increase in recycled water use	72%	145%	Recycled water use (million gallons)	4,390	6,240

Sources:

Ontario Municipal Utilities Company (OMUC). (2020). Urban water management plan. City of Ontario. https://www.ontarioca.gov/sites/default/files/Ontario-Files/Municipal-Utilities-Company/Final%20Draft%20Ontario%202020%20Ontario%20UWMP.pdf.

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Strategy 23 Water system and wastewater operations efficiency

GHG Reduction ($MTCO_2e$)		Per capita GHG reduction ($MTCO_2e$ per person)		Assumptions			Performance standards		
2030	2050	2030	2050	Description	2030	2050	Description	2030	2050
150	0	0.0004	0	Efficiency improvement in water treatment and distribution system	10%	25%	Electricity use of water treatment and distribution system (kWh)	56,533,450	66,745,850

Sources:

San Bernardino County Transportation Authority (SBCTA). (2021). GHG reduction tool, San Bernardino County GHG reduction plan. SBCTA. https://www.gosbcta.com/plan/regional-greenhouse-gas-reduction-plan/.

Ontario Municipal Utilities Company (OMUC). (2020). Urban water management plan. City of Ontario. https://www.ontarioca.gov/sites/default/files/Ontario-Files/Municipal-Utilities-Company/Final%20Draft%20Ontario%202020%20Ontario%20UWMP.pdf.

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Strategy 24 Methane capture for wastewater treatment

GHG Reduction ($MTCO_2e$)		Per capita GHG reduction ($MTCO_2e$ per person)		Assumptions			Performance standards		
2030	2050	2030	2050	Description	2030	2050	Description	2030	2050
960	2,280	0.0024	0.0032	IEUA wastewater methane capture rate	70%	85%	Methane capture rate at IEUA facilities	70%	85%

Sources:

San Bernardino County Transportation Authority (SBCTA). (2021). GHG reduction tool, San Bernardino County GHG reduction plan. SBCTA. https://www.gosbcta.com/plan/regional-greenhouse-gas-reduction-plan/.

Ontario Municipal Utilities Company (OMUC). (2020). Urban water management plan. City of Ontario. https://www.ontarioca.gov/sites/default/files/Ontario-Files/Municipal-Utilities-Company/Final%20Draft%20Ontario%202020%20Ontario%20UWMP.pdf.

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Strategy 25 Methane capture for dairy operations

GHG Reduction ($MTCO_2e$)		Per capita GHG reduction ($MTCO_2e$ per person)		Assumptions			Performance standards		
2030	2050	2030	2050	Description	2030	2050	Description	2030	2050
3,160	0	0.0079	0.0000	Dairies using manure management systems with methane capture	50%	100%	Heads of livestock on dairies with manure capture	3,520	0
				Methane capture rate of installed systems	86%	86%			

Sources:

San Bernardino County Transportation Authority (SBCTA). (2021). GHG reduction tool, San Bernardino County GHG reduction plan. SBCTA. https://www.gosbcta.com/plan/regional-greenhouse-gas-reduction-plan/.

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Strategy 26 Climate change awareness and education

Climate change awareness and education is not a quantifiable strategy in Ontario. There are no measurable GHG gas reductions for this strategy. There are no assumptions or performance targets.

Strategy 27 Carbon sequestration

Carbon sequestration is not a quantifiable strategy in Ontario. There are no measurable GHG gas reductions for this strategy. There are no assumptions or performance targets.

Strategy 28 Green jobs

Carbon sequestration is not a quantifiable strategy in Ontario. There are no measurable GHG gas reductions for this strategy. There are no assumptions or performance targets.

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CITY OF
ONTARIO
SOUTHERN CALIFORNIA

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RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, CERTIFYING THE PROGRAM SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT (STATE CLEARINGHOUSE NO. 2021070364) FOR THE ONTARIO PLAN 2050 TECHNICAL UPDATE FOR FILE NO. PGPA20-002 PART A AND ADOPT ENVIRONMENTAL FINDINGS PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, A STATEMENT OF OVERRIDING CONSIDERATIONS AND A MITIGATION MONITORING AND REPORTING PROGRAM.

WHEREAS, the City of Ontario Certified the Environmental Impact Report prepared for The Ontario Plan and associated Statement of Overriding Considerations, and issued Resolution No. 2010-003; and

WHEREAS, the City of Ontario adopted the Policy Plan (General Plan) as part of the component framework for The Ontario Plan on January 27, 2010, and issued Resolution No. 2010-004; and

WHEREAS, the Supplemental Environmental Impact Report ("SEIR"), for the General Plan Amendment for The Ontario Plan 2050 Technical Update consists of the Draft SEIR and the comments and responses to comments made on the Draft SEIR; and

WHEREAS, the SEIR Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program, File No. PGPA20-002, for The Ontario Plan 2050 Technical Update, have been prepared in accordance with the California Environmental Quality Act ("CEQA"), the State CEQA Guidelines, and the City of Ontario Guidelines for implementation of CEQA; and

WHEREAS, the SEIR consists of the Draft SEIR and the comments and responses to comments made on the Draft SEIR; and

WHEREAS, the SEIR for the General Plan Amendment for The Ontario Plan was circulated for a 45-day public review period and a notice of its availability was published in a local newspaper, submitted to the state clearinghouse, and posted in the Office of the Clerk of the Board of Supervisors of San Bernardino County; and

WHEREAS, copies of the SEIR were distributed to the City Council, Planning Commission, City departments, and federal, state, regional, local, and other agencies and individuals; and

WHEREAS, the SEIR for the General Plan Amendment for The Ontario Plan has been prepared to address the environmental effects of The Ontario Plan 2050 Technical Update which establishes a Vision, Plan Governance Manual, Policy Plan, City Council Priorities, Implementation Plan and Tracking and Feedback for the City of Ontario; and

WHEREAS, on July 26, 2022, the Planning Commission of the City of Ontario conducted a duly noticed public hearing on the SEIR, at which time all persons wishing to testify were heard and the SEIR was fully studied; and

WHEREAS, on July 26, 2022, the Planning Commission of the City of Ontario conducted a duly noticed public hearing on the SEIR and concluded said hearing on that date, voting (7-0) to recommend certification of the SEIR and adoption of Environmental Findings pursuant to the California Environmental Quality Act, a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting, to the City Council, issuing Resolution No. PC22-040; and

WHEREAS, on August 16, 2022, the City Council of the City of Ontario conducted a duly noticed public hearing on the SEIR at which time all persons wishing to testify were heard and the SEIR was fully studied; and

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

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

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF ONTARIO RESOLVES 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 Supplemental Environmental Impact Report (SEIR) and supporting documentation. Based upon the facts and information contained in the SEIR (SCH# 2021070364) and supporting documentation, the City Council hereby makes the following findings:

(1) The SEIR contains a complete and accurate reporting of the environmental impacts associated with the Project; and

(2) The SEIR was completed in compliance with CEQA and the Guidelines promulgated thereunder; and

(3) The SEIR reflects the independent judgment of the City Council.

SECTION 2. ***City Council Action.*** Based on the entire record before the City Council and all written and oral evidence presented, the City Council finds the SEIR complies with CEQA for the following reasons:

(1) The SEIR analyzes the environmental effects of the General Plan Amendment and finds that, if The Ontario Plan 2050 Technical Update is adopted as proposed by this plan, and with the implementation of proposed mitigation measures, the following impacts will still be significant and unavoidable: air quality, cultural resources (historic), noise (mobile source, construction-related noise, construction-related vibration, noise compatibility), and transportation (increase in vehicle miles traveled); and

(2) The City Council further finds that the Findings of Facts and Statement of Overriding Considerations demonstrates that The Ontario Plan's benefits outweigh its significant and unavoidable impacts, and therefore the City would be justified in approving The Ontario Plan notwithstanding said significant and unavoidable impacts.

SECTION 3. ***Certification***. Based upon the findings and conclusions set forth in Sections 1 and 2 above, the City Council certifies the SEIR, adopt a Statement of Overriding Considerations, and that the associated Mitigation Monitoring and Reporting Program also be approved by the City Council.

SECTION 4. ***Custodian of Records.*** The documents and materials that constitute the record of proceedings on which these findings have been based are located at the City of Ontario City Hall, 303 East "B" Street, Ontario, California 91764. The custodian for these records is the City Clerk of the City of Ontario.

SECTION 5. ***Certification to Adoption.*** The City Clerk shall certify to the adoption of the Resolution

PASSED, APPROVED, AND ADOPTED this 16th day of August 2022.

_____
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, SHELIA MAUTZ, City Clerk of the City of Ontario, DO HEREBY CERTIFY that foregoing Resolution No. 2022- was duly passed and adopted by the City Council of the City of Ontario at their regular meeting held August 16, 2022 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. 2022- duly passed and adopted by the Ontario City Council at their regular meeting held August 16, 2022.

_____
SHEILA MAUTZ, CITY CLERK

(SEAL)

ATTACHMENT A:

PROGRAM SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT (STATE CLEARINGHOUSE NO. 2021070364)
A Component of The Ontario Plan 2050

ATTACHMENT B:

CEQA FINDINGS OF FACTS
AND
STATEMENT OF OVERRIDING CONSIDERATIONS
A Component of The Ontario Plan 2050

ATTACHMENT C:

MITIGATION MONITORING AND REPORTING PROGRAM
A Component of The Ontario Plan 2050

July 2022 | Final Supplemental Environmental Impact Report
State Clearinghouse No. 2021070364

THE ONTARIO PLAN 2050

City of Ontario

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Appendix A. Revised Draft SEIR Figures

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1. Introduction

1.1 INTRODUCTION

This Final Environmental Impact Report (FEIR) has been prepared in accordance with the California Environmental Quality Act (CEQA) as amended (Public Resources Code Section 21000 et seq.) and CEQA Guidelines (California Code of Regulations Section 15000 et seq.).

According to the CEQA Guidelines, Section 15132, the FEIR shall consist of:

(a) The Draft Environmental Impact Report (Draft EIR) or a revision of the Draft;

(b) Comments and recommendations received on the Draft EIR either verbatim or in summary;

(c) A list of persons, organizations, and public agencies comments on the Draft EIR;

(d) The responses of the Lead Agency to significant environmental points raised in the review and consultation process; and

(e) Any other information added by the Lead Agency.

This document contains responses to comments received on the Draft Supplemental Environmental Impact Report (SEIR) for The Ontario Plan 2050 (TOP 2050) during the public review period, which began on Monday, May 9, 2022, and closed Thursday, June 23, 2022. This document has been prepared in accordance with CEQA and the CEQA Guidelines and represents the independent judgment of the Lead Agency. This document and the circulated Draft SEIR comprise the FEIR, in accordance with CEQA Guidelines, Section 15132.

1.2 FORMAT OF THE FEIR

This document is organized as follows:

Section 1, Introduction. This section describes CEQA requirements and content of this FEIR.

Section 2, Response to Comments. This section provides a list of agencies and interested persons commenting on the Draft SEIR; copies of comment letters received during the public review period, and individual responses to written comments. To facilitate review of the responses, each comment letter has been reproduced and assigned a number (A-1 through A-2 for letters received from agencies and Tribes, and R-1 through R-43 for letters received from residents and organizations). Individual comments have been numbered for each letter and the letter is followed by responses with references to the corresponding comment number.

Section 3. Revisions to the Draft EIR. This section contains revisions to the Draft SEIR text and figures as a result of the comments received by agencies and interested persons as described in Section 2, and/or errors and omissions discovered subsequent to release of the Draft SEIR for public review.

The responses to comments contain material and revisions that will be added to the text of the FEIR. The City of Ontario has reviewed this material and determined that none of this material constitutes the type of significant new information that requires recirculation of the Draft SEIR for further public comment under CEQA Guidelines Section 15088.5. None of this new material indicates that the project will result in a significant new environmental impact not previously disclosed in the Draft SEIR. Additionally, none of this material indicates that there would be a substantial increase in the severity of a previously identified environmental impact that will not be mitigated, or that there would be any of the other circumstances requiring recirculation described in Section 15088.5.

1.3 CEQA REQUIREMENTS REGARDING COMMENTS AND RESPONSES

CEQA Guidelines Section 15204 (a) outlines parameters for submitting comments and reminds persons and public agencies that the focus of review and comment of Draft SEIRs should be "on the sufficiency of the document in identifying and analyzing possible impacts on the environment and ways in which significant effects of the project might be avoided or mitigated. Comments are most helpful when they suggest additional specific alternatives or mitigation measures that would provide better ways to avoid or mitigate the significant environmental effects. At the same time, reviewers should be aware that the adequacy of an EIR is determined in terms of what is reasonably feasible. …CEQA does not require a lead agency to conduct every test or perform all research, study, and experimentation recommended or demanded by commenters. When responding to comments, lead agencies need only respond to significant environmental issues and do not need to provide all information requested by reviewers, as long as a good faith effort at full disclosure is made in the EIR."

CEQA Guidelines Section 15204 (c) further advises, "Reviewers should explain the basis for their comments, and should submit data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of the comments. Pursuant to Section 15064, an effect shall not be considered significant in the absence of substantial evidence." Section 15204 (d) also states, "Each responsible agency and trustee agency shall focus its comments on environmental information germane to that agency's statutory responsibility." Section 15204 (e) states, "This section shall not be used to restrict the ability of reviewers to comment on the general adequacy of a document or of the lead agency to reject comments not focused as recommended by this section."

Written responses are prepared consistent with Section 15088 of Title 14 of the California Code of Regulations. Pursuant to this section, the level of detail contained in the response may correspond to the level of detail provided in the comment (i.e., responses to general comments may be general). In accordance with CEQA, Public Resources Code Section 21092.5, copies of the written responses to public agencies will be forwarded to those agencies at least 10 days prior to certifying the environmental impact report. The responses will be forwarded with copies of this FEIR, as permitted by CEQA, and will conform to the legal standards established for response to comments on Draft EIRs.

2. Response to Comments

2.1 INTRODUCTION

Section 15088 of the CEQA Guidelines requires the Lead Agency (City of Ontario) to evaluate comments on environmental issues received from public agencies and interested parties who reviewed the Draft SEIR and prepare written responses. This section provides written responses received on the Draft SEIR and the City of Ontario's responses to each comment. Comment letters and specific comments are given letters and numbers for reference purposes.

The following is a list of agencies and persons that submitted comments on the Draft SEIR during the public review period.

Number Reference	Commenting Person/Agency	Date of Comment	Page No.
Agencies & Tribes			
A1	Quechan Historic Preservation	May 14, 2022	2-7
A2	City of Chino	June 23, 2022	2-11
Residents & Organizations			
R1	Critical Action and Social Advocacy (CASA) Pitzer	June 15, 2022	2-23
R2	Inland Equity Partnership	June 23, 2022	2-27
R3	Robert Redford Conservancy at Pitzer College; Southern California Agricultural Land Foundation; Center for Community Action and Environmental Justice; League of United Latin American Citizens (LULAC) de Inland Empire; and Sierra Club San Gorgonio Chapter	June 23, 2022	2-31
R4	Lozeau Drury, LLP on behalf of the Supporters Alliance for Environmental Responsibility (SAFER)	June 23, 2022	2-63
R5	Robert Barragan	June 14, 2022	2-73
R6	Vanessa Yambot	June 14, 2022	2-79
R7	Ilianna Romero	June 14, 2022	2-83
R8	Verlynn Gojit	June 14, 2022	2-89
R9	Inmi Chao	June 14, 2022	2-93
R10	Katie Crofford	June 16, 2022	2-99
R11	Elvia Velazco	June 16, 2022	2-105
R12	Aldo Velazco	June 16, 2022	2-111
R13	Inez Cardenas	June 16, 2022	2-117
R14	Caroline Lanspa	June 16, 2022	2-121
R15	Daniel Lo	June 16, 2022	2-125
R16	Eva Ramirez	June 16, 2022	2-131
R17	Cara Butler	June 17, 2022	2-135
R18	Antoinette Anderson	June 17, 2022	2-139
R19	Jackie Deans	June 17, 2022	2-145

Number Reference	Commenting Person/Agency	Date of Comment	Page No.
R20	Danielle Martinez	June 17, 2022	2-149
R21	Cynthia Serrano	June 19, 2022	2-155
R22	Tina Silva	June 19, 2022	2-161
R23	Jamie Ortega	June 21, 2022	2-167
R24	Dessa D'Aquila Bentson	June 21, 2022	2-171
R25	Malina Shaw	June 21, 2022	2-175
R26	Lisa Collinsworth	June 21, 2022	2-181
R27	Jarius Martinez	June 21, 2022	2-185
R28	Raquel Alba	June 21, 2022	2-189
R29	Jocelyn Dimacali	June 22, 2022	2-193
R30	Amber Bound	June 22, 2022	2-197
R31	Andrea Alvarado	June 22, 2022	2-201
R32	Deborah Rodriguez	June 22, 2022	2-205
R33	Amanda Wheeler	June 22, 2022	2-209
R34	Dena Apodaca	June 22, 2022	2-213
R35	Andrei Pitsko	June 22, 2022	2-217
R36	Randy Bekendam	June 22, 2022	2-221
R37	Elizabeth Rocco	June 23, 2022	2-227
R38	Martha Lopez	June 23, 2022	2-231
R39	Karen and Guy Caparelli	June 23, 2022	2-235
R40	Elias Luviano	June 23, 2022	2-239
R41	Nazareth Bracamontes	June 23, 2022	2-243
R42	Estela Ballon	June 23, 2022	2-247
R43	Rosemary Ramos	June 23, 2022	2-251

2.2 SUMMARY OF GENERAL RESPONSES

Several common issues were raised in the comment letters, such as Letters R1 through R43, received during the public review period for the Draft SEIR. This section provides a summary of general responses to recurring comments raised by responding agencies and the public. The summary of general responses provides a more comprehensive explanation and response to these common issues raised during the public review period.

2.2.1 Scenic Vistas

The Draft SEIR includes an evaluation of impacts to scenic vistas. Scenic resources within the City are identified on page 5.1-3 through 5.1-4. It should be noted that protected viewsheds are public viewsheds of scenic resources and not private viewsheds. As such, scenic vistas identified on page 5.1-4 include views of scenic vistas from the City's formal and informal trail network. Development within the low-lying areas of Ontario would not have the potential to alter scenic views provided by the backdrop of the San Gabriel Mountains as the peaks rise to 7,000 feet above mean sea level. Neither the 2010 Certified EIR nor the Draft SEIR identifies impacts to scenic vistas. Additionally, future development under the Proposed Project would still be required to adhere to the City's Development Code, which, as described in Section 5.1.1.1, *Regulatory*

Background, of the Draft SEIR and includes general development requirements for development density, screening and setback, signing, landscaping, lighting, height limitations, and other aspects related to the aesthetic of the City.

2.2.2 Nonrenewal of Williamson Act Contracts

The Draft SEIR includes an analysis of conflicts with existing zoning for agricultural use or Williamson Act contract on pages 5.2-12 through 5.2-13. The baseline for the Draft SEIR is the current TOP. The current TOP does not have Agriculture land use designations.

Statewide concern over the rapid conversion of agricultural land to urban uses led to the enactment of the Land Conservation Act of 1965, commonly referred to as the Williamson Act. This Act enabled the County of San Bernardino to establish an Agricultural Preserve where property owners could contract with the County to preserve the property and quality for a property tax assessment based upon use and economic yield rather than the full market value of the property. With the annexation of the New Model Colony in 1999, the City of Ontario assumed responsibility for administering land conservation contracts on those properties.

A Land Conservation Contract (LCC) has a minimum term of 10 years and is automatically renewed each year for an additional year, thereby keeping the term of the contract to a period of 10 years. The perpetual contract continues until the City or the owner files a Notice of Non-renewal, which will then terminate the contract at the end of its remaining term, usually 9 years. When a Non-renewal is filed, the property tax assessment gradually reverts back to being computed based upon full market value rather than use.

The Draft SEIR identifies the current Williamson Act contract lands within the City in Figure 5.12-12. As identified in the Draft SEIR, any land held in a Williamson Act contract would have to be filed for nonrenewal, and the contract would have to be allowed to expire before any development occurs on it. Buildout of the Proposed Project, like the Approved Project, would most likely require the cancellation or nonrenewal of these contracts. However, because buildout of the Approved Project would have resulted in the cancellation or nonrenewal of Williamson Act contracts, the Proposed Project would not result in further impacts to Williamson Act lands. As such, impacts from the Proposed Project in this respect would be less than significant.

2.2.3 Environmental Justice Policies

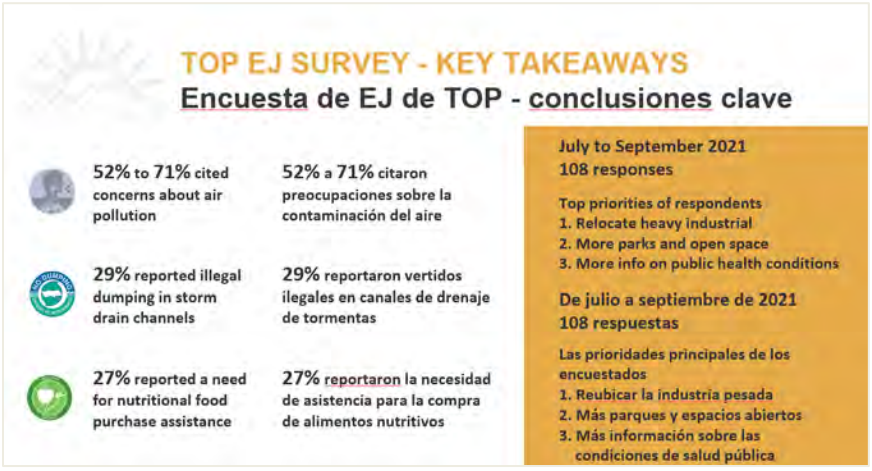
California Government Code Section 65302(h)(1)(A) requires jurisdictions when updating their general plan to identify objectives and policies to reduce the unique or compounded health risks in disadvantaged communities by means that include, but are not limited to, the reduction of pollution exposure, including the improvement of air quality, and the promotion of public facilities, food access, safe and sanitary homes, and physical activity. The City has opted for an "environmental justice in all policies" approach in TOP 2050 to ensure the topic is present alongside the multitude of issues and topics that affect our residents and resources. TOP 2050 includes policies that address impacts to disadvantaged communities and access to healthy foods (see Policy SR-1.2).

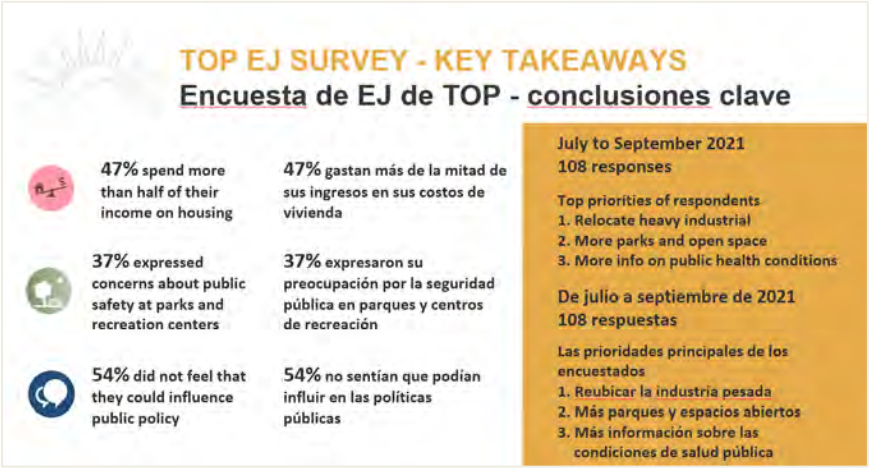
In addition to weaving environmental justice policies throughout TOP 2050 (see Appendix B), the City also conducted outreach with community. As part of its outreach strategy, the City of Ontario emphasized the topic of environmental justice through advertising materials, stakeholder interviews, survey materials, educational

materials, and online and in-person outreach activities. The City also posted announcements of the outreach activities in English and Spanish through various social media platforms (e.g., Twitter, Facebook, and Instagram). As this effort was conducted during COVID, the City conducted a substantial amount of outreach online through virtual meetings, workshops, and office hours to maintain compliance with local and state regulations. Public input from the outreach activities led directly to the addition of new policies to TOP:

- **Public Workshops.** One online property owner workshop and two online public workshops were conducted on June 14, 2021, June 28, 2021, and July 29, 2021. At the property owner workshop, the City provided an overview of the TOP 2050 Update and land use designation changes. At the first public workshop, the City introduced and discussed the overall land use strategy and requirements and issues related to environmental justice and climate adaptation and resiliency. At the second public workshop, the City also presented areas that could be identified as environmental justice communities based on state modeling data and discussed aspects of the Environmental Justice Survey with attendees in order for them to reach out to their neighborhoods. Workshop materials were provided in English and Spanish, a Spanish translation was provided during the question-and-answer portions of the workshops, and recordings of the presentation (in English and Spanish) were published on the City's website shortly after the workshops.

- **Environmental Justice Survey.** The City conducted an online Environmental Justice Survey between July to September 2021. This survey was available in English and Spanish and was completed by 108 individuals. The purpose of this survey was to gather the perspectives of local community members living in the City's environmental justice communities. Survey participants were asked if they were exposed to certain pollutants, if they had access to healthy food, necessary resources, and amenities, experienced structural damages due to environmental hazards, to select TOP actions to improve current conditions, and their demographics. A summary of the results was presented at many of the meetings and is also provided below:





- **Environmental Justice and Community Health Stakeholders.** Throughout June and July 2021, the City reached out to local organizations that serve as advocates and service providers on topics related to environmental justice, including Community Health Improvement Association (CHIA), Center for Community Action and Environmental Justice (CCAEJ), and Caramel Connections Foundation. Outreach was conducted via telephone, email, interviews, distribution of the survey, and during meetings (of the local organization or at an event held by the City). Information requested and obtained include the organization's perspective on important EJ issues, current or potential programs and services, and potential new or revised policies and regulations. CHIA was the most responsive organization, providing additional door-to-door outreach TOP 2050 flyer distribution, while the others indicated priorities. Some organizations indicated that they were unable to respond, undergoing a transition in leadership, or had priorities in other communities. For those organizations that did not respond, the City repeated attempts through phone calls, emails, and other means as appropriate to ensure that these organizations were aware of the City's activities and looked forward to hearing from any stakeholders that were interested.

- **Environmental Justice 101 Story Map.** The City developed and published a bilingual (English and Spanish) "Environmental Justice 101" Story Map on its website. The Story Map contains introductory information about environmental justice, explains and illustrates what disadvantaged communities are, state laws, and CalEnviroScreen (CES) 4.0.

- **Project Scoping Meeting.** The City provided updated about the Supplemental Environmental Review (SEIR) and provided space for public input and comment on the scope of the environmental analysis. The meeting was held online on August 5, 2021 and was conducted in both English and Spanish. The meeting materials were presented in both English and Spanish and Spanish translation was provided during the question-and-answer portions of the meeting. Finally, recordings of the meeting (in English and Spanish) were published on the City's website shortly after the meeting.

- **Office Hours.** The City conducted Office Hours on a monthly basis in 2022 to provide the community with periodic updates and offer a low-pressure platform for the community to ask questions and provide

their perspectives regarding the technical update, including the topic of environmental justice. The first three Office Hours were conducted online (3/31/22, 4/28/22, and 5/26/22) while the fourth was conducted in person (6/30/22). The Office Hours were conducted in both English and Spanish. The meeting materials were presented in both English and Spanish and Spanish translation was provided during the question-and-answer portions for each meeting. Finally, recordings of the online Office Hours (in English and Spanish) were published on the City's website shortly after each meeting. The dates for all four office hours were advertised through the City's social media accounts and through a bilingual (English and Spanish) insert mailed with the utility bill sent in February 2022 to every resident and business owner in Ontario.

- **Teen Action Committee.** The City held three meetings with the Teen Action Committee, which is the City's largest community-oriented teen organization in Ontario and addresses a wide variety of community issues. The City held meetings on June 6, 15, and 16 in 2022 at the Dorothy A. Quesada Community Center, De Anza Community & Teen Center, and Westwind Community Center. The City facilitated discussions and obtained feedback concerning issues related to environmental justice and community health.

- **General Outreach.** The City also attended outreach events to share the TOP 2050 Update with the community at two Concert in the Park events and the Taste of Ontario where the City displayed the Draft Land Use Plan and gathered input on what folks would like to see in their neighborhood. The City provided a variety of giveaways at the events and encourage participation in an interactive City building bloc activity.

It is important to note that environmental justice is not a CEQA topic, as social/economic issues are not environmental impacts under CEQA.

2.2.4 Air Quality Impacts

Air quality impacts associated with buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project (see Impact 5.3-1).

Cumulative health risk associated with buildout of TOP 2050 was identified as a significant unavoidable impact of the Proposed Project (see Impact 5.3-4). It should be noted that Policy ER-4.9, New Localized Air Pollution Sources Near Existing Sensitive Receptors, would ensure mobile sources of toxic air contaminants (TACs) not covered under South Coast Air Quality Management District (South Coast AQMD) permits are considered during subsequent project-level environmental review by the City of Ontario. Individual development projects would be required to achieve the incremental risk thresholds established by South Coast AQMD. However, implementation of TOP 2050 would generate TACs that could contribute to elevated levels in the air basin.

2.3 AGENCY AND TRIBAL COMMENTS

LETTER A1 – Quechan Historic Preservation (1 page)

From: Quechan Historic Preservation <historicpreservation@quechantribe.com>
Sent: Saturday, May 14, 2022 10:59 AM
To: Allison Dagg <adagg@placeworks.com>
Subject: RE: Notice of Availability of a Draft Supplemental EIR for The Ontario Plan 2050

This email is to inform you that we do not wish to comment on this project. We defer to the more local Tribes and support their determinations on this matter. | A1-1

2. Response to Comments

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A1. Response to Comments from Quechan Historic Preservation, dated May 14, 2022.

A1-1 The Commenter indicates that they do not wish to comment and defer to local Tribes. Therefore, as the comment does not raise an issue with the analysis of the DEIR, no further response is necessary.

2. Response to Comments

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LETTER A2 – City of Chino (5 pages)

EUNICE M. ULLOA
Mayor

MARC LUCIO
Mayor Pro Tem

KAREN C. COMSTOCK
CHRISTOPHER FLORES
WALT POCOCK
Council Members

ANTHONY ARROYO
Interim City Manager

CITY of CHINO

June 23, 2022

Thomas Grahn, Senior Planner
City of Ontario Planning Department
303 East "B" Street
Ontario, CA 91764

Re: Notice of Availability for a Supplemental EIR: The Ontario Plan 2050 (SCH #2021070364)

Dear Mr. Grahn:

This letter is in response to the Notice of Availability (NOA) for The Ontario Plan 2050 Supplemental EIR, made available on May 9, 2022. Thank you for giving the City of Chino the opportunity to review the information and provide comment. The City's comment is outlined below: — Intro

Land Development/Engineering

1. Figures 5.19-4 and Figure 7 (Infrastructure Report) are not consistent with the City of Chino's Master Plan of Drainage and should be updated. Both figures depict a SB County Flood Control Channel on Euclid south of Merrill rather than a proposed storm drain per the City's Master Plan. — A2-1

Public Works Water/ Environmental Division

2. General: Update to APN 105311101, 105311103, and 105311108 (Chino parcels) which are shown on the housing element for this 13.5 acre site as low-medium density. — A2-2

3. Storm Drain: Future expansion of the storm water system with the proposed land uses do not seem to be incorporated for Campus Avenue between Schaefer and Edison. The City of Chino's previous planning conversation understood the area would have facilities and the temporary retention installed on our site could be removed in the future. Additionally, the City of Chino has paid local storm drain development impact fees for future phases of construction of our property. — A2-3

4. Sewer: Please confirm, sewer is planned for Campus and that storm facilities are not planned for Campus. — A2-4

5. Water: — A2-5

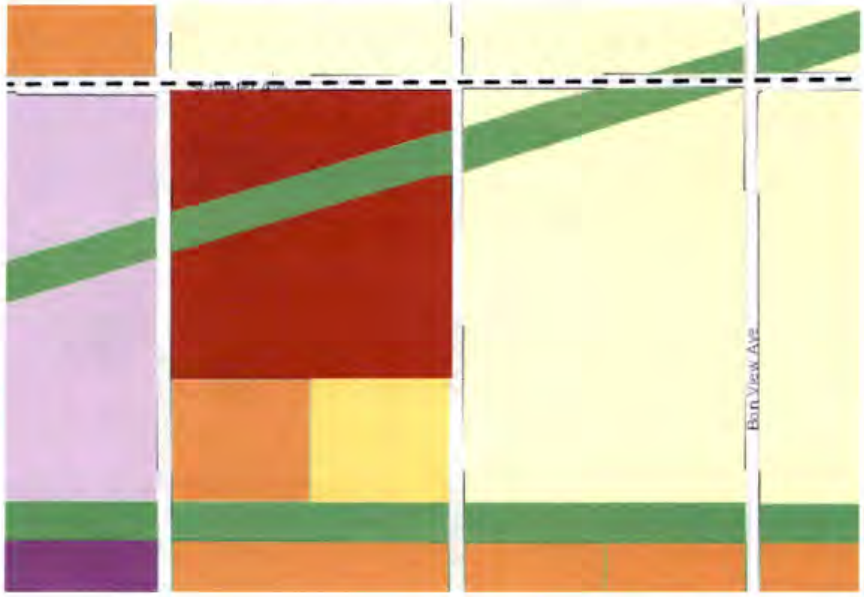
    a. One of the tables had Ontario's CDA and WFA water supplies mixed-up. Verify information.

13220 Central Avenue, Chino, California 91710
Mailing Address: P.O. Box 667, Chino, California 91708-0667
(909) 334-3250 • (909) 334-3720 Fax
Web Site: www.cityofchino.org

2. Response to Comments

Thomas Grahn, Senior Planner
City of Ontario Planning Department
Re: Notice of Availability for a Supplemental EIR: The Ontario Plan 2050 (SCH #2021070364)
June 23, 2022
Page 2

b. The City of Chino Eastside Water Treatment Facility (EWTF) property currently is zoned to have some open space through the property. The City of Ontario should include amendments to TOP to divert the OS from the City of Chino's water treatment facility since it will not be feasible to implement a trail or recreation through this area. The parcels should also be categorized as PF-Public Facility. Please note that the Land Use Figure 1-3 available on the city's site does not match the ESRI GIS site (which is pictured below).



A2-6

c. On Page 5.17-3, second paragraph, the MWD IRP Update is supposed to have annual reports. Would including the information from the latest annual report be necessary to understand the current IRP target status on the long-range planning effecting Ontario? The report does not provide assurance that supply obtained from MWD will continue as a reliable source. Further in the document the MWD IRP Update is cited to be from 2009 which only covers long term planning from 2025 to 2035, therefore, relying on the information of such document as reference to project the long-term planning to 2050 does not seem to be adequate.

A2-7

d. On Page 5.17-3, fourth paragraph, why is the latest DWR Reliability Report 2008 when it is published every two years per statement in first sentence of the paragraph. Furthermore, the ultimate future conditions of the reliability are only

A2-8

extended to 2027 rather than the intended long term planning of the Ontario document which is 2050. A2-8 cont.

e. On Page 5.17-12, a table is presented to show water demand calculations through 2030. Although the paragraph below the table seems to be incomplete and justify the City via water conservation and transfer of water rights there should be adequate water supply. It would be helpful for The Plan to show projections through 2050 given the intended planning year of the update. A2-9

f. On Page 5.17-12, mitigation impact 17-3 seems to indicate that City intends to develop additional groundwater sources. City of Ontario should identify potential locations now so that the potential impacts are better described since it could adversely affect City of Chino groundwater well locations. A2-10

Traffic / Transportation

6. Continue to coordinate with the City of Chino on Active Transportation connections (bikes & peds) between agencies including across Euclid Avenue (SR-83). There is an opportunity to ensure Euclid Avenue not only provides passenger and commercial vehicle movement but to provide a primary north-south bike and pedestrian corridor connecting the region through multi-modal uses. A2-11

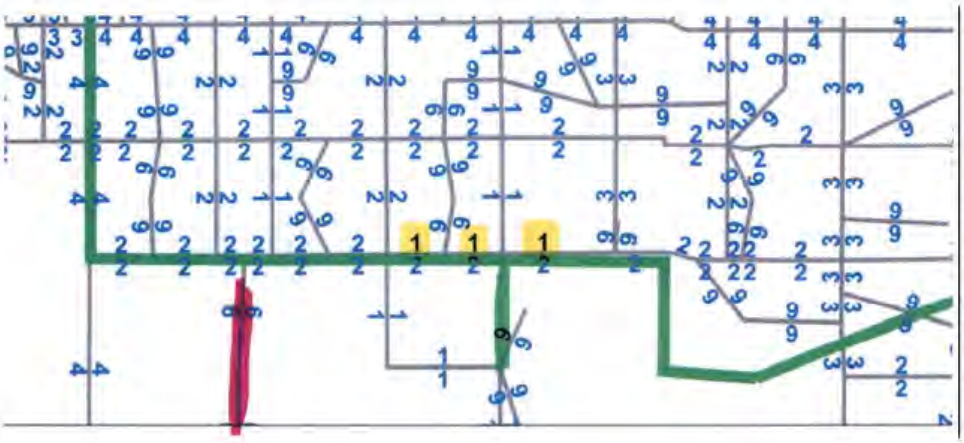
7. Continue to coordinate Truck Routes with the City of Chino to avoid conflicts and reinforce primary truck routes between agencies. A2-12

8. With industrial land use along Merrill Avenue, is Merrill Avenue correctly classified and designed to accommodate buildout growth of Ontario Ranch, Chino, Eastvale & Jurupa Valley anticipated traffic demand? Although VMT is the CEQA metric for environmental impact, LOS for roadway capacity and intersection delay should continue to be used to provide acceptable LOS at buildout of the City of Ontario Plan 2050 to ensure reliable goods movement in this area. A2-13

9. EIR Appendix J & K: VMT & LOS Memorandum: Figures 1-4 of the traffic model do not show Hellman Avenue in Chino connecting to Merrill Avenue (Green). Also, Figure 3 incorrectly assumes there will be a roadway through the Chino Airport (Magenta). Also in Figure 3, the westbound Merrill Avenue segment between Walker (Flight) and Carpenter incorrectly indicates a single lane and not 2-lanes as is currently under construction (Yellow). A2-14

2. Response to Comments

Thomas Grahn, Senior Planner
City of Ontario Planning Department
Re: Notice of Availability for a Supplemental EIR: The Ontario Plan 2050 (SCH #2021070364)
June 23, 2022
Page 4



A2-14 cont.

Planning

10. The current TOP Land Use as shown on Figure ES-4 indicates the current approved land uses for the City of Ontario. Figure ES-5 indicates the proposed land use changes associated with this SEIR. There are significant land use changes proposed to properties located north of Merrill Avenue, south of Eucalyptus Avenue between Sultana Avenue and Grove Avenue. The City of Chino and the City of Ontario share Merrill Avenue for truck and vehicular access to this area. The *Draft Proposed Housing Strategy and Land Use Scenario Map* provides greater detail related to the specific land use changes, particularly the acreage of land that is proposed to be changed. In the specific section noted, approximately 178 acres of land are proposed to be changed from Low Medium Density Residential (LMDR) (5.11-11.00 du/ac) to Industrial (IND) (0.55 FAR). In this area 47 acres of land are proposed to be changed from LMDR to Business Park (BP) (0.60 FAR). Also, in this area 72 acres of land are proposed to be changed from BP to IND. This results in a total of approximately 47 acres of BP designated land and approximately 250 acres of IND designated land in this area. This is a considerable increase of BP and IND designated land that will likely have a significant impact to truck traffic along Merrill Avenue, Euclid Avenue, and other streets in the City of Chino. It is unclear in the EIR if the BP/IND land has been transferred from other areas of the City of Ontario or if these are newly proposed land uses in this area. Either way, more detail related to VMT and specifically truck traffic increases to this area based on the potential industrial building square footage on this land are needed to determine the impacts to traffic and air quality in the vicinity.

A2-15

11. Table ES-1 provides for a comparison of the changes between the approved TOP and proposed TOP. The table indicates that there will be an increase in Nonresidential square footage of 1,092,508 square feet. It is unclear from that table where the increased

A2-16

Nonresidential square footage is proposed to be located or if the increase is a result of a reduction in one area of the City and an increase in another, with that number being the net result. Additionally, as noted in Comment 10, there are approximately 300 acres of land north of Merrill Avenue with a proposed land use change to BP and IND, the additional proposed nonresidential square footage seems far less than what could be developed on the 300 acres of land. More details of where the additional Nonresidential square footage is to be located is required, and what the Nonresidential land uses consist of in those areas. Particularly the additional proposed amount of Business Park and/or Industrial square footage that could be developed within the 300 acres of land as noted in Comment 10. This information needs to be provided to identify the various environmental impacts to this area. A2-16 cont.

12. Chapter 7.5 of the SEIR provides for a Reduced Industrial Alternative to the proposed project, which indicates it would eliminate 8.1 million square feet of industrial development in the City of Ontario. This section identifies that there are 338 additional acres of Industrial (IND) designated land. As noted in Comment 10, 250 acres of land located north of Merrill Avenue is proposed to be changed to IND. This section is not specific as to where the reduction in industrial development would occur with this alternative and how that reduction would impact truck traffic specifically. More details are needed related to what proposed land use changes and which specific parcels would be associated with the utilization of the Reduced Industrial Alternative. A land use map outlining the Reduced Industrial Alternative is required along with the details needed as outlined in Comments 10 and 11 above to determine the environmental impacts to the vicinity of Merrill Avenue associated with the Reduced Industrial Alternative. A2-17

If you have any questions, please contact Michael Hitz, Principal Planner, by email at mhitz@cityofchino.org, or by phone at 909-334-3448.

Sincerely,

Warren Morelion, AICP
City Planner

cc: Michael Hitz, AICP, Principal Planner
Jesus Plasencia, P.E., Assistant City Engineer
Dennis Ralls, T.E., Transportation Manager

2. Response to Comments

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A2. Response to Comments from Warren Morelion, AICP, City Planner, City of Chino, dated June 23, 2022.

Intro Response to comments provided on behalf of the City of Chino are provided in responses A2-1 through A2-17 below.

A2-1 At the request of the Commenter, the symbology on Figure 5.19-4 has been revised to show the City of Chino proposed storm drain (see Chapter 3, *Revisions to the Draft EIR*, and Appendix A, *Revised Draft SEIR Figures*).

A2-2 Comment noted. The parcels referenced are Chino-owned parcels in the City of Ontario. This is a comment on the Housing Element, which was adopted in March 2022. These three parcels are currently and are recommended to remain designated for Low-Density Residential (LDR). Additionally, these parcels are not listed in the Sites Inventory (Housing Element Tables B-1 and B-2) and are not shown on any of the maps showing the opportunity areas (see Housing Element Figures 5-1 through 5-11) of the adopted Housing Element. Finally, these parcels are not outlined as Housing Element Sites on the City's Proposed Housing Strategy and Land Use Scenario (Draft) map that is posted on the City's webpage for TOP 2050.

A2-3 In 2014, City of Chino developed their Eastside Water Treatment Facility on the southeast corner of Schaefer Avenue and Campus Avenue. Since no permanent downstream storm drain was available, development of the Eastside Water Treatment Facility was required to detain stormwater on site. There is no proposed storm drain in Campus Avenue. The City of Chino site is accounted for in the tributary areas that drain to Line C-15 (BNVW-XIV-1) in Bon View Avenue and Line C-16 (EULD-XIV-3) in Edison Avenue (attached is a detailed hydrology map that illustrates this). Development of the project included payment of required Development Impact Fees. The fulfilment of their Development Impact Fee obligation pays for their fair-share cost of the master plan facilities that would serve the property.

A2-4 See response to Comment A2-3. The fulfilment of their Development Impact Fee obligation pays for their fair-share cost of the master plan facilities that would serve the property.

A2-5 The Commenter was mistakenly reviewing the 2010 EIR utilities chapter and not the TOP 2050 SEIR. There is no table in the utilities section of the TOP 2050 SEIR that provides Ontario's Chino Basin Desalter Authority (CDA) and the Water Facilities Authority (WFA) water supplies.

To the extent Chino intended to comment on the 2010 EIR, a subsequent CEQA review that addresses changes to the project is required to provide only the information necessary to make the previous EIR adequate for the project as revised. It is not required to reconsider the analysis in the prior EIR (*California Coastkeeper Alliance v. State Lands*

Commission (2021) 64 CalApp.5th 36, 58). The project impacts reviewed in the prior EIR are properly treated as part of the environmental baseline in a subsequent or supplemental EIR (*Sierra Club v. City of Orange* (2008) 163 Cal.App.4th 523, 542). The prior CEQA review for a project cannot be attacked in a case challenging the adequacy of a subsequent or supplemental EIR that is prepared to address changes to the project.

A2-6 The City's proposed Official Land Use Map in the Policy Plan identifies utility easements with an Open Space – Non-Recreational land use designation. An easement for Southern California Edison high voltage (500-kV) transmission lines runs through the properties that contain the City of Chino Eastside Water Treatment Facility (Chino EWTF). Such easements must remain clear of obstruction to ensure free access to and the operation and maintenance of the transmission lines. Accordingly, this portion of the parcels referenced in the comment are appropriately designated as nonrecreational open space. While open space facilities, such as unprogrammed grass areas, trails, or bikeways can be developed on these easements, the City of Ontario does not intend for the easement to support active open space, such as parklands, trails, or bikeways south of Shaefer Avenue (the parcels that contain the Chino EWTF are south of Schaefer Avenue), as shown on the City's proposed map of multipurpose trails and bikeways (TOP 2050 Figure M-02) and the proposed map of park and recreational facilities (TOP 2050 Figure PR-01).

A2-7 The Commenter is mistakenly reviewing the 2010 EIR utilities chapter and provides a comment regarding the Municipal Water District (MWD) Integrated Resources Plan (IRP) Update on page 5.17-3. TOP 2050 SEIR utilities section is Section 5.19 and not Section 5.17 and there is no discussion of MWD IRP on page 3 of the TOP 2050 SEIR utilities section.

A2-8 As stated previously, this comment refers to the 2010 EIR utilities chapter and discusses a DWR Reliability Report from 2008. There is no discussion of the DWR Reliability Report in the TOP 2050 SEIR utilities section and the long-term planning for water supply is extended to 2050 in the current utilities section.

A2-9 The Commenter references a table on page 5.17-12 that provides water demand calculations and asks for projections through 2050. Again, this table is from the previous 2010 EIR utilities chapter; the current TOP 2050 SEIR does provide water demand projections through 2050.

A2-10 The Commenter provides a comment regarding mitigation measure 17-3 from the previous 2010 EIR. This mitigation measure has been deleted from the current TOP 2050 SEIR.

A2-11 The City will continue to coordinate with the City of Chino on bike and pedestrian planning.

A2-12 The City will continue to coordinate with the City of Chino on designation of Truck Routes.

A2-13 The roadway is being widening consistent with the Master Plan of Arterial Highways which designates Merrill Avenue as #11 with a 108-foot right-of-way (ROW) width and 84-foot curb-to-curb width. This allows for at least two lanes in each direction and a center turn lane. The forecasting and capacity assessment included as Appendix K to the Draft SEIR determined four lanes are adequate to accommodate future growth. The roadway is also being designed as a truck route and designed to handle heavier loads. It should be noted that under the Senate Bill 743, vehicle miles traveled (VMT)-related metric(s) that evaluate the significance of transportation-related impacts under CEQA for development projects, land use plans, and transportation infrastructure projects are required beginning on July 1, 2020. The legislation does not preclude the application of local general plan policies, zoning codes, conditions of approval, or any other planning requirements that require evaluation of level of service (LOS), but these metrics may no longer constitute the sole basis for determining transportation impacts under CEQA. The Draft SEIR Section 5.17, *Transportation*, evaluates the VMT impacts of TOP 2050 compared to that of the Approved Project. As a result, LOS for roadway capacity and intersection delay is not utilized for evaluating impacts in the SEIR. However, TOP 2050 Mobility Element includes roadway classifications (see Figure 5.17-3, *Roadway Classification*), which are informed by the LOS Memorandum included in Appendix K of the Draft SEIR.

A2-14 Regarding Hellman Avenue, the model is a simplification of the roadway network and not all roadways are necessarily depicted in the model. Traffic volume that would be distributed to Hellman Avenue is otherwise distributed to nearby roadways, which are shown to operate at acceptable levels of service. This aggregation of minor roadways has no bearing on the SEIR's conclusions.

The magenta line drawn on the Commenter's map and reference to it as a "roadway" shown in the model roadway network is incorrect. The line highlighted in magenta is a 'centroid connector'. This connector indicates all of the local roadways and driveways that would access Merrill Avenue from the traffic analysis zone (TAZ) and is not meant to represent a roadway through the airport.

The Commenter is correct. The model incorrectly shows one westbound lane under future conditions. However, this lower capacity does not result in a shift in traffic to adjacent roadways as there is adequate capacity to handle the forecast traffic volumes. Therefore, this error does not alter findings or conclusions.

A2-15 The comment regarding the increase in land designated as Industrial and Business Park associated with TOP 2050 compared to the current TOP is noted.

2. Response to Comments

The *City of Ontario Resolution Adopting Vehicle Miles Traveled Thresholds* were adopted in June 2020. The City's guidelines require use of the San Bernardino Traffic Analysis Model (SBTAM) to evaluate how a proposed project changes VMT in the City of Ontario.

It is important to note that the Governor's Office of Planning and Research (OPR) VMT Guidelines[1], shifts the CEQA transportation metrics to promote outcomes that reduce reliance on automobile travel. Neither the Technical Advisory nor CEQA Guidelines Section 15064.3(a) directly address how to analyze transportation impacts associated with changes to goods movement, which is largely carried out by heavy-duty trucks. CEQA Guidelines Section 15064.3(a) specifies that VMT to be analyzed is defined as the amount and distance of *automobile* travel (emphasis added) attributable to a project. The term 'automobile' refers to on-road *passenger vehicles, specifically cars and light trucks* (emphasis added).[2] SB 743 is not intended to require the inclusion of heavy-duty truck trips, utility vehicles, or other types of vehicles in the VMT analysis.[3] In the case of trucks (other than light trucks), based on CARB's 2017 Scoping Plan, the state's primary strategy for the goods movement sector is not in VMT reduction, but in advances in technology (zero-emissions [ZE] and near-zero-emissions [NZE] control strategies).[4] This is consistent with observations that transportation demand management strategies (TDM) for VMT reductions identified by the San Bernardino County Transportation Authority (SBCTA) and the California Air Pollution Control Officer's Association (CAPOCA) do not apply to truck VMT. However, the City's VMT threshold conservatively includes VMT from both passenger vehicles and trucks under the origin-destination (OD) criteria.

The VMT methodology is described on page 6 of VMT Memorandum (see Appendix J to the Draft SEIR). The City of Ontario's VMT threshold for the General Plan under Project analysis states that "A significant impact would occur if the project VMT/SP[5] (for the land use plan) exceeds the Citywide average for Service Population under General Plan Buildout Conditions." VMT/SP means all VMT generated by all trips that either begin or end in Ontario, including trucks, divided by the City's service population, which consists of all people living and/or working in Ontario.

1 Governor's Office of Planning and Research. 2018, December. Technical Advisory on Evaluating Transportation Impacts in CEQA. https://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf

2 Governor's Office of Planning and Research. 2018, December. Technical Advisory on Evaluating Transportation Impacts in CEQA, https://www.opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf

3 PlaceWorks coordinated with staff at OPR on January 12, 2021 to confirm how to address heavy-duty freight VMT in CEQA documents. OPR staff identified that the intent of SB 743 was to address passenger vehicle VMT impact and not freight VMT, as cited under CEQA Guidelines Section 15064.3(a). Therefore, lead agencies could exclude freight VMT from transportation VMT impact analyses under CEQA.

4 California Air Resources Board. 2017, November. California's 2017 Climate Change Scoping Plan: The Strategy for Achieving California's 2030 Greenhouse Gas Target, https://ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/scoping_plan_2017.pdf

5 Service Population (SP)

Under the Project-level VMT significance threshold, the proposed Plan reduces VMT/SP as compared to the current Plan. The City's cumulative VMT threshold for the General Plan analysis states that "A significant impact would occur if the project caused total daily VMT within the City to be higher than the no project alternative under cumulative conditions." Compared to the Approved Project, the Proposed Plan is adding capacity for 25,399 residential units and 1,092,508 square feet of nonresidential square footage. This includes additional capacity for 5,189,888 square feet of Business Park (BP) and 8,099,949 square feet of Industrial (IND), and reduced capacity for 8,990,532 square feet of Mixed Use (MU) and 3,206,797 square feet of Commercial and Hospitality (NC, GC, OC, and HOS), which results in an absolute increase in VMT.

However, as demonstrated by the reduction in VMT/SP, this increase in residents and jobs results in less VMT per person. The Proposed Project increases both housing and jobs, pursuant to the Southern California Association of Government's (SCAG) Sustainable Communities Strategy (SCS) of maintaining and improving the jobs/housing balance. The Proposed Project demonstrates that it accomplishes this goal because the VMT per resident and per employee decreases as compared to the current TOP.

Furthermore, the SEIR consider emissions from freight and freight-related VMT in emissions modeling conducted for TOP 2050 included in Section 5.3, *Air Quality*, and Section 5.8, *Greenhouse Gas Emissions*. For example, modeling in Appendix C provides a breakdown of daily VMT for passenger vehicles, light-heavy duty trucks, medium-heavy duty truck, and heavy-heavy duty truck emission (see page C-17) as well as emissions by vehicle type (see page C-18 through C-25). Therefore, the SEIR considers the impacts associated with the increase in land designated for Industrial and Business Park. Despite the increase in truck VMT, Table 5.3-10, *City of Ontario Regional Criteria Air Pollutant Emissions Forecast*, shows that NOx and particulate matter (PM_{10} and $PM_{2.5}$) would decrease compared to the Approved Project. Only volatile organic compounds (VOCs) would increase compared to the Approved Project and the vast majority of those emissions would be associated with an increase in consumer product use. As identified in Section 5.3, *Air Quality*, this was identified as a significant unavoidable impact of TOP 2050.

A2-16 Section 3.4.2.3, *Areas of Change*, in the Draft SEIR, provides a detailed description of the land use changes of TOP 2050 compared to the current TOP. Figure 3-6, *Areas of Change*, in the Draft SEIR also provides the location of the focused land use changes. As identified in this section, the majority of changes are concentrated in four growth areas and the Ontario Ranch.

A2-17 See response to Comment A2-16. The reduction in Industrial development would primarily occur in the four growth areas. At the request of the Commenter, a new Figure 7-1, *Reduced Industrial Alternative Parcels*, has been incorporated into the SEIR (see Chapter 3, *Revisions to the Draft EIR*, and Appendix A, *Revised Draft SEIR Figures*).

2. Response to Comments

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2.4 RESIDENT AND ORGANIZATION COMMENTS

LETTER R1 – Critical Action and Social Advocacy (CASA) Pitzer (1 page)

From: CASA Pitzer <casapitzer@gmail.com>
Sent: Wednesday, June 15, 2022 2:29 PM
To: Thomas Grahn <TGrahn@ontarioca.gov>
Subject: Public Comment on Ontario General Plan

1. Our community organization is Critical Action and Social Advocacy (CASA [pitzer.edu]) Pitzer and we are based out of Ontario. This is a notification that we, along with a number of individuals, community leaders, community organizations, and environmental groups are opposed to the Planning Commission's approval of the TOP2050 General Plan.

2. On behalf of the residents and citizens of the Ontario community, I request that you take action to deny the approval of the TOP2050 General Plan. The General Plan proposes the rezoning of Agricultural land to Housing, Industrial and Commercial projects based on the findings of the Draft Supplemental Environmental Impact Report (SEIR). R1-1

3. These findings from the Draft SEIR examines the potential environmental impacts as a result of this project which includes the following: Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities.

4. This project will have significant and unavoidable impacts pertaining to violations of laws on the Federal, State and local levels which includes: R1-2

5.1-1 TOP2050 would not alter scenic vistas - which is not true as many of our homes are now being blocked by large warehouse walls we can not see over or past any distance.

5.2-2 Would not conflict with existing zoning for agricultural use, or Williamson Act contract. This is also not true as All agricultural land was rezoned to industrial or housing in Violation of the Williamson Act, Prop 70 and in violation of 65302(h)(1)(A) Access to food; creating a food desert. R1-3

5.3-1 additional population growth & associated emissions would exceed South Coast AQMD's AQMP. R1-4

5.3-3 would generate long term emissions in excess of South Coast AQMD's threshold criteria & cumulatively contribute to the South Coast Air Basin's nonattainment designations. R1-5

5.3-4 Operation of industrial and warehousing land uses would expose sensitive receptors to substantial toxic air contaminant concentrations. R1-6

5. In order to be able to make sensible decisions which include participation of Ontario community organizations,residents,and citizens, we call on you to support the delay of the approval of the TOP2050 General Plan. This is the most critical issue that the voters will address in the Ontario City Council Elections in November 2022. Your decision to delay the approval of the TOP2050 General Plan will be the first step towards protecting Ontario Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities, as well as, the health and quality of life of Ontario residents. R1-7

2. Response to Comments

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R1. Response to Comments from Critical Action and Social Advocacy (CASA) Pitzer, dated June 15, 2022.

R1-1 Responses to the Critical Action and Social Advocacy (CASA) Pitzer's comments are addressed in response to Comments R1-2 through R1-6 below.

R1-2 See Section 2.2, *Summary of General Responses*, and Section 2.2.1, *Scenic Vistas*. Development within the low-lying areas of Ontario would not have the potential to alter scenic views provided by the backdrop of the San Gabriel Mountains as the peaks rise to 7,000 feet above mean sea level. Additionally, future development under the Proposed Project would still be required to adhere to the City's Development Code. Finally, the Commenter's concerns regarding existing conditions do not constitute as substantial evidence of a potential environmental impact of TOP 2050.

R1-3 See Section 2.2, *Summary of General Responses*, Section 2.2.2, *Nonrenewal of Williamson Act Contracts*, and Section 2.2.3, *Environmental Justice Policies*. Buildout of the Proposed Project, like the Approved Project, would most likely require the cancellation or nonrenewal of current Williamson Act contracts. However, because buildout of the Approved Project would have resulted in the cancellation or nonrenewal of Williamson Act contracts, the Proposed Project would not result in further impacts to Williamson Act lands. Further, the comment does not concern TOP 2050, but rather TOP 2010, which is not under consideration here. TOP 2010 was reviewed in the prior EIR and is properly treated as part of the environmental baseline in the SEIR (*Sierra Club v. City of Orange* (2008) 163 Cal.App.4th 523, 542). It should also be noted that environmental justice is not a CEQA topic, as social/economic issues are not environmental impacts under CEQA.

R1-4 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R1-5 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R1-6 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Cumulative health risk associated with buildout of TOP 2050 was identified as a significant unavoidable impact of the Proposed Project.

R1-7 Responses to CASA Pitzer's comments are addressed in response to Comments R1-2 through R1-6 above. The Commenter's opposition to TOP 2050 has been forwarded to the decision-makers for their review and consideration.

2. Response to Comments

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LETTER R2 – Inland Equity Partnership (1 page)

INLAND EQUITY PARTNERSHIP

Inland Equity Partnership is writing on behalf of a coalition of organizations representing the policy, academic, environmental, business, social justice, and affordable housing communities. Inland Equity Partnership is an anti-poverty advocacy coalition who has identified health care and housing as the two primary drivers of poverty. One of our areas of focus is to preserve affordable housing for low income persons living in Riverside and San Bernardino Counties. The Draft TOP2050 General Plan contains deficiencies. R2-1

The General Plan proposes the rezoning of Agricultural land to Housing, Industrial and Commercial projects based on the findings of the Draft Supplemental Environmental Impact Report (SEIR). TOP2050 will have significant and unavoidable impacts: R2-2

5.1-1 TOP2050 would not alter scenic vistas - which is not true as many of our homes are now being blocked by large warehouse walls we can not see over or past any distance.

5.2-2 Would not conflict with existing zoning for agricultural use, or Williamson Act contract. This is also not true as All agricultural land was rezoned to industrial or housing in Violation of the Williamson Act R2-3

5.3-4 Operation of industrial and warehousing land uses would expose sensitive receptors to substantial toxic air contaminant concentrations. R2-4

5. In order to be able to make sensible decisions which include participation of Ontario community organizations, residents,and citizens, we call on you to support the delay of the approval of the TOP2050 General Plan. Your decision to delay the approval of the TOP2050 General Plan will be the first step towards protecting Ontario Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities, as well as, the health and quality of life of Ontario residents. R2-5

Further, without the adoption of a compliant housing element and the needed policy changes to bring the city into compliance with state law, the City of Ontario is losing local control of the development of housing in the city. Inland Equity Partnership is urging the city to delay the draft of the TOP2050 plan until it completes a compliant housing element.

If you have any questions or would like to discuss our comments, please contact Maribel Nunez at (562) 569-4051 or maribel@inlandequitypartnership.org

2. Response to Comments

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R2. Response to Comments from Maribel Nunez, Inland Equity Partnership, dated June 23, 2022.

R2-1 Responses to Inland Equity Partnership's comments are addressed in response to Comments R2-2 through R2-4 below.

R2-2 See Section 2.2, *Summary of General Responses*, and Section 2.2.1, *Scenic Vistas*. Development within the low-lying areas of Ontario would not have the potential to alter scenic views provided by the backdrop of the San Gabriel Mountains as the peaks rise to 7,000 feet above mean sea level. Additionally, future development under the Proposed Project would still be required to adhere to the City's Development Code. Finally, the Commenter's concerns regarding existing conditions do not constitute substantial evidence of a potential environmental impact of TOP 2050.

R2-3 See Section 2.2, *Summary of General Responses*, and Section 2.2.2, *Nonrenewal of Williamson Act Contracts*. Buildout of the Proposed Project, like the Approved Project, would most likely require the cancellation or nonrenewal of current Williamson Act contracts. However, because buildout of the Approved Project would have resulted in the cancellation or nonrenewal of Williamson Act contracts, the Proposed Project would not result in further impacts to Williamson Act lands. Further, the comment does not concern TOP 2050, but rather TOP 2010, which is not under consideration here. TOP 2010 was reviewed in the prior EIR and is properly treated as part of the environmental baseline in the SEIR (Sierra Club v. City of Orange (2008) 163 Cal.App.4th 523, 542).

R2-4 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R2-5 The Housing Element is required to be updated on an eight-year cycle, as established by the State of California. The City's 6th cycle (2021-2029) Housing Element Update was recently adopted on March 1, 2022. Responses to Inland Equity Partnership's comments are addressed in response to Comments R2-2 through R2-4 above.

2. Response to Comments

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LETTER R3 – Susan A. Philips, Professor of Environmental Analysis, Robert Redford Conservancy at Pitzer College; Randy Bekendam, Executive Director, Southern California Agricultural Land Foundation; Ana Gonzales, Director, Center for Community Action and Environmental Justice; Anthony Noriega, Director, District 5, League of United Latin American Citizens (LULAC) de Inland Empire; and Kim Floyd, Conservation Chair, Sierra Club San Gorgonio Chapter (15 pages)

Robert Redford CONSERVANCY
for Southern California Sustainability
PITZER COLLEGE

LEAGUE of UNITED LATIN AMERICAN CITIZENS

SIERRA CLUB
SAN GORGONIO

CCAEJ

June 23, 2022

Dear Kimberly Ruddins,

Comment to City of Ontario re: General Plan and CCAP Supplement

We begin by requesting additional time for the DEIR comments and public discussion of the Supplemental General Plan and the Community Climate Action Plan. Ontario is undergoing an unprecedented amount of change. The shift to elections by district and accompanying redistricting process have converged with TOP 2050 process and accompanying Community Climate Action Plan, and all of these have converged with the pandemic. The combination of the pandemic environment, potential shifts within Council, and these key planning matters with summer deadlines, threatens to compromise meaningful community engagement and the integrity of these processes, as well as creating a sense of overwhelm for residents and City staff. This time of instability within the City's landscape and structure is a challenging moment in which to co-locate such complex planning and governance processes. We therefore request the following: R3-1

- **One additional year** to read, process, meet about, interpret, and respond to the DEIR and CCAP documents, in order to separate them in Ontario's calendar from the redistricting process. This will increase the likelihood of more democratic engagement with the General Plan.
- **A separation of between 3-6 months** between the Community Climate Action Plan and the General Plan supplement. Though interlinked, these are two separate and lengthy documents. To expect residents and community members to tackle both at the same time compromises Ontario's values of community-based deliberation and engagement.

2. Response to Comments

Though they exist in tandem, each of these documents is substantial and would benefit from separate deliberation.

- **A separation of between 3-6 months** between the redistricting process and the General Plan and CCAP deliberations. R3-1 cont.

More time will also allow the City of Ontario to include a more robust engagement with the environmental justice element (described below), which is critical to the success of Ontario's future planning.

Prior to adequate environmental justice engagement, we request **a halt to approvals for all industrial development** projects for a period of one year, until emissions and GHG numbers have been recalculated (see request below) and planning processes are completed with an EJ element in a robustly democratic, and temporally separate, manner.

Ontario residents have expressed repeated surprise and dismay regarding the greenlighting of industrial projects adjacent their neighborhoods since the pandemic began. Ontario's landscape is changing at an unprecedented rate, particularly within South Ontario. Ontario communities have been distracted by health, social, and economic challenges and thus need time to catch up. Adding more time to the calendar in order to treat these issues separately will ensure that greater community participation and democratic decision-making accompanies these processes. R3-2

Aside from timing, several additional factors are of concern with the DEIR and CCAP. We review them below.

CCAP

The CCAP excludes heavy duty trucks that travel to Ontario's warehouses within its local GHG emissions. We understand that you are using the United States Community Protocol for this analysis and encourage you to contribute a larger portion of the document to the Global Protocol for Cities. Ontario's key role in the global economy has been intentional, and truck, air, and train traffic that increase GHG and pollutants emissions need to be weighed more heavily. R3-3

According to your CCAP storymap, "Emissions from fuel use at major industrial facilities are permitted by state and regional air quality authorities. Stationary source emissions are informational and are not included in the community total." It is unclear to us whether the City is considering warehouses as stationary source infrastructure, and we note that warehouse infrastructure has been intentionally created and approved by the City over a period of decades. The City is therefore responsible for the consequences of that municipal decision-making. Due its significant, and intentional, role within the global economy, Ontario should claim responsibility for major and growing warehouse clusters that will contribute thousands of additional HDDT trips per day. According to the Global Protocol, cited in the CCAP, "The first step for cities to R3-4

realize their potential is to identify and measure where their emissions come from -- you can't cut what you don't count." R3-4 cont.

It is of critical importance to create control measures for warehouse growth and associated HDDT within the CCAP and TOP 2050.

We therefore request the following:

- **The addition of control measures for industrial development and accompanying HDDT VMT.**
- **A more thorough review of industrial uses numbers, and in particular warehouse and logistics clusters, within the TOP and Climate Action Plan.** R3-5

There are always two pieces of any emissions reduction strategy when calculating an emissions inventory:

1. Cleaner technology (i.e., emissions rate)
2. Emissions activity (i.e., emissions growth management measures)

Intrinsically, emissions can be reduced by reducing the rate of emissions per activity or by reducing the activity generating the activity, or any combination. The City of Ontario does an admirable job of outlining technologies, smart growth patterns, active transportation corridors, and so on, which reduce the emissions rate. The incentives and emissions reductions from the introduction of these programs will help to achieve emissions reductions over the course of TOP. R3-6

However, such community based solutions and zero emissions technologies are only half of the puzzle. Programs that aim to reduce industrial emissions activity do not appear to be part of any of the proposed TOP or CCAP. None of the strategies listed in Table ES-4 List of 2022 CCAP GHG Reduction Strategies include a control measure for logistics growth.

The impact of the logistics infrastructure within the City of Ontario needs to be addressed as a specific category: this includes the airport, freight train, and warehouse logistics activity clusters that Ontario continues to build out at an unprecedented rate. R3-7

According to the WarehouseCITY tool (https://radicalresearch.shinyapps.io/WarehouseCITY), there are ~592 warehouses (likely an undercount due to inaccuracies within the assessor's labeling) with 120M sq. ft. and 80k truck trips. This is shown below in Figure 1. R3-8

2. Response to Comments

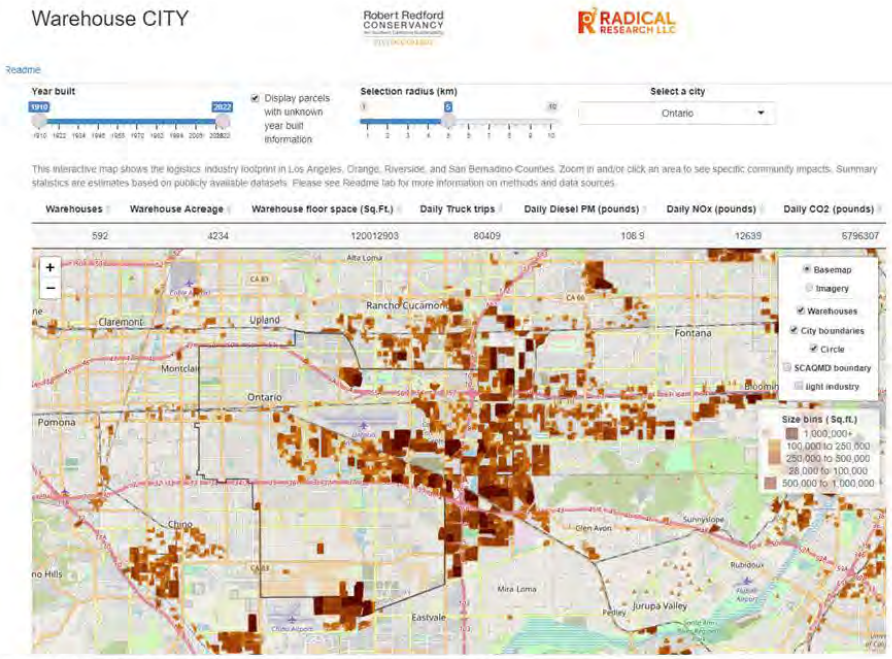


Figure 1 – Warehouses in Ontario in Warehouse CITY alpha v1.0.5

We note that the square footage of warehouses has doubled since 2008, which means that the associated diesel VMT has also doubled, resulting in double the GHG emissions from this emissions category. Table 1 of the CCAP shows a combined 19% decrease in light-duty vehicles and a 25% increase in heavy-duty vehicles to get the -9% reductions, based on an emissions factor analysis per mile that is weighted heavily towards light-duty vehicles. Table 2 shows a 9% increase in VMT (1.96B to 2.15B), whereas Table 5 suggests that 2008 and 2019 heavy-duty VMT changed by only 2% from 2008-2019 and went down by 25% in 2016. Based on the forms of data to which we have access, these outcomes seem unlikely. In addition to the WarehouseCITY tool, CalTrans truck traffic volumes at key Ontario intersections along the 60 FWY demonstrate steady increases in HDDT VMT until 2020, when the pandemic disrupted supply chain patterns as shown in Figure 2 below.

R3-8 cont.

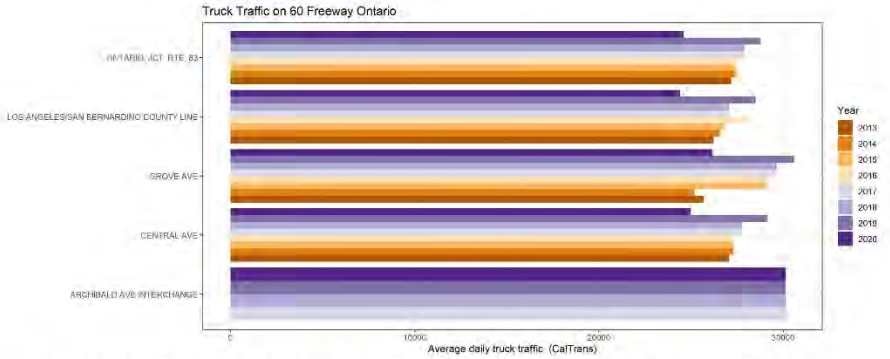


Figure 2. Truck traffic counts along the 60 Freeway from 2013-2020. Data accessed from CalTrans at https://dot.ca.gov/programs/traffic-operations/census

If we restrict the WarehouseCITY map to warehouses built from 2008 - 2019, we note an additional 249 warehouses (50M sq.ft.), and an additional ~33.8k truck trips daily. The tool estimates that truck trips went up 88%, not the 2% claimed by the City. As a result of the discrepancy in diesel VMT estimates, we believe the City GHG estimates are underestimated and incorrectly miss the growth in MTCO2e due to increased warehouse land-use. Our tool suggests that $MTCO_2e$ from trucks associated with new warehouses is 2,857,003 CO_2 pounds daily, 365 days/2000 lbs. This equals ~0.52 $MTCO_2e$ growth from freight. This is reasonably consistent with your Table 5 estimate of 0.74 $MTCO_2e$ in 2008 and our 88% increases. In other words, the rate should go from 0.74 $MTCO_2e$ in 2006 to 1.27 MTCO2e in 2019 due to the increased HDV traffic, which mostly offsets declining light-duty vehicle emissions over the same time period. This leads to a 2% increase in transportation emissions, rather than a 13% decline.

R3-8 cont.

Our cumulative impact tool shows that the current rate of GHG emissions associated with Ontario warehouses is in excess of 6.75 million pounds of CO_2 per day, given an assumed HDDT VMT of 25 miles per day. According to current standards, the social cost of carbon is $51 per ton. This calculation was developed to provide guidance for federal clean air policy. This number is based on older mathematical models and there is wide agreement that it is a radical underestimation of carbon's true cost. Utilizing the $51 standard, the annual estimated cost of carbon stemming from Ontario's warehouse infrastructure already exceeds $63 million per year. This number will grow by 3.8% per year if warehouse VMT follows current growth projections. There is no indication here of a decreasing or flat trend in truck VMT. Clearly, this has had significant consequences in terms of pollution and GHGs, as well as traffic, noise, safety, and congestion.

In terms of GHGs, our tool estimates that **Ontario warehouses have increased CO_2 emissions by approximately 1.27 $MTCO_{2e}$ per year**.

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It is essential that Ontario consider the benefits of minimizing or halting the further growth of logistics infrastructure to reduce both carbon and pollutant detriments. Ontario already has an outsized logistics-based footprint. Despite the perceived benefits that this infrastructure brings, the costs remain high. Halting emissions growth of logistics based industrial development is the cheapest way to reduce projected GHGs as well as criteria pollutants.

- **We request that the numbers of pollution emissions and GHGs be redone to account for logistics infrastructure and that Ontario analyze its TOP and CCAP based on the new numbers that result from that calculation.**
- **We request that automobile VMT and freight VMT be separated out within the body of the CCAP and TOP.** R3-9
- **2020 should be excluded from any cumulative calculation of VMT.**
- **Ontario should recalculate and account for the social cost of carbon emissions associated with its warehouse infrastructure.**
- **Analyze the logistics sector and projected warehouse growth through an environmental justice lens.**

Current numbers give an inflated impression of the health of the City. For example, page 10 of CCAP Background (page 32 of the document) cites California Enviroscreen Data indicating that all neighborhoods are in the 50th percentile but then only a vague reference that some kinds of pollutants are "higher" and clustered in poorer neighborhoods. It is important to cite the actual numbers here, which are in the high 90s, and to create mitigation measures for this exposure. The CCAP currently minimizes the environmental justice impact of logistics as well as indicating that it is unavoidable; this minimizes the contribution of logistics to GHG and pollutants and absolves the City of responsibility for that decision-making. Recalculation will likely demonstrate offsets to gains in other areas, and compromise the achievement of Ontario's goals of sustainability and resilience. R3-10

Additional Traffic Issues

We understand that the San Bernardino Traffic Analysis Model (SBTAM) was utilized for TOP 2050 but we note the lack of an independent traffic analysis specifically for the City of Ontario. We are concerned that not to do so leaves analysis and decision making in the hands of private entities (developers and environmental consultants) associated with specific projects rather than the general plan as a whole. This ceding of the City's proper authority is problematic. It fundamentally removes the public voice from the planning process that comes from concerted outreach associated with the General Plan, the breadth of which envelopes a much broader scope than any one individual siting decision. R3-11

We request a traffic analysis, particularly regarding logistics and including mitigation suggestions.

We request more information on the specific measures:

- M1-2: Mitigation of Impacts. We require development to mitigate its traffic impacts.
- M1-6: Reduce Vehicle Miles Traveled. We will strive to reduce VMT through a combination of land use, transportation projects, travel demand management strategies, and other trip reduction measures in coordination with development projects and public capital improvement projects.
- M4-2: Regional Planning. We work with regional and subregional transportation agencies and adjacent cities to plan and implement goods movement strategies, including those regional truck routes, plans and projects that improve mobility, deliver support the efficient movement of goods efficiently, and minimize negative environmental impacts.
- M4-4: Environmental Considerations. We support both local and regional efforts to reduce/eliminate the negative environmental impacts of goods movement through the planning and implementation of truck routing and the development of a plan to evaluate the future needs of clean fueling/recharging and electrified truck parking.
- M4-5: Air Cargo. We support and promote an LAONT that accommodates 1.6 million tons of cargo per year as long as the impacts associated with that level of operations are planned for and mitigated.
- M5-2: Land Use Compatibility with Regional Transportation Facilities. We work with LAWA ONT, railroads, Caltrans, SANBAG SBCTA, and other transportation agencies to minimize impacts.

We request that a traffic analysis be included, and that the 2020 pandemic numbers be excluded from this traffic analysis.

R3-12

One of the most troubling aspects of TOP 2050 is Impact 5.17-2: "Because the VMT impact is citywide, mitigation measures to reduce VMT would need to focus on changing or improving the citywide travel patterns, transportation network, or infrastructure. Given the uncertainty of the effectiveness of implementing these types of mitigation measures at a citywide level and of their effectiveness at reducing citywide VMT, these measure are not considered feasible for TOP 2050."

The uncertainty of mitigation measures in the face of citywide VMT impacts is not a reason to claim infeasibility. In fact the opposite is true–uncertainty creates an even more pressing

R3-13

2. Response to Comments

imperative to act in the interest of the common good of Ontario residents, particularly for EJ communities.

R3-13 cont.

We request that the City of Ontario develop specific measures, including limits on industrial HDDT VMT, limits on industrial construction, downsized development plans, and other measures to mitigate this increase in VMT, particularly of HDDT.

Lack of inclusion of an Environmental Justice Element

Ontario adopted its Environmental Justice Element in early 2022. It is not possible to find consistency or robust engagement with EJ principles as required by Planning and Zoning Law within the TOP or CCAP document. While we understand that the EJ element is not required to be its own section, we see little evidence of meaningful engagement with EJ principles in the TOP 2050 or in the CCAP.

R3-14

For example, TOP 2050 does not make mention of SB 1000 the State's Environmental Justice Local Land Use planning. A history of poor and discriminatory land use practices has put the majority of polluting industries in the backyards of the most vulnerable local communities, directly next to homes and schools. The DEIR and CCAP both state that its focus would be on technical updates that conform to the policy plan and State laws related to environmental justice but lack consistency. Per SB 1000, "The bill would also require the environmental justice element, or related environmental justice goals, policies, and objectives integrated in other elements, to identify objectives and policies to reduce the unique or compounded health risks in disadvantaged communities, as specified, identify objectives and policies to promote civil engagement in the public decision making process, and identify objectives and policies that prioritize improvements and programs that address the needs of disadvantaged communities."

TOP 2050 mentions EJ but lacks true genuine EJ elements. The Ontario Plan does not demonstrate what mitigation efforts will take place to minimize health risks to disadvantaged communities. In fact, it mentions that emissions from construction and operation are "UNAVOIDABLE cumulative health risks", per AQMP:

R3-15

"Buildout of the proposed land use plan associated with TOP 2050 could contribute to an increase in frequency or severity of air quality violations and delay attainment of the AAQS or interim emission reductions in the AQMP, and emissions generated from buildout would result in a significant air quality impact. Therefore, like the Approved Project, the Proposed Project would be inconsistent with the AQMP. As identified in Impact 5.3-3, the Proposed Project would result in a substantial increase in VOC compared to the Approved Project. Therefore, TOP 2050 would result in a substantial increase in magnitude of impacts compared to the Proposed Project."

According to the SCAQMD's MATES tool, all Ontario zip codes are in the top 90+% of cancer risk, largely as a result of their proximity to many of the busiest heavy-duty truck routes in the

state. Additionally, California Enviroscreen data place Ontario in the high 90th percentile (up to 99%) in pollution levels, as stated above. R3-15 cont.

In addition to the late adoption of the Environmental Justice Element, we are concerned that the community process related to the TOP/CCAP has taken place during the pandemic. We therefore request

- **A delay of one additional year, as stated above, so that the City can further incorporate EJ element into the TOP/CCAP**
- **A delay of one additional year, as stated above, so that the City can engage in more robust community outreach regarding its EJ elements within the CCAP and TOP;**
- **The inclusion of a breakout environmental justice element or clear demarcations of EJ-relevant analysis within the existing sections of the TOP and CCAP.**
- **Changes to CCAP as stated above (control measures for industrial development)**
- **A redesign of the General Plan to maximize green buffers between housing and commercial/industrial developments**
- **No more construction of warehouses near residential developments**
- **Truck routes that avoid residential communities**

R3-16

As measured against the AG's example linked above, Ontario's EJ element needs additional development. The City of Ontario clearly requires extra time for analyzing the additional elements of the plan through EJ principles.

Climate Concerns: Further Consideration of Nature-Based Solutions

In the twelve years since the 2010 General Plan, the exigencies of climate change have begun to hit us at an unprecedented rate. There has been a great deal of research and action, globally, nationally, and at the state-level, regarding the value of nature-based solutions to climate change. We are happy to see an accounting of that within the Land Sequestration section on p 39. We commend the City on its tree plan for the Euclid median and for the thousand trees planted since 2019. **We request that the City conduct a shade equity tree analysis in the neighborhoods south of Holt.** We would like to see two additional things: R3-17

1) An accounting of GHGs in the TOP build out and conversion of all farmland to developed land
2) An accounting of GHGs within the TOP with a significant area ~300 acres (described below) reserved for regenerative agriculture that will act as a carbon sink to offset additional emissions associated with development

R3-18

2. Response to Comments

Predicted drought, increased heat, increased wind and other extreme weather events, supply chain disruptions, economic instability, unprecedented loss of biodiversity, and food shortages will begin to challenge our collective survival within the next 5-10 years. The beginning presence of all these factors has already been felt. The windstorm of last January is just one example of this.

R3-18 cont.

In order for Ontario to be the most effective city, it can be in creating a healthy airshed and prioritizing the needs of EJ communities and all its residents, prioritizing nature-based solutions to offset Ontario's massive logistics footprint within the TOP 2050 is critical.

We are happy that the CCAP involves the mention of natural and working lands in the form of tree planting, urban greenspace, and the Great Park, but we would like to see strategies associated with this component in the TOP–and particularly the inclusion of prime farmland. Ontario's massive footprint could begin to be offset by maximizing the green benefit, food production, biodiversity conservation, and carbon sequestration potential of the "donut hole." **TOP 2050 should include provisions for carbon sequestration in open and working lands as well as urban tree planting.** Two major land-based assets distinguish Ontario from nearby cities: Ontario's enviable tree canopy along the Euclid median and the amount of open farmland left in South Ontario. Just as trees and the historic Euclid median are treated as a heritage landscape that contributes to community health, the former agriculture preserve–much of which remains intact–could be strategically reenvisioned to increase community and environmental health and to begin to offset logistics-related omissions.

R3-19

R3-20

We request that you create alternate plans for open and working lands within the TOP, including agriculture, that are appropriate to Ontario's landscape.

"The CCAP projects that all agricultural land is projected to be developed with urban uses by 2050, reducing emissions from the city's agricultural sector to zero emissions in 2050." This statement excludes the potential of farmland to create clean energy through agrivoltaics and to act as a natural carbon sink that could provide carbon sequestration instead of emissions.

We request that you analyze several scenarios that weigh the carbon benefits of retaining agricultural land, particularly in the area below The Great Park.

R3-21

Sustainable agriculture, along with other open and working lands, create carbon negative/carbon sink scenarios as well as contributing to community health, water filtration, and pollution remediation. This will be particularly important as heat and drought increase. In addition, farmland can be utilized for the generation of energy, which could help to offset new strains on the grid, as well as local sources of food.

Area of Controversy: The Importance of Prime Farmland

Agriculture is such an important part of Ontario's legacy. Unlike many cities in Southern California, Ontario still has a portion of its land as agriculture and remains in productive use.

R3-22

Ontario can continue to showcase its roots as an agricultural center. In 2015, the zoning maps shows more than six square miles zoned for agriculture. Now fewer than seven years later, the Ontario Plan ignores this legacy and plans to re-zone the agricultural lands as industrial lands. Pasadena and Pomona wish they would have set aside lands to showcase their heritage and invest in their future. Ontario has the chance, as well as the chance to showcase continued links between Ontario and innovation in educational facilities, architectural innovation, and reformulated sustainable farms. R3-22 cont.

From an economic perspective, prime farmland has tremendous value that cannot be understated. While economic benefit cannot compete with the cold, hard cash that warehouse development offers, think of the public health benefit and dollars saved through the decrease of intergenerational asthma that now runs in Ontario families, think of chronic, diet-related illnesses such as diabetes and heart disease.

Section 1.7 outlines "Areas of Controversy," noting that "In accordance with Section 15123(b)(2) of the CEQA Guidelines, the EIR summary must identify areas of controversy known to the lead agency, including issues raised by agencies and the public." We contest that statement that "**The City of Ontario has no knowledge of expressed opposition to the Proposed Project.**" Despite the outlined community process and feedback contained therein, the opposition to the loss of agricultural land to industrial development within the City of Ontario is growing. The City received over 1000 comments of opposition to the Ontario Logistics Center Specific Plan and destruction of associated farmland, along with comments from 25 agencies in opposition to the proposed project. In addition, residents of Ontario affiliated with Ontario for Agriculture collected almost 2000 signatures from Ontario residents in order to engage in an attempted ballot referendum that was meant to preserve this farmland. While this fell short of the over 8000 signatures required to successfully pass the referendum, 2000 signatures within 30 days represents a significant opposition to the loss of agricultural land. **We, therefore note that the City of Ontario needs to take into account and mitigate for this area of controversy.** R3-23

While we know that all farmland has already been rezoned to residential (and industrial/commercial), some of the rezoned land includes Prop 70 land and Williamson Act Land.: "Impact 5.2-1. The Proposed Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance in the City of Ontario to non-agricultural use. Less than significant The City of Ontario's land use plan no longer designates agricultural land uses in the City. No mitigation measures are required. Less than significant Impact 5.2-2. The Proposed Project would not conflict with existing zoning for agricultural use, or a Williamson Act contract. Less than significant The City of Ontario's land use plan no longer designates agricultural land uses in the City. No mitigation measures are required. Less than significant." We disagree that no mitigation is required, both because Prop 70 land is planned for development in TOP 2050 and because of the intrinsic importance not just of farmland preservation but of farmland transformation. R3-24

The value of open and working lands is only now being realized as we face the climate crisis head on. Ontario could become a leader in California's Nature's Based Solution to fight climate

2. Response to Comments

change and conserve biodiversity. In October 2020, Governor Newsom signed an Executive Order N-80-20 committing California to conserving 30% of land by 2030. The 30x30 plan is an international, national, and state-wide movement to establish a current baseline for conserved areas—including farmland—as a nature-based solution to climate change.

The proposed conversion of working lands to development and in particular industrial uses within TOP 2050 is an irreversible change that goes against Governor Newsom and CNRA's call for the state to "Expand Nature-Based Solutions." In Executive order N-82-20 Governor Newsom calls for protecting working lands as climate-smart solutions to worsening climate change.

R3-24 cont.

According to the California Department of Conservation, this TOP represents a permanent decrease in the amount of farmland in the state of California. Development on all prime farmland is an unwise decision when climate-related disasters disrupt the supply chain, when predicted climate-related food shortages threaten the well-being of thousands in our already food insecure region, when heat and drought will strain water and energy systems to the limit, and when shrinking biodiversity threatens the very fabric of our ecosystems. We need to prioritize building health-promoting infrastructure rather than pollution promoting infrastructure, like warehouses. With poor air-quality days, days over 90 degrees, and traffic all increasing, we need to protect, preserve, and invest in green spaces and working lands that can act as regional lungs and help communities breathe more easily.

We request that Ontario's General Plan retain an Agricultural Heritage and Innovation Zone, with conservation easements for agriculture deeded in perpetuity.

We request that this Agricultural Heritage and Innovation Zone include all Prop 70 lands remaining in Ontario.

Specifically, we request the creation of at least a 350-acre Agriculture Preserve south of the great park to Eucalyptus. This farmland preserve area could include some low- and possibly medium-density housing.

R3-25

This zone would go from the southern border of the Great Park to the North, from Sultana to the West, to the Cucamonga Creek wash, which is a prominent natural boundary, to the East. The zone could incorporate low-medium density housing and includes appropriate uses within the airport overlay zone.

The agricultural heritage and innovation zone would act as a natural and compelling buffer between residents and the warehouse district. That strip includes 40 acres of Prop 70 land and will act as an excellent neighbor to the Great Park. The General Plan should also include the remaining Prop 70 lands as part of the Agricultural Preservation Zone.

One 2004 City of Ontario Planning document provides an analysis of the historic significance of the properties and concludes that "the district is significant at the local,

R3-26

regional, and state levels" (p 65). That document suggests to "Consider purchasing one operating dairy facility or coordinating with a dairy farmer to continue to operate the facility as a hands-on research facility, living history museum, or educational facility that would be open to the public for a nominal fee" (p 70). In other words, the document provides compelling evidence for valuing this farmland as Ontario's cultural heritage, even before the current climate-induced interest in nature-based solutions have begun to elevate this profile.

There is expected to be up to $1 billion in state funding for projects that fall within the 30x30 strategy. The elimination of prime farmland, as proposed, limits Ontario's capacity to deliver a healthy quality of life to its residents and be a leader in innovating solutions. Climate-related challenges are not in our distant future. They are happening now. Power outages, extreme heat and wind events, drought, natural disasters—all of these are straining our systems beyond capacity. Increased heat, lack of water percolation, loss of biodiversity, and increased fossil fuel consumption associated with development will only exacerbate these problems. R3-26 cont.

See the 30x30 report in its entirety.

https://resources.ca.gov/-/media/CNRA-Website/Files/Initiatives/Expanding-Nature-Based-Solutions/FINAL_DesignDraft_NWL_100821_508-opt.pdf

"Climate smart cropland management can also contribute to climate resilience through:

- *Supporting resilient communities and natural systems - Agricultural lands provide food security to California, and can support climate resilience through provision of habitat, food management, pollination services, buffering against fres, and groundwater recharge.73 These outcomes benefit all Californians, and are particularly important for rural, climate-vulnerable communities*
- *Supporting resilient economies - Agriculture is a critical sector of California's economy. Climate smart cropland management promotes a resilient agricultural economy, can buffer communities from extreme heat, and provide local food sources for the future. "*

Ontario is in an enviable position vis a vis other cities due to the open land assets that it is currently slating for development. The Great Park plan is a wonderful start, but we request that the following be considered as the opposition to farmland loss within the city is growing.

While we know that Prop 70's implementation in San Bernardino County has a complex history, Prop 70 utilized approximately $20M of public money to protect farmland. It is a violation of the public trust to piggy-back on an EIR process that is also likely to facilitate rezoning of Prop 70 land in the future. The Planning and Conservation League (PCL) in 2006 wrote to request protection of and proper use for Proposition 70 funding. R3-27

CEQA Considerations for DEIR TOP R3-28

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The "policy of the state" reflected in the California Environmental Quality Act is that projects with significant environmental impacts *may not* be approved "if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects . . ." (Pub. Resources Code § 21002.) More specifically, CEQA states:

Pursuant to the policy stated in Sections 21002 and 21002.1, no public agency shall approve or carry out a project for which an environmental impact report has been certified which identifies one or more significant effects on the environment that would occur if the project is approved or carried out

> unless ...:
>
> (a). . . (3) Specific economic, legal, social, technological, or other considerations . . . make infeasible the mitigation measures or alternatives identified in the environmental impact report.
>
> (Pub. Resources Code § 21081.)
>
> It is settled law that:
>
> CEQA contains *substantive* provisions with which agencies must comply. The most important ... is the provision requiring agencies to deny approval of a project with significant adverse effects when feasible alternatives or feasible mitigation measures can substantially lessen such effects.
>
> (*Sierra Club v. Gilroy City Council* (1990) 222 Cal.App.3d 30, 41, italics added.) Indeed, in a case decided on July 7, 2006, a court analyzed the "substantive mandate" of CEQA, then set aside a college campus master plan project because there was not substantial evidence to support a college district's findings of economic and legal infeasibility of mitigation. (*County of San Diego v. Grossmont-Cuyamaca Community College* (2006) –Cal. App.--, slip opinion, pp. 18-29.)

R3-28 cont.

"Feasible" is defined as "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors." (Pub. Resources Code § 21061.1.) The definition *does not* require the agreement of the project applicant. "Each public agency shall mitigate or avoid the significant effects on the environment of projects that it carries out or approves *whenever* it is feasible to do so." (*Lincoln Place Tenants Ass'n v. City of Los Angeles* (2005) 130 Cal.App.4th 1491, 1508, emphasis added.)

TOP 2050 has impacts that can and must be mitigated. Land use and transportation have a strong influence on people's lifestyles and in promoting healthy communities as well as exposing people to significant detriments in the form of pollution emissions, traffic, noise, safety concerns, and congestion. While Ontario describes itself as a "balanced city," the amount of investment in logistics-based land uses takes up a disproportionate amount of the City's landscape. We are alarmed that the City has adopted a design that places housing next to industrial developments, and we urge the City to consider agricultural land buffers and other mitigation measures for the impacts of the plan.These are inappropriately labeled as

insignificant, but they in fact may be avoided by properly adopting mitigation measures and alternatives.

Signed,

Susan A. Phillips, Robert Redford Conservancy
Professor of Environmental Analysis

Randy Bekendam, Executive Director
Southern California Agricultural Land Foundation

Ana Gonzalez, Director
Center for Community Action and Environmental Justice

Anthony Noriega, Director
District 5, LULAC de Inland Empire

Kim Floyd, Conservation Chair
Sierra Club San Gorgonio Chapter

R3-28
cont.

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R3. Response to Comments from Susan A. Philips, Professor of Environmental Analysis, Robert Redford Conservancy at Pitzer College; Randy Bekendam, Executive Director, Southern California Agricultural Land Foundation; Ana Gonzales, Director, Center for Community Action and Environmental Justice; Anthony Noriega, Director, District 5, LULAC de Inland Empire; and Kim Floyd, Conservation Chair, Sierra Club San Gorgonio Chapter dated June 23, 2022.

R3-1 The Commenter requests additional time for the Draft SEIR review period of TOP 2050 and the Community Climate Action Plan, as well as a separation of 3 to 6 months between the two documents. The public review period of 45 days, beginning on May 9, 2022, and ending on June 23, 2022, met CEQA's requirement of 45 days, pursuant to CEQA Guidelines Section 15105(a) for Draft EIRs submitted to the State Clearinghouse for public review by State agencies. The request for additional time for TOP 2050 and the Community Climate Action Plan (CCAP) 2022 update will be forwarded to the decision-makers for their review and consideration. Additionally, see Section 2.2.3, *Environmental Justice Policies*, for a description of the outreach conducted for TOP 2050.

R3-2 The request for an industrial/warehouse mortarium within Ontario is noted and will be forwarded to the decision-makers for their review and consideration.

See response to Comments R3-3 through R3-10 regarding emissions modeling for the CCAP and SEIR. Greenhouse gas (GHG) emissions modeling conducted for the CCAP and Draft SEIR was conducted using agency-approved protocols, including the U.S. Community Protocol and the Global Protocol. Section 5.8, *Greenhouse Gas Emissions*, of the Draft SEIR provides an accurate assessment of the existing, Approved Project, and Proposed Project GHG emissions in the City. No changes to the SEIR are warranted.

See response to Comments R3-14 through R3-16 and Section 2.2, *Summary of General Responses*, Section 2.2.3, *Environmental Justice Policies*, regarding environmental justice policies in the Policy Plan. The City has opted for an "environmental justice in all policies" approach in TOP 2050 to ensure the topic is present alongside the multitude of issues and topics that affect our residents and resources. It should also be noted that environmental justice is not a CEQA topic, as social/economic issues are not environmental impacts under CEQA.

In accordance with CEQA Guidelines Section 15163, the CEQA baseline for this SEIR is the Approved Project. The Draft SEIR evaluates the potential impacts from the change in land use designations of the current TOP compared to TOP 2050, including the increase in Industrial and Business Park designations, within Ontario Ranch and the Original Model Colony (OMC) of Ontario.

R3-3 The Commenter is incorrect that the CCAP excludes heavy-duty trucks that travel to Ontario's warehouses. The CCAP is based on transportation modeling conducted by Fehr & Peers for TOP 2050. Vehicle miles traveled (VMT) modeling is consistent with the City

of Ontario Resolution Adopting Vehicle Miles Traveled Thresholds, which was adopted in June 2020. The City's guidelines require use of the San Bernardino Traffic Analysis Model (SBTAM) to evaluate how a proposed project changes VMT in the City of Ontario. The SBTAM origin-destination (OD) modeling accounts for both passenger vehicle and truck traffic in Ontario that is generated by land uses within the City. As a result, the GHG modeling in the CCAP and Section 5.8, *Greenhouse Gas Emissions*, of the Draft SEIR accounts for emissions from both passenger vehicles and trucks generated by land uses in the City.

R3-4 The Commenter cites the CCAP storymap citation regarding industrial facilities. It should be noted that for air quality and GHG emissions modeling "industrial" sector emission specifically reference emissions that are regulated by an Air District. This is also known as permitted emissions and includes emissions sources such as boilers, emergency generators, gas stations, and other emissions from equipment that requires a permit from an Air District. Stationary source infrastructure does not include cargo handling equipment and truck idling emissions that are area source emissions, which are not directly regulated by an Air District.

The CCAP GHG emissions inventory and forecasts include warehouse/industrial mobile-source and area source emissions. Mobile source emissions from light-duty vehicles and heavy trucks associated with warehouse/industrial properties and activities are included under the on-road transportation sector emissions. Emissions from cargo handling equipment are included under the off-road equipment sector. The energy used by these facilities is included in the nonresidential energy sector emissions.

R3-5 The Commenter is requesting additional control measures for industrial development and truck VMT. See response to Comment R3-6.

See response to Comment R3-3. The Draft SEIR and CCAP include emissions from industrial/warehouse developments, including truck VMT. It should be noted that Appendix C-17 of the Draft SEIR includes a detailed accounting of light-heavy duty trucks (LHDT), medium-heavy duty trucks (MHDT), heavy-heavy duty trucks (HHDT), and passenger vehicle VMT provided by Fehr and Peers and modeling with SBTAM. The primary driver for demand for new warehouse is e-commerce. E-commerce requires three times the warehouse space to carry a wider variety of goods expected to be delivered within two days to local consumers. Warehousing that is close to consumers conserves fuel and improve efficiency, and ultimately reduces VM. The California Air Resources Board's (CARB) Mobile Source Strategy[6] outlines State strategies to reduce emissions from goods movement and trucks, this includes the Truck and Bus Regulation, Heavy-

6 California Air Resources Board. 2020, October 28. 2020 Mobile Source Strategy. https://ww2.arb.ca.gov/sites/default/files/2021-12/2020_Mobile_Source_Strategy.pdf

Duty Omnibus Regulation, Advanced Clean Truck Regulation, and the proposed Advanced Clean Fleets Regulation.

The CCAP includes control measures for warehouse development including requiring that most new warehouses will use electricity as their sole energy source for building appliances and equipment, and that this electricity will be generated by on-site solar panels. The CCAP also considers energy efficiency retrofits, fuel switching, and on-site solar panels for some existing warehouse developments. This is in addition to state policies that are applicable to warehouse developments, including increased supplies of electricity from renewable sources and stricter building codes requiring new buildings to be constructed to meet higher energy efficiency standards. It should be noted that in the South Coast AQMD region, warehouses that are 100,000 square feet or larger are subject to South Coast AQMD's Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program (Rule 2305). Mitigation Measure AQ-1 would also ensure that new warehouse development consider additional mitigation measure that would reduce emissions below the South Coast AQMD regional significance thresholds including electric truck charging.

The Draft SEIR and CCAP considers an increase in warehousing in the City of Ontario. Emissions forecasts are based on the land use statistics included in Chapter 3, Project Description, of the Draft SEIR. The Draft SEIR considers the increase in warehousing between the current TOP and TOP 2050. Table 3-3, TOP 2050 Proposed Land Use Summary, includes a detailed summary of the nonresidential square feet and jobs for Business Park (BP) and Industrial (IND) land uses in the City. The CCAP considers the increase in emissions from existing conditions to buildout of TOP 2050.

R3-6 The SEIR is a programmatic, plan-level analysis of impacts of the City's general plan, TOP 2050. The SEIR evaluates impacts of TOP 2050 compared to the impacts associated with the current TOP in accordance with evaluates the physical environmental impacts associated with Section 15163 of the CEQA Guidelines.

It should be noted that the SEIR and CCAP evaluate emissions within the jurisdictional control of the City of Ontario. Permitted sources of emissions (i.e., emissions that are regulated under the California or Federal Clean Air Act) are outside of the City's jurisdictional control. Furthermore, such sources are subject to increasingly stringent emissions reductions programs outline in the South Coast Air Quality Management District's Air Quality Management Plan (AQMP).

The SEIR evaluated impacts associated with TOP 2050. Alternatives which would restrict the amount of Industrial and Business Park land uses allowed in the City are evaluated as an alternative to the Proposed Project in Chapter 7, *Alternatives to the Proposed Project*. Specifically, the Reduced Industrial Alternative evaluated an alternative that would reduce Industrial development on 338 acres in the City. This reduction in Industrial development would primarily occur in the four growth area and Ontario Ranch, as identified in Section

3.4.2.3, *Areas of Change*, in the Draft SEIR. As a result, the SEIR considers a plan that reduces industrial emissions activity in the City.

R3-7 As identified in the SEIR and CCAP, the emissions inventory and forecast consider the following sectors within the jurisdiction control (see response to Comment R3-6) of the City of Ontario: On-Road Transportation, Energy, Solid Waste, Off-Road Equipment, Agriculture, Water and Water, and Land Use and Sequestration. This methodology is consistent with the U.S. Community Protocol and Global Protocol. Freight trains are not within the jurisdictional control of the City of Ontario.

Buildout of the land uses in the City of Ontario associated with the Approved Project or Proposed Project would not directly result in an increase in trains or air traffic. The Proposed Project does not result in a change in land use associated with the Ontario International Airport or railroads in the City. Freight traffic is managed independently by the Burlington Northern Santa Fe railroad and Union Pacific Railroad. Interstate freight trains and airplanes are subject to Federal Regulations and exempt from regulation by CARB and South Coast AQMD. CARB's Mobile Source Strategy[7] provides the State's strategy to reduce emissions from airplanes and trains in California. Additionally, the Commenter hasn't provided evidence that there would be an increase in trains or airplanes as a result of the increase in Industrial use in the City.

The City does have land use authority associated with warehouses in the City. Warehouses are allowed in the Industrial and Business Park land use designations. The SEIR does consider emissions from freight and freight-related VMT in emissions modeling conducted for TOP 2050 included in Section 5.3*, Air Quality*, and Section 5.8, *Greenhouse Gas Emissions*. For example, modeling in Appendix C provides a breakdown of daily VMT for passenger vehicles, light-heavy duty trucks, medium-heavy duty truck, and heavy-heavy duty truck emission (see page C-17) as well as emissions by vehicle type (see page C-18 through C-25). Therefore, the SEIR considers the impacts associated with the increase in land designated for Industrial and Business Park. Despite the increase in truck VMT, Table 5.3-10, City of Ontario Regional Criteria Air Pollutant Emissions Forecast, shows that NOx and particulate matter (PM10 and PM2.5) would decrease compared to the Approved Project. Only volatile organic compounds (VOCs) would increase compared to the Approved Project and the vast majority of those emissions would be associated with an increase in consumer product use. As identified in Section 5.3, *Air Quality*, this was identified as a significant unavoidable impact of TOP 2050.

R3-8 Modeling of passenger vehicle and heavy-duty truck VMT is based on SBTAM. This is consistent with the *City of Ontario Resolution Adopting Vehicle Miles Traveled Threshold*s, which were adopted in June 2020. The Commenter claims that warehouse square footage has

[7] California Air Resources Board. 2021. October 28. 2020 Mobile Source Strategy. https://ww2.arb.ca.gov/sites/default/files/2021-12/2020_Mobile_Source_Strategy.pdf

doubled since 2008, therefore diesel VMT has also doubled. This is an unsubstantiated claim that is counter to the traffic data collected to calibrate/validate the City's transportation demand model (a focused model based on SBTAM), and inconsistent with the Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The data referred to by the Commenter as "a radical underestimation" is based on both a regionally and federally approved regional transportation plan model, the SCAG RTP/SCS. It should be noted that the figure referencing truck traffic counts on SR-60 includes pass-through traffic that does not have an origin or destination in the City of Ontario. Additionally, pursuant to CEQA Guidelines 15163, the CEQA baseline for the SEIR is the Approved Project not 2008 conditions or 2019 conditions.

Table 1 in the CCAP shows a 19 percent decline in the GHG emissions per mile from light-duty vehicles and a 25 percent increase in GHG emissions per mile from heavy-duty vehicles, translating to an overall 9 percent decline in GHG emissions per mile from the average vehicle. As illustrated in Tables 2 and 5, both heavy-duty and light-duty VMT increased from 2008 to 2019.

GHG emissions modeling conducted for the CCAP and Draft SEIR was conducted using agency-approved protocols, including the U.S. Community Protocol and the Global Protocol. The webtool cited by the Commenter is not an agency-approved tool for estimating GHG emissions in a GHG reduction plan or EIR. Section 5.8, *Greenhouse Gas Emissions*, of the Draft SEIR provides an accurate assessment of the existing, Approved Project, and Proposed Project GHG emissions in the City. No changes to the SEIR are warranted.

As described on page 1-4 of the Draft SEIR, the environmental impacts associated with the Proposed Project are defined as the incremental impacts between the current TOP and TOP 2050. To accurately assess the incremental impact, this SEIR analyzes the difference between the buildout of the current TOP to buildout of TOP 2050 (i.e., compares "buildout" to "buildout"). Impacts are assessed for the net land use changes under the Proposed Project, as described in Section 3.4.2.3*, Areas of Change*. While warehouse square footage in the City has doubled since 2008, this growth is associated with the Approved Project and not the Proposed Project. Therefore, the comments regarding the increase in truck traffic in the City and on State Route 60 since 2008 are noted.

This comment identifies the social cost of carbon and does not raise any issues related to the Proposed Project or the Proposed Project's impact on the physical environment under CEQA. No further response is necessary.

R3-9 The request for an industrial/warehouse mortarium within Ontario will be forwarded to the decision-makers for their review and consideration.

See response to Comment R3-4 regarding the inclusion of emissions from heavy trucks and cargo handling equipment from warehouses in the CCAP and Draft SEIR.

See response to Comment R3-5. Appendix C-17 of the Draft SEIR includes a detailed accounting of light-heavy duty trucks (LHDT), medium-heavy duty trucks (MHDT), heavy-heavy duty trucks (HHDT), and passenger vehicle VMT provided by Fehr and Peers and modeling with SBTAM. The truck VMT conducted by Fehr & Peers includes trucks from all land uses in the City including warehouses, grocery stores, hospitals, restaurants, the Ontario Mills Outlets, and more. It is not possible to disaggregate the magnitude of GHG emissions from warehouses in the energy, solid waste, and water/wastewater sectors as these are based on aggregated data sources, either with other nonresidential activities or with all other land uses in Ontario. However, since truck VMT was provided, it can be estimated that heavy-duty VMT comprises 28 percent of total 2019 on-road mobile source GHG emissions.

The measures put into place to slow the spread of COVID-19 resulted in significant changes in human activity and VMT. Most notable are the temporary reductions in both heavy-duty and light-duty VMT across the state's highways and local roads, and the resulting temporary emission reductions. In California, VMT fell to its lowest point in early- to mid-April, with an approximately 25 percent reduction in heavy-duty VMT and 50 to 60 percent reduction in light-duty VMT. Since that time, both heavy-duty and light-duty VMT have steadily increased, with heavy-duty VMT returning to pre–COVID-19 levels in early June.[8] Furthermore, VMT modeling conducted for the Proposed Project in TOP 2050 and the CCAP are based on SBTAM and counts were conducted in 2019 prior to the start of the pandemic, as identified on page 2 of the LOS Memorandum (Appendix K to the Draft SEIR). Forecasts were prepared utilizing traffic models that assume trends consistent with pre-pandemic conditions. No changes to the Draft SEIR or VMT analysis are warranted.

This comment identifies the social cost of carbon and does not raise any issues related to the Proposed Project or the Proposed Project's impact on the physical environment under CEQA. The CCAP and Draft SEIR consider the increase in GHG emissions from development in the City, include new warehouses. No further response is necessary.

See Section 2.2, *Summary of General Responses*, and Section 2.2.3, *Environmental Justice Policies*, regarding environmental justice policies in the Policy Plan. The City has opted for an "environmental justice in all policies" approach in TOP 2050 to ensure the topic is present alongside the multitude of issues and topics that affect our residents and resources. Environmental justice is not a CEQA issue, such that the comment's claims about the

[8] California Air Resources Board. 2021. October 28. 2020 Mobile Source Strategy. https://ww2.arb.ca.gov/sites/default/files/2021-12/2020_Mobile_Source_Strategy.pdf

minimization of environmental justice "impacts of logistics" are not comments on the adequacy of the SEIR. See also response to Comments R3-14 through 3-16.

R3-10 This comment is requesting additional data in the CCAP and does not raise any issues related to the Proposed Project or the Proposed Project's impact on the physical environment under CEQA. Section 5.2, *Air Quality*, of the Draft SEIR includes the results of CalEnviroScreen (CES) 4.0 indicator results for the City of Ontario for pollution burden (see Figure 5.3-4) and asthma (see Figure 5.3-4). As identified in Figure 5.3-4, most of Ontario ranks within the 75th percentile or higher for pollution burden. Additionally, page 5.3-22 cites that most census tracks in Ontario rank in the 60th to 80th percentiles for asthma.

R3-11 The comment incorrectly states "the lack of independent traffic analysis specifically for the City of Ontario". The City independently developed a Request for Proposals and went through the appropriate procurement process for hiring a planning and environmental consulting team to update TOP. The selection process followed all State and City procurement requirements. The selected team consists of several expert subconsultants to conduct analyses required for each resource area. The City's Engineering Department developed the scope of work for the transportation analysis, including direction on the VMT analysis, provisions of assumed future roadway design and buildout for the consulting team to update in the City's focus model, which is a more detailed model based on SBTAM that provides more granularity for analyzing operations in the City, direction on future bus rapid transit (BRT) operations, and data and input on bike and pedestrian facility plans.

R3-12 A traffic analysis was conducted for TOP 2050 and is included in Appendix J (VMT) and Appendix K (Level of Service) of the Draft SEIR. No revisions to the Draft SEIR are warranted.

This comment is requesting additional information on the policies in TOP 2050 and does not raise any issues related to the Proposed Project or the Proposed Project's impact on the physical environment under CEQA. The Mobility Element of the Policy Plan provides additional detail on the purpose of the specific measures M-1.2, M-1.6, M-4.2, M-4.4, M-4.5, and M-5.2 cited by the Commenter. Measures M-1.2 and M-1.6 are applied upon receipt of development applications or initiation of a public works project. All other measures included in the Commenter's letter are on-going and intended to inform the community that the City works with regional partners (e.g., SBCTA, Caltrans, Ontario Airport, etc.) to achieve goals towards reducing impacts, notably emissions.

See response to Comment R3-9 regarding the effect of the pandemic on VMT. The traffic analysis utilized traffic data from 2019 (pre-pandemic), as identified on page 2 of the LOS Memorandum (Appendix K to the Draft SEIR). Forecasts were prepared utilizing traffic

models that assume trends consistent with pre-pandemic conditions. No changes to the Draft SEIR or VMT analysis are warranted.

R3-13 The VMT methodology is described on page 6 of VMT Memorandum (see Appendix J to the Draft SEIR). There are two thresholds that are analyzed: project (Origin-Destination approach) and cumulative (Boundary Method approach).

The City's cumulative VMT threshold for the General Plan analysis states that "A significant impact would occur if the project caused total daily VMT within the City to be higher than the no project alternative under cumulative conditions." The cumulative threshold is based on the Boundary Method, which considers all VMT within the boundary of the City regardless of whether or not the City has jurisdictional authority over these trips. Compared to the Approved Project, the Proposed Plan is adding capacity for 25,399 residential units and 1,092,508 square feet of nonresidential square footage. This includes additional capacity for 5,189,888 square feet of Business Park (BP) and 8,099,949 square feet of Industrial (IND), and reduced capacity for 8,990,532 square feet of Mixed Use (MU) and 3,206,797 square feet of Commercial and Hospitality (NC, GC, OC, and HOS), which results in an absolute increase in VMT. As a result, VMT impacts were identified as a significant unavoidable impact in Section 5.17, T*ransportation*, of the Draft SEIR.

The City of Ontario's VMT threshold for the General Plan under project analysis states that "A significant impact would occur if the project VMT/SP (for the land use plan) exceeds the Citywide average for Service Population under General Plan Buildout Conditions." VMT/SP means all VMT generated by all trips that either begin or end in Ontario, including trucks, divided by the City's service population, which consists of all people living and/or working in Ontario. Under the project-level VMT significance threshold, TOP 2050 reduces VMT/SP as compared to the current TOP, which indicates that the Proposed Project is a more transportation-efficient plan. Likewise, Appendix J shows that VMT per employee and VMT per resident also would decrease with the Proposed Project. This is because the Proposed Project increases both housing and jobs and is therefore consistent with the Southern California Association of Government's (SCAG) Sustainable Communities Strategy (SCS) of maintaining and improving the jobs/housing balance. The Proposed Project demonstrates that it accomplishes this goal because the VMT per resident and per employee decreases as compared to the current TOP. As a result, TOP 2050 result in beneficial impact relative the SB 743 goal of encouraging infill development and densification towards more efficient travel and lower VMT per person. As a result, while the Draft SEIR identified a significant unavoidable impact to VMT for cumulative VMT growth, TOP 2050 is a more transportation-efficient plan.

The Commenter has not identified additional mitigation measures that could be incorporated in the SEIR to mitigate the Proposed Project's significant unavoidable VMT

impact. In the case of trucks (other than light trucks), based on CARB's 2017 Scoping Plan, the state's primary strategy for the goods movement sector is not in VMT reduction, but in advances in technology (zero-emissions [ZE] and near-zero-emissions [NZE] control strategies). [9] This is consistent with observations that transportation demand management strategies (TDM) for VMT reductions identified by the San Bernardino County Transportation Authority (SBCTA) and the California Air Pollution Control Officer's Association (CAPCOA) do not apply to truck VMT.

See response to Comment R3-6. Limits on industrial development in the City is a Project alternative. Placing limits on heavy-duty truck travel is not a feasible mitigation measure as trucks are utilized for goods movement and a warehouse operator does not have the ability to restrict truck movements offsite. Likewise, placing limits on the amount of industrial construction or downsizing industrial development plans is not feasible at a general plan-level. Alternatives which would restrict the amount of Industrial land uses allowed in the City are evaluated as an alternative to the Proposed Project in Chapter 7, *Alternatives to the Proposed Project*.

R3-14 See Section 2.2, *Summary of General Responses*, and Section 2.2.3, *Environmental Justice Policies*, regarding environmental justice policies in the Policy Plan. The City has opted for an "environmental justice in all policies" approach in TOP 2050 to ensure the topic is present alongside the multitude of issues and topics that affect our residents and resources. It should also be noted that environmental justice is not a CEQA topic, as social/economic issues are not environmental impacts under CEQA.

The City of Ontario complied with requirements in place for noticing in accordance with Governor Newsom's Executive Orders N-54-20 (April 22, 2020) and N-80-20 (September 23, 2020) in response to the threat of COVID-19, which expired on September 30, 2021. TOP 2050 complied with the requirements of Senate Bill 1000. As part of TOP 2050 disadvantaged communities were identified using CES 4.0. See Section 2.2, *Summary of General Responses*, and Section 2.2.3, *Environmental Justice Policies*. It should be noted that the Scoping Meeting presentation was translated to Spanish and posted on the City's website.

R3-15 See response to Comment R3-15. As identified in Section 5.3, *Air Quality*, long-term regional (Impact 5.3-3) and localized (Impact 5.3-4) impacts were identified as significant unavoidable impacts of TOP 2050. The MATES V results and the CES4 pollution burden map were incorporated into Section 5.3 (see Figure 5.3-1 and Figure 5.3-4, respectively).

For long-term regional impacts, the increase in volatile organic compounds (VOCs) associated with TOP 2050 is primarily from consumer product use as a result of the substantial increase in housing units in the City. For localized impacts, impacts are

[9] California Air Resources Board. 2017, November. California's 2017 Climate Change Scoping Plan: The Strategy for Achieving California's 2030 Greenhouse Gas Target, https://ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/scoping_plan_2017.pdf

associated with the cumulative increase in toxic air contaminants (TACs) associated with warehouse development projects in the City. To address this impact, the City incorporated a new Policy ER-4.9, which requires new developments that generate 100 trucks per day or more or 40 trucks with transport refrigeration units (TRUs) within 1,000 feet of a sensitive land use to conduct a health risk assessment to mitigate cancer and acute health risks as well as additional public outreach to residents within 500 feet of the project site. No additional measures have been identified by the Commenter.

R3-16 See also response to Comment R3-14 regarding outreach conducted for TOP 2050, which occurred during the COVID 19 pandemic. The City of Ontario complied with requirements in place for noticing in accordance with Governor Newsom's Executive Orders N-54-20 (April 22, 2020) and N-80-20 (September 23, 2020) in response to the threat of COVID-19, which expired on September 30, 2021.

The Commenter requests a delay of one additional year for the approval of the Proposed Project. See response to Comments R3-1 and R3-2 regarding the delay of approval. The request for additional time for TOP 2050 and the CCAP will be forwarded to the decision-makers for their review and consideration.

See Section 2.2, *Summary of General Responses*, and Section 2.2.3, *Environmental Justice Policies*, regarding environmental justice policies in the Policy Plan. The City has opted for an "environmental justice in all policies" approach in TOP 2050 to ensure the topic is present alongside the multitude of issues and topics that affect our residents and resources. It should also be noted that environmental justice is not a CEQA topic, as social/economic issues are not environmental impacts under CEQA.

See response to Comments R3-5 and 3-6. Alternatives which would restrict the amount of Industrial and Business Park land uses allowed in the City are evaluated as an alternative to the Proposed Project in Chapter 7, *Alternatives to the Proposed Project*.

TOP 2050 includes Land Use Element Policy LU-2.1, Land Use Decisions, which requires new development to minimize impacts on adjacent properties, which could include green buffers as well as other site design measures such as placement of docking bays, sound walls, landscaping, and other setback requirements.

The request for an industrial/warehouse mortarium within Ontario will be forwarded to the decision-makers for their review and consideration.

Section 5.17, *Transportation*, Figure 5.17-1, *Truck Routes*, of the Draft SEIR illustrates the existing truck routes in the City of Ontario as well as connections to truck routes in adjacent cities. As identified in the Policy Plan, to mitigate impacts the City is committed to building grade-separated rail crossings, designing and locating industrial and warehousing land uses, and developing truck routes to protect our neighborhoods from truck traffic (see Policy M-4.1).

R3-17 The request for the City to conduct a Shade Equity Tree Analysis for the neighborhoods south of Holt Boulevard will be forwarded to the decision-makers for their review and consideration.

R3-18 The Draft SEIR and the CCAP included GHG emissions from the agricultural land uses in the City. As noted in response to Comment R3-2, in accordance with CEQA Guidelines Section 15163, the CEQA baseline for this SEIR is the Approved Project. As a result, for the SEIR, there are no changes in the agricultural sector emissions of the Proposed Project compared to the Approved Project since the current TOP does not have agricultural land use designations. However, both the Draft SEIR and the CCAP include the existing agricultural sector emissions estimates and the reduction in emissions from this sector.

The GHG analysis in the Draft SEIR and the CCAP do not treat agricultural land uses as a sink for GHG emissions. While crops do sequester carbon due to the growth in biomass, the Intergovernmental Panel on Climate Change's guidance[10] on the topic notes that for annual crops, the increase in biomass is equal to the loss in biomass from harvest and crop mortality, and thus there is no net accumulation of carbon in agricultural biomass. As more than 90 percent of the crop activity in Ontario is estimated to be annual crops, there is no substantive increase in agricultural biomass in Ontario. Additionally, agriculture does generate GHG emissions from nitrogen used for fertilizer, enteric fermentation and manure management associated with livestock, fuel use from agricultural equipment, and other activities.

The GHG analysis does consider that an amount of carbon is sequestered in the soil of agricultural lands, but as this does not change annually, this source only shows as an increase or decrease in GHG emissions if the agricultural land is expanded or developed. Loss of this sequestration from the development of agricultural lands is accounted for in the "Land Use Change" emissions shown in Table 14 of the CCAP.

This comment is requesting nature-based solutions to offset the carbon footprint of industrial land uses. GHG emissions were not identified as a significant impact of the Proposed Project and this comment does not raise any issues related to the Proposed Project or the Proposed Project's impact on the physical environment under CEQA. Since agricultural land uses are often a source of GHG emissions and not a sink, a regenerative agricultural preserve would not offset the carbon footprint of warehouses in the City.

R3-19 An evaluation of the environment impacts of TOP 2050 compared to the current TOP is included in Section 5.2, *Agriculture and Forestry Resources*. The Commenter's concerns

[10] Intergovernmental Panel on Climate Change. 2019 Refinement to the 2006 IPCC Guidelines for National Greenhouse Gas Inventories, Volume 4: Agriculture, Forestry, and Other Land Use; Section 5.2.1.1 https://www.ipcc-nggip.iges.or.jp/public/2019rf/vol4.html

about the loss of agricultural land are noted will be forwarded to the decision-makers for their review and consideration.

As noted in response to Comment R3-18, agricultural land uses in Ontario are not a net sink for GHG emissions.

As identified in the CCAP, the City has planted 1,000 trees in public property since 2019. In fiscal year 2021-2022 the City has planted more than 6,000 trees in private and public property. Urban tree planting is a component of the CCAP. Table 14 in the CCAP notes the decrease in Ontario's GHG emissions resulting from urban tree biomass.

R3-20 See response to Comment R3-19. The request to create alternative plans for open and working lands (including agriculture) will be forwarded to the decision-makers for their review and consideration.

R3-21 TOP 2050 is a focused updated to the current TOP. Neither the current TOP nor TOP 2050 envision agricultural land uses in Ontario Ranch at buildout of the Proposed Project, aside from the Farm Hub in the Great Park. As a result, the CCAP is consistent with the buildout assumptions of TOP 2050 and the current TOP.

Regarding agrivoltaics, the City has a Right-to-Farm Ordinance and the Community Climate Action Plan (CCAP) supports the installation of solar panels and solar panels are permitted within the City, including Ontario Ranch.

See response to Comments R3-2, R3-6, and R3-18. The Proposed Project would not result in any additional land use changes to agricultural land in Ontario compared to the Approved Project. The request to analyze carbon benefits of retaining agricultural land will be forwarded to decision-makers for their review and consideration.

As noted in response to Comments R3-18 and R3-22, agricultural land uses in Ontario are not a sink for GHG emissions.

R3-22 An evaluation of the environment impacts of TOP 2050 compared to the current TOP is included in Section 5.2, *Agriculture and Forestry Resources*. Figure 5.2-1 shows Farmland in the City of Ontario and Figure 5.2-2 shows the Williamson Act lands in Ontario.

In accordance with CEQA Guidelines Section 15163, the Draft SEIR evaluates the potential impacts from the change in land use designations and policies of the current TOP compared to TOP 2050. While there is currently agricultural use in the Ontario Ranch, the planning framework to convert the land to nonagricultural land already occurred as a result of adoption of the current TOP in 2010, and prior to that as a result of annexation of the New Model Colony in 1999 from the County of San Bernardino. The Proposed Project would not result in any additional conversion of agricultural land in Ontario compared to the Approved Project.

In accordance with CEQA Guidelines Section 15163, the Supplement to the EIR need contain only the information necessary to make the previous EIR adequate for the project as revised. The 2010 Certified EIR included an Agricultural Land Preserve Alternative, which was considered and rejected during the scoping process. The 2010 Certified EIR found that overall continuation of agriculture in this area is likely not feasible, given the social pressures on these areas to meet the increasing population, and also because agricultural uses in this area are being driven out by competition from operations in other sectors. In addition, many of the support services the dairies rely on, including feed/hay for the cattle, have closed as a result of closure of many of the diaries, and few dairies remain. Additionally, this alternative did not meet the objectives of TOP of meeting demands for urban growth.

The Commenter's concerns about the loss of agricultural land are noted will be forwarded to the decision-makers for their review and consideration.

R3-23 Discussion of the loss of agricultural farmlands has been added to Section 1.7, *Areas of Controversy*, of Chapter 1, *Executive Summary* (see Chapter 3, *Revisions to the Draft EIR*).

R3-24 See Section 2.2, *Summary of General Responses*, and Section 2.2.2, *Nonrenewal of Williamson Act Contracts*. Buildout of the Proposed Project, like the Approved Project, would most likely require the cancellation or nonrenewal of current Williamson Act contracts. However, because buildout of the Approved Project would have resulted in the cancellation or nonrenewal of Williamson Act contracts, the Proposed Project would not result in further impacts to Williamson Act lands. As a result, no impacts were identified in the SEIR and no mitigation is required.

In the CCAP, GHG Reduction Strategies 4 (Green Roofs), 5 (Urban Cooling), 22 (Water Efficient Landscapes and Water Recycling), 26 (Climate Change Awareness and Education), and 27 (Carbon Sequestration) all make use of nature-based solutions to reduce Ontario's GHG emissions. The California Air Resources Board's *Draft 2022 Scoping Plan* identifies that the natural and working land are a source of GHG emissions and not a sink of GHG emissions in 2045.[11] The land use types considered in the natural working lands sector include cropland. However, agricultural use is a source, not a sink for GHG emission. The 2022 Scoping Plan identifies implementation of smart agricultural practices to reduce GHG emissions from cropland, such as improving water use efficiency, increasing pollinator habitat, and reducing synthetic fertilizer and pesticide use.

R3-25 See response to Comment R3-22 regarding alternatives identified in the 2010 Certified EIR. This comment identifies a request to create an agricultural preserve in the Ontario Ranch and does not raise any issues related to the Proposed Project or the Proposed Project's impact on the physical environment under CEQA. The request for creation of

[11] California Air Resources Board. 2022, May. Draft 2022 Scoping Plan. Appendix I – Natural and Working Lands Technical Support Document. https://ww2.arb.ca.gov/sites/default/files/2022-05/2022-draft-sp-appendix-i-nwl-modeling.pdf

the Southern California Agricultural Land Foundation Agricultural Heritage and Innovation (AHI) zone within and/or adjacent to the Great Park will be forwarded to the decision-makers for their review and consideration. The 340-acre Great Park allows for continues agricultural use and existing agricultural use is allowed to continue under the City's Right-to-Farm Ordinance. Additionally, the Great Park envisions creation of a Farm Hub as well as potential agricultural uses.

R3-26 In accordance with CEQA Guidelines Section 15163, the Supplement to the EIR need contain only the information necessary to make the previous EIR adequate for the project as revised. Section 5.5, *Cultural Resources*, identifies that Ontario has eight historic districts, and four proposed and five potential historic districts are deemed eligible for listing (see Figure 5.5-1). The Proposed Project would result in an increase in land use intensity compared to the Approved Project but would not result in development in areas of the City that were not planned for development under the Current TOP.

The 2004 document cited by the Commenter identifies two potential districts based on their associated with the mechanization of the dairy industry and building type. However, significant alteration of land and regional context has occurred since this 2004 study and the 2004 study identified that additional evaluation would be necessary prior to making the determination that dairies qualified as a historic district. The request for the City to evaluate the potential value of dairies as a historic district will be forwarded to the City for their review and consideration.

See response to Comment R3-24 regarding smart agricultural practices.

R3-27 The Commenter's concerns about the loss of agricultural land and request to create an agricultural preserve are noted will be forwarded to the decision-makers for their review and consideration. It should be noted that the City of Ontario is not a participant in the San Bernardino County Proposition 70 implementation. The Southern California Agricultural Land Foundation managed 200 acres of farmland within Ontario Ranch through a 1988 Park Bond Act with San Bernardino County. The County of San Bernardino deed restrictions remain in effect until either a conservation easement is recorded or until the County of San Bernardino sells or exchanges the property. For the City of Ontario, the City evaluated conversation of agricultural land to non-agricultural use as part of the 2010 Certified EIR and prior to that as a result of annexation of the New Model Colony in 1999 from the County of San Bernardino. However, the Proposed Project would not result in any additional conversion of agricultural land in Ontario compared to the Approved Project (see Section 5.2, *Agriculture and Forestry Resources*, of the Draft SEIR).

R3-28 TOP 2050 SEIR will include findings consistent with the requirements of the Public Resources Code and the CEQA Guidelines. As identified in response to Comment R3-22, and consistent with CEQA Guidelines Section 15163, the Draft SEIR evaluates the

potential impacts from the change in land use designations and policies of the current TOP compared to TOP 2050. While there is currently agricultural use in the Ontario Ranch, the planning framework to convert the land to nonagricultural land already occurred as a result of adoption of the current TOP in 2010, and prior to that as a result of annexation of the New Model Colony in 1999 from the County of San Bernardino. The Proposed Project would not result in any additional conversion of agricultural land in Ontario compared to the Approved Project.

The Supplement to the EIR need contain only the information necessary to make the previous EIR adequate for the project as revised. The 2010 Certified EIR considered and rejected an alternative that would result in the creation of an Agricultural Land Preserve Alternative.

See response to Comment R3-16. TOP 2050 includes Land Use Element Policy LU-2.1, Land Use Decisions, which requires new development to minimize impacts on adjacent properties, which could include green buffers as well as other site design measures such as placement of docking bays, sound walls, landscaping, and other setback requirements. Additionally, TOP 2050 includes a new Policy ER-4.9, which requires new developments that generate 100 trucks per day or more or 40 trucks with transport refrigeration units (TRUs) within 1,000 feet of sensitive uses to conduct a health risk assessment to mitigate cancer and acute health risks as well as additional public outreach to residents within 500 feet of the project site.

2. Response to Comments

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LETTER R4 – Supporters Alliance for Environmental Responsibility (SAFER) (7 pages)

LOZEAU DRURY

June 23, 2022

Via E-mail

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Re: Comment on the California Environmental Quality Act Draft Supplemental Environmental Impact Report for The Ontario Plan (TOP) 2050 (SCH No. 2021070364)

Dear Honorable Chairperson Willoughby, Vice Chairperson DeDiemar, Commissioners Anderson, Dean, Gage, Lampkin, and Ricci, Director Zeledon, Mr. Grahn, and Ms. Ruddins:

I am writing on behalf of Supporters Alliance for Environmental Responsibility ("SAFER") regarding the California Environmental Quality Act ("CEQA") Draft Supplemental Environmental Impact Report ("SEIR") prepared for The Ontario Plan (TOP) 2050 (SCH No. 2021070364), including all actions related or referring to the proposed updates to the City of Ontario's ("City") TOP and its related program EIR certified in 2010. This also includes updates to the Policy Plan, which serves as the legally required General Plan for the City and is also contained in TOP ("Project"). R4-1

SAFER seeks to ensure that future projects have the proper level of CEQA review, including project-specific environmental review. The Draft SEIR for the Ontario Plan is a

2. Response to Comments

programmatic EIR. Many projects will require project-level CEQA review to analyze and mitigate project-specific impacts that cannot be known at the programmatic level SAFER requests that the City:

a) Refrain from relying on the TOP 2050 program-level SEIR for any future specific development project that may result in significant environmental impacts that were not previously analyzed in the SEIR;

b) Conduct a project-level CEQA review for all future specific development projects that could have significant environmental impacts that were not analyzed in TOP 2050 or the SEIR; and

c) Update and recirculate a draft SEIR that includes a written commitment by the City to perform project-level CEQA review for all future specific development projects that may result in significant environmental impacts that were not analyzed in TOP 2050 or the SEIR.

R4-1 cont.

Since CEQA requires the City to carry out project-level CEQA review for specific development projects that may have significant environmental impacts that were not previously analyzed, rather than rely on a past program EIR prepared for a General Plan, the City should update the TOP 2050 Draft SEIR to reflect this requirement. By including a written commitment in the SEIR guaranteeing that the City will conduct the appropriate level of CEQA review for development projects that may have significant environmental impacts that were not analyzed in TOP 2050 or the SEIR, the City is likely to avoid CEQA violations of this nature in the future.

I. PROJECT BACKGROUND AND DESCRIPTION

The Ontario Plan (TOP) is the City's policy and implementation framework that guides the long-term growth and improvement of Ontario through six interrelated components of city governance:

- A Vision that provides a sense of the purpose and mission for city governance and sets the tone for the other components of TOP. The Vision's central theme is a sustained, community-wide prosperity that continuously adds value and yields benefits.

R4-2

- A Governance Manual that establishes a set of goals and policies to promote consistent City leadership based on the principles of regional leadership, transparency, long-term value, accountability, and inclusivity.

- A Policy Plan that serves as the City's legally required General Plan and that states long-term goals, principles, and policies to achieve Ontario's Vision through nine elements: land use, housing, mobility, safety, environmental

resources, parks and recreation, community economics, community design, and social resources.

- A list of City Council Priorities that shape the City's ongoing annual budgeting process, with a focus on a variety of short- and long-term goals and objectives.
- An Implementation Plan that identifies the actions needed to carry out the TOP's policies. This includes initiatives by the City as well as decisions on public and private development projects and City activity Programs.
- A Tracking and Feedback system that charts the City's progress toward achieving the Policy Plan goals, providing data and analysis that enables decision makers to make strategic course corrections in response to changing circumstances and monitor ongoing operational effectiveness.

(NOA Draft SEIR, p. 2.)

R4-2 cont.

The proposed Project is an update to TOP to guide the City's development and conservation for the next 30 years through 2050. The Project is referred to as TOP 2050 and "is a focused effort, with particular emphasis on conducting technical refinements to the Policy Plan to comply with state housing mandates; conform with new state laws related to community health, environmental justice, climate adaption, resiliency, and mobility; bring long-term growth and fiscal projections into alignment with current economic conditions; and advance the Tracking and Feedback system and Implementation Plan." (*Id.*) According to the City, "the majority of updates created through the proposed project will weave refinements throughout the existing structure of the Policy Plan, which is organized into nine broad categories," including land use, housing, parks and recreation, environmental resources, community economics, safety, mobility, community design, and social resources. (*Id.*, pp. 2-3.)

The TOP 2050's programmatic, general-plan-level SEIR is intended to review the environmental impacts of updating the City's TOP, which includes updates to its General Plan (also referred to as its Policy Plan), and to supplement the program EIR prepared for the original TOP in 2010. Currently, the Draft SEIR does not include any guarantee that project-level CEQA review will be carried out for specific development projects that may have significant impacts on the environment.

II. DISCUSSION

A. Under CEQA's Tiering Provisions, the Program-Level SEIR may not be Relied upon for Future Specific Development Projects that Could Result in Significant Environmental Impacts that were not Previously Analyzed in TOP 2050 or the SEIR.

R4-3

CEQA permits agencies to "tier" CEQA documents, in which general matters and

2. Response to Comments

environmental effects are considered in a document "prepared for a policy, plan, program or ordinance followed by narrower or site-specific [environmental review] which incorporate by reference the discussion in any prior [environmental review] and which concentrate on the environmental effects which (a) are capable of being mitigated, or (b) were not analyzed as significant effects on the environment in the prior [EIR]." (Pub. Res. Code ["PRC"] § 21068.5.) "[T]iering is appropriate when it helps a public agency to focus upon the issues ripe for decision at each level of environmental review and in order to exclude duplicative analysis of environmental effects examined in previous [environmental reviews]." (*Id.* § 21093.) CEQA regulations strongly promote tiering of environmental review.

"Later activities in the program must be examined in light of the program [document] to determine whether an additional environmental document must be prepared." (14 CCR § 15168(c).) The first consideration is whether the activity proposed is covered by the program. (*Id.* § 15168(c)(2).) If a later project is outside the scope of the program, then it is treated as a separate project and the previous environmental review may not be relied upon in further review. (*See Sierra Club v. County of Sonoma* (1992) 6 Cal.App.4th 1307, 1320-21.) The second consideration is whether the "later activity would have effects that were not examined in the program." (14 CCR § 15168(c)(1).) A program environmental review may only serve "to the extent that it contemplates and adequately analyzes the potential environmental impacts of the project…." (*Sierra Nevada Conservation v. County of El Dorado* (2012) 202 Cal.App.4th 1156, 1171 [quoting *Citizens for Responsible Equitable Envtl. Dev. v. City of San Diego Redevelopment Agency* (2005) 134 Cal.App.4th 598, 615.) If the program environmental review does not evaluate the environmental impacts of the project, a tiered CEQA document must be completed before the project is approved. (*Id.* at 1184.)

R4-3 cont.

For these inquiries, the "fair argument test" applies. (*Sierra Club*, 6 Cal.App.4th at 1318; *see also Sierra Club v. County of San Diego* (2014) 231 Cal.App.4th 1152, 1164 ["when a prior EIR has been prepared and certified for a program or plan, the question for a court reviewing an agency's decision not to use a tiered EIR for a later project 'is one of law, i.e., "the sufficiency of the evidence to support a fair argument."'"] [quoting *Sierra Club*, 6 Cal.App.4th at 1318].) Under the fair argument test, a new EIR must be prepared "whenever it can be fairly argued on the basis of substantial evidence that the project may have significant environmental impact. (*Sierra Club*, 6 Cal.App.4th at 1316 [quotations and citations omitted].) When applying the fair argument test, "deference to the agency's determination is not appropriate and its decision not to require an EIR can be upheld only when there is no credible evidence to the contrary." (*Id.* at 1318.) "[I]f there is substantial evidence in the record that the later project may arguably have a significant adverse effect on the environment which was not examined in the prior program EIR, doubts must be resolved in favor of environmental review and the agency must prepare a new tiered EIR, notwithstanding the existence of contrary evidence." (*Id.* at 1319.)

Given CEQA's regulations and the case law, the City may not rely on the program-level SEIR prepared for TOP 2050 for future specific development projects that may result in significant environmental impacts that were not previously considered in the SEIR.

B. The City must Conduct a Project-Level CEQA Review for any Specific Development Project that may Result in Significant Environmental Impacts that were not Analyzed in TOP 2050 or the SEIR.

According to the Draft SEIR prepared by the City for TOP 2050, the following potential significant environmental impacts related to future specific development projects were not considered by the program-level SEIR:

> Construction activities associated with TOP 2050 would occur over the buildout horizon of the plan, causing short-term emissions of criteria air pollutants. However, ***information regarding specific development projects, soil types, and the locations of receptors would be needed in order to quantify the level of impact associated with construction activity***. Due to the scale of development activity associated with buildout of TOP 2050, emissions would likely exceed the South Coast AQMD regional significance thresholds. In accordance with the South Coast AQMD methodology, emissions that exceed the regional significance thresholds would cumulatively contribute to the nonattainment designations of the SoCAB. (Draft SEIR, p. 5.3-41 [emph. added].)
>
> ***Air quality emissions related to construction must be addressed on a project-by-project basis***. For TOP 2050, which is a broad-based policy plan, it is not possible to determine whether the scale and phasing of individual projects would exceed the South Coast AQMD's short-term regional or localized construction emissions thresholds. (*Id.* [emph. added].)
>
> As a long-range planning document, ***TOP 2050 lacks sufficient detail on specific development projects*** that would potentially be developed in the future; ***therefore, it is not possible to determine what types of TACs would be generated on an individual site***. Because the exact nature of the future industrial uses is not known, the quantity of TACs generated by the Proposed Project is also unknown. Furthermore, for warehouse development projects, cancer risk is predominately associated with diesel-powered cargo handling equipment rather than onsite truck idling. ***There is insufficient information available at this level of analysis to conduct a reasonable or scientifically valid analysis of DPM associated with onsite diesel-powered cargo handling equipment and trucks, or other sources of TACs. Thus, for programmatic, general-plan-level assessments, it is not feasible to conduct regional dispersion modeling to determine the incremental contribution of risks associated with land use changes***. (*Id.*, pp. 5.3-45–46 [emph. added].)
>
> ***Specific development projects in the City that have the potential to generate potentially significant risks associated with the release of TACs are required to undergo an analysis of their potential health risks*** associated with TACs based upon the specific details of each individual project…. Overall, ***because there are no specific development projects identified or approved under the Proposed Project and the location and exact nature of future development projects are unknown, determining health risk at this***

R4-4

2. Response to Comments

> ***time is considered speculative*** pursuant to Section 15145 of the CEQA Guidelines. Health risk impacts from development of industrial and commercial land uses are considered a potentially significant cumulative impact. With the increase in industrial land uses under TOP 2050, the Proposed Project could potentially result in a substantial increase in magnitude of impacts compared to that of the Approved [TOP 2010] Project. (*Id.*, p. 5.3-46 [emph. added].)
>
> This SEIR quantifies the increase in criteria air pollutants emissions in the City. However, ***at a programmatic level analysis, it is not feasible to quantify the increase in TACs from stationary sources*** associated with the Proposed Project ***or meaningfully correlate how regional criteria air pollutant emissions above the South Coast AQMD significance thresholds correlate with basinwide health impacts***. (*Id.*, p. 5.3-55 [emph. added].)
>
> ***At the time a development project is proposed*** adjacent to or near a known or potential historic structure or resource, ***the project-level CEQA document of the development project would need to identify any impacts, direct or indirect, that the project could have on the identified historic structure or resource***. (*Id.*, p. 5.5-18 [emph. added].)
>
> ***If the lead agency determines that the project may have a significant effect on unique archaeological resources, the project-level CEQA document*** being prepared for the development project ***is required to address and mitigate the impacts*** of those resources. (Draft SEIR, p. 5.5-19 [emph. added].)
>
> While ***specific project level data for individual developments for TOP 2050 (such as construction equipment, duration, and phasing) are not available***, construction could generate noise levels in excess of 80 dBA Leq and generate noise disturbances for prolonged periods of time at noise-sensitive receptors. (*Id.*, p. 5.13-18, -28 [emph. added].)
>
> Like the Approved [TOP 2010] Project, the Proposed Project would have similar impacts because ***specific project-level data for individual developments for TOP 2050 (such as construction equipment) are not available***, and construction could generate excessive vibration levels at sensitive receptor locations. Vibration-related noise impacts from the Proposed Project that would accommodate buildout of TOP 2050 would be potentially significant. (*Id.*, p. 5.13-35 [emph. added].)
>
> Given the lack of information that the Draft SEIR has regarding specific development projects to be carried out in the future, at the very least, the City must conduct a project-level CEQA review for any specific development project that could result in significant impacts to air quality, greenhouse gas emissions, health risks, hazards and hazardous materials, noise, and archaeological, cultural, and historical resources.

R4-4 cont.

C. An Updated Draft SEIR Should be Recirculated that Includes a Commitment that the City will Conduct Project-Level CEQA Review for all Future Specific Development Projects that may Result in Significant Environmental Impacts Not Previously Analyzed in TOP 2050 or the SEIR.

The Draft SEIR hints at the potential need for the City to conduct project-level CEQA review for future specific development projects. However, the SEIR includes no commitment or guarantee that the City will conduct a separate project-level environmental review for future specific development projects that may have significant environmental impacts not previously analyzed. Therefore, SAFER requests that this City provide the public with a written commitment guaranteeing that project-level CEQA review will occur for all specific development projects that may have significant impacts on the environment that were not previously analyzed in TOP 2050 or the SEIR. In doing so, the City is more likely to avoid violating CEQA by not conducting project-level environmental review of specific development projects that could result in significant environmental impacts that were not previously analyzed in the SEIR. Thus, the City should update and recirculate a new draft SEIR that includes a guarantee from the City that CEQA review at the project level will be conducted for all future development projects that may have significant environmental impacts not considered by the TOP 2050 and the SEIR.

R4-5

III. CONCLUSION

For the foregoing reasons, SAFER requests that City staff revise the Draft SEIR to include a written commitment from the City to conduct project-level CEQA review for all future specific development projects with potentially significant environmental impacts, as described above. Please include this letter hereto in the record of proceedings for this project. Thank you for your attention to these comments.

R4-6

Sincerely,

Victoria Yundt

Victoria Yundt
LOZEAU | DRURY LLP

2. Response to Comments

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R4. Response to Comments from Victoria Yundt, Lozeau | Drury, LLP, representing the Supporters Alliance for Environmental Responsibility (SAFER), dated June 23, 2022.

R4-1 Responses to the Supporters Alliance for Environmental Responsibility's (SAFER) comments are addressed in response to Comments R4-2 through R4-5 below. The City of Ontario will determine the appropriate CEQA approach for future discretionary projects based on the CEQA Guidelines and discretionary action involved. It would not be appropriate to identify the type of future environmental analysis that may be required for future discretionary projects in TOP 2050 SEIR.

R4-2 This comment describes the framework of TOP 2050 and does not raise any issues related to the Proposed Project or the Proposed Project's impact on the physical environment under CEQA. No response is warranted.

R4-3 This comment identifies that future project-level CEQA review may be necessary for future discretionary projects and does not raise any issues related to the Proposed Project or the Proposed Project's impact on the physical environment under CEQA. No response is warranted. The City of Ontario will determine the appropriate CEQA approach for future discretionary projects based on the CEQA Guidelines and discretionary action involved.

R4-4 See response to Comment R4-3 above. Comments regarding statements on air quality impacts identified in Section 5.3, *Air Quality*, of the Draft SEIR are noted. Mitigation Measure 3-1, AQ-1, and TOP 2050 Policy ER-4.9 would require future discretionary projects to prepare site-specific technical studies to mitigate air quality impacts below the South Coast AQMD thresholds.

R4-5 See response to Comments R4-2 through R4-4 above. Pursuant to CEQA Guidelines Section 15088.5, a Draft EIR is required to be recirculated only when "significant new information" is added to the EIR after circulation of the Draft EIR. The Proposed Project's Draft SEIR was prepared in accordance with CEQA Guidelines. The Draft SEIR comprehensive assesses the significant environmental effects of the project, provides a reasonable range of alternatives to the Proposed Project, and feasible mitigation measures to reduce and avoid potentially significant environmental impacts. No "significant new information" has been added to the revised Draft SEIR; and therefore, the Draft SEIR are not inadequate and does not need to be recirculated.

R4-6 Responses to SAFER's comments are addressed in response to Comments R4-1 through R4-5 above.

2. Response to Comments

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LETTER R5 – Robert Barragan (3 pages)

Public Comment / General Plan

Claudia Y. Isbell

From: SeamlessDocs <noreply@seamlessdocs.com>
Sent: Tuesday, June 14, 2022 6:11 PM
To: Public Comments
Subject: Public Comment from Robert Barragan

New Submission

A new submission was received for the form below. Log into your Submission Manager to review and process it.

Form name Public Speaker Form

Submission Details:

Agenda Item Number or "Public Comment"
Ontario Districting & General Plan

Speaker Full Name
Robert Barragan

Address (optional)
Street Address
[redacted]

City
Ontario

State

1

2. Response to Comments

CA

Zip
91761

Phone Number (optional)
[redacted]

Name of Organization
None

Subject on which the person wishes to speak?
Against

Briefly describe what you would like to say
My name is Robert Barragan, 20 years resident of the City of Ontario. This is a notification that I, along with a number of individuals, community leaders, community organizations, and environmental groups are opposed to the Planning Commission's approval of the TOP2050 General Plan. On behalf of the residents and citizens of the Ontario community, I request that you take action to deny the approval of the TOP2050 General Plan. The General Plan proposes the rezoning of Agricultural land to Housing, Industrial and Commercial projects based on the findings of the Draft Supplemental Environmental Impact Report (SEIR). These findings from the Draft SEIR examine the potential environmental impacts as a result of this project which include the following: Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities. This project will have significant and unavoidable impacts pertaining to violations of laws on the Federal, State and local levels which includes: 5.1-1 TOP2050 would not alter scenic vistas - which is not true as many of our homes are now being blocked by large warehouse walls we can not see over or past any distance. 5.2-2 Would not conflict with existing zoning for agricultural use, or Williamson Act contract. This is also not true as All agricultural land was rezoned to industrial or housing in Violation of the Williamson Act, Prop 70 and in

R5-1

R5-2

R5-3

2

violation of 65302(h)(1)(A) Access to food; creating a food desert. 5.3-1 additional population growth & associated emissions would exceed South Coast AQMD's AQMP. 5.3-3 would generate long-term emissions in excess of South Coast AQMD's threshold criteria & cumulatively contribute to the South Coast Air Basin's nonattainment designations. 5.3-4 Operation of industrial and warehousing land uses would expose sensitive receptors to substantial toxic air contaminant concentrations. 5. In order to be able to make sensible decisions that include the participation of Ontario community organizations, residents, and citizens, we call on you to support the delay of the approval of the TOP2050 General Plan. This is the most critical issue that the voters will address in the Ontario City Council Elections in November 2022. Your decision to delay the approval of the TOP2050 General Plan will be the first step towards protecting Ontario Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities, as well as, the health and quality of life of Ontario residents.

R5-3 cont.
R5-4
R5-5
R5-6
R5-7

Email to receive a copy of your submission

View the submission and any attachments by following the link below and using this unique access code: [redacted]

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2. Response to Comments

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R5. Response to Comments from Robert Barragan, dated June 14, 2022.

R5-1 Responses to Robert Barragan's comments are addressed in response to Comments R5-2 through R5-6 below.

R5-2 See Section 2.2, *Summary of General Responses*, and Section 2.2.1, *Scenic Vistas*. Development within the low-lying areas of Ontario would not have the potential to alter scenic views provided by the backdrop of the San Gabriel Mountains as the peaks rise to 7,000 feet above mean sea level. Additionally, future development under the Proposed Project would still be required to adhere to the City's Development Code. Finally, the Commenter's concerns regarding existing conditions do not constitute substantial evidence of a potential environmental impact of TOP 2050.

R5-3 See Section 2.2, *Summary of General Responses*, Section 2.2.2, *Nonrenewal of Williamson Act Contracts*, and Section 2.2.3, *Environmental Justice Policies*. Buildout of the Proposed Project, like the Approved Project, would most likely require the cancellation or nonrenewal of current Williamson Act contracts. However, because buildout of the Approved Project would have resulted in the cancellation or nonrenewal of Williamson Act contracts, the Proposed Project would not result in further impacts to Williamson Act lands. Further, the comment does not concern TOP 2050, but rather TOP 2010, which is not under consideration here. TOP 2010 was reviewed in the prior EIR and is properly treated as part of the environmental baseline in the SEIR (*Sierra Club v. City of Orange* (2008) 163 Cal.App.4th 523, 542). It should also be noted that environmental justice is not a CEQA topic, as social/economic issues are not environmental impacts under CEQA.

R5-4 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R5-5 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R5-6 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Cumulative health risk associated with buildout of TOP 2050 was identified as a significant unavoidable impact of the Proposed Project.

R5-7 Responses to Robert Barragan's comments are addressed in response to Comments R5-2 through R5-6 above. The Commenter's opposition to TOP 2050 has been forwarded to the decision-makers for their review and consideration.

2. Response to Comments

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LETTER R6 – Vanessa Yambot (1 page)

Claudia Y. Isbell

From: Vanessa Yambot [redacted]
Sent: Tuesday, June 14, 2022 6:34 PM
To: Public Comments
Subject: Public Comment

1. My name is Vanessa Yambot, a local resident for 30 years. This is a notification that I, along with a number of individuals, community leaders, community organizations, and environmental groups are opposed to the Planning Commission's approval of the TOP2050 General Plan.
2. On behalf of the residents and citizens of the Ontario community, I request that you take action to deny the approval of the TOP2050 General Plan. The General Plan proposes the rezoning of Agricultural land to Housing, Industrial and Commercial projects based on the findings of the Draft Supplemental Environmental Impact Report (SEIR). R6-1
3. These findings from the Draft SEIR examine the potential environmental impacts as a result of this project which include the following: **Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities.**
4. This project will have significant and unavoidable impacts pertaining to violations of laws on the Federal, State and local levels which includes: R6-2

5.1-1 TOP2050 would not alter scenic vistas - which is not true as many of our homes are now being blocked by large warehouse walls we can not see over or past any distance.

5.2-2 Would not conflict with existing zoning for agricultural use, or Williamson Act contract. This is also not true as All agricultural land was rezoned to industrial or housing in Violation of the Williamson Act, Prop 70 and in violation of 65302(h)(1)(A) Access to food; creating a food desert. R6-3

5.3-1 additional population growth & associated emissions would exceed South Coast AQMD's AQMP. R6-4

5.3-3 would generate long-term emissions in excess of South Coast AQMD's threshold criteria & cumulatively contribute to the South Coast Air Basin's nonattainment designations. R6-5

5.3-4 Operation of industrial and warehousing land uses would expose sensitive receptors to substantial toxic air contaminant concentrations. R6-6

5. In order to be able to make sensible decisions that include the participation of Ontario community organizations, residents, and citizens, we call on you to support the delay of the approval of the TOP2050 General Plan. This is the most critical issue that the voters will address in the Ontario City Council Elections in November 2022. Your decision to delay the approval of the TOP2050 General Plan will be the first step towards protecting Ontario Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities, as well as, the health and quality of life of Ontario residents. R6-7

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2. Response to Comments

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R6. Response to Comments from Vanessa Yambot, dated June 14, 2022.

R6-1 Responses to Vanessa Yambot's comments are addressed in response to Comments R6-2 through R6-6 below.

R6-2 See Section 2.2, *Summary of General Responses*, and Section 2.2.1, *Scenic Vistas*. Development within the low-lying areas of Ontario would not have the potential to alter scenic views provided by the backdrop of the San Gabriel Mountains as the peaks rise to 7,000 feet above mean sea level. Additionally, future development under the Proposed Project would still be required to adhere to the City's Development Code. Finally, the Commenter's concerns regarding existing conditions do not constitute substantial evidence of a potential environmental impact of TOP 2050.

R6-3 See Section 2.2, *Summary of General Responses*, Section 2.2.2, *Nonrenewal of Williamson Act Contracts*, and Section 2.2.3, *Environmental Justice Policies*. Buildout of the Proposed Project, like the Approved Project, would most likely require the cancellation or nonrenewal of current Williamson Act contracts. However, because buildout of the Approved Project would have resulted in the cancellation or nonrenewal of Williamson Act contracts, the Proposed Project would not result in further impacts to Williamson Act lands. Further, the comment does not concern TOP 2050, but rather TOP 2010, which is not under consideration here. TOP 2010 was reviewed in the prior EIR and is properly treated as part of the environmental baseline in the SEIR (*Sierra Club v. City of Orange* (2008) 163 Cal.App.4th 523, 542). It should also be noted that environmental justice is not a CEQA topic, as social/economic issues are not environmental impacts under CEQA.

R6-4 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R6-5 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R6-6 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Cumulative health risk associated with buildout of TOP 2050 was identified as a significant unavoidable impact of the Proposed Project.

R6-7 Responses to Vanessa Yambot's comments are addressed in response to Comments R6-2 through R6-6 above. The Commenter's opposition to TOP 2050 has been forwarded to the decision-makers for their review and consideration.

2. Response to Comments

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LETTER R7 – Ilianna Romero (3 pages)

Claudia Y. Isbell

From: SeamlessDocs <noreply@seamlessdocs.com>
Sent: Tuesday, June 14, 2022 8:50 PM
To: Public Comments
Subject: Public Comment from Ilianna Romero

New Submission

A new submission was received for the form below. Log into your Submission Manager to review and process it.

Form name Public Speaker Form

Submission Details:

Agenda Item Number or "Public Comment"
Public Comment

Speaker Full Name
Ilianna Romero

Address (optional)
Street Address
[redacted]

City
Alta Loma

State

1

2. Response to Comments

CA

Zip
91737

Subject on which the person wishes to speak?
Against

Briefly describe what you would like to say
On behalf of the residents and citizens of the Ontario community, I request that you take action to deny the approval of the TOP2050 General Plan. The General Plan proposes the rezoning of Agricultural land to Housing, Industrial and Commercial projects based on the findings of the Draft Supplemental Environmental Impact Report (SEIR). These findings from the Draft SEIR examine the potential environmental impacts as a result of this project which include the following: Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities.This project will have significant and unavoidable impacts pertaining to violations of laws on the Federal, State and local levels which includes: 5.1-1 TOP2050 would not alter scenic vistas - which is not true as many of our homes are now being blocked by large warehouse walls we can not see over or past any distance. 5.2-2 Would not conflict with existing zoning for agricultural use, or Williamson Act contract. This is also not true as All agricultural land was rezoned to industrial or housing in Violation of the Williamson Act, Prop 70 and in violation of 65302(h)(1)(A) Access to food; creating a food desert. 5.3-1 additional population growth & associated emissions would exceed South Coast AQMD's AQMP. 5.3-3 would generate long-term emissions in excess of South Coast AQMD's threshold criteria & cumulatively contribute to the South Coast Air Basin's nonattainment designations. 5.3-4 Operation of industrial and warehousing land uses would expose sensitive receptors to substantial toxic air contaminant concentrations. In order to be able to make sensible decisions that include the participation of Ontario community organizations, residents, and citizens, we call on you to support the delay of the approval of the TOP2050 General

R7-1
R7-2
R7-3
R7-4
R7-5
R7-6
R7-7

2

Plan. This is the most critical issue that the voters will address in the Ontario City Council Elections in November 2022. Your decision to delay the approval of the TOP2050 General Plan will be the first step towards protecting Ontario Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities, as well as, the health and quality of life of Ontario residents.

R7-7 cont.

Email to receive a copy of your submission
[redacted]

View the submission and any attachments by following the link below and using this unique access code: [redacted]

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2. Response to Comments

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R7. Response to Comments from Ilianna Romero, dated June 14, 2022.

R7-1 Responses to Ilianna Romero's comments are addressed in response to Comments R7-2 through R7-6 below.

R7-2 See Section 2.2, *Summary of General Responses*, and Section 2.2.1, *Scenic Vistas*. Development within the low-lying areas of Ontario would not have the potential to alter scenic views provided by the backdrop of the San Gabriel Mountains as the peaks rise to 7,000 feet above mean sea level. Additionally, future development under the Proposed Project would still be required to adhere to the City's Development Code. Finally, the Commenter's concerns regarding existing conditions do not constitute substantial evidence of a potential environmental impact of TOP 2050.

R7-3 See Section 2.2, *Summary of General Responses*, Section 2.2.2, *Nonrenewal of Williamson Act Contracts*, and Section 2.2.3, *Environmental Justice Policies*. Buildout of the Proposed Project, like the Approved Project, would most likely require the cancellation or nonrenewal of current Williamson Act contracts. However, because buildout of the Approved Project would have resulted in the cancellation or nonrenewal of Williamson Act contracts, the Proposed Project would not result in further impacts to Williamson Act lands. Further, the comment does not concern TOP 2050, but rather TOP 2010, which is not under consideration here. TOP 2010 was reviewed in the prior EIR and is properly treated as part of the environmental baseline in the SEIR (*Sierra Club v. City of Orange* (2008) 163 Cal.App.4th 523, 542). It should also be noted that environmental justice is not a CEQA topic, as social/economic issues are not environmental impacts under CEQA.

R7-4 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R7-5 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R7-6 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Cumulative health risk associated with buildout of TOP 2050 was identified as a significant unavoidable impact of the Proposed Project.

R7-7 Responses to Ilianna Romero's comments are addressed in response to Comments R7-2 through R7-6 above. The Commenter's opposition to TOP 2050 has been forwarded to the decision-makers for their review and consideration.

2. Response to Comments

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LETTER R8 – Verlynn Gojit (1 page)

Claudia Y. Isbell

From: Verlynn Gojit [redacted]
Sent: Tuesday, June 14, 2022 9:19 PM
To: Public Comments
Subject: Save Amy's Farm!

1. My name is Verlynn Gojit. This is a notification that I, along with a number of individuals, community leaders, community organizations, and environmental groups are opposed to the Planning Commission's approval of the TOP2050 General Plan.
2. On behalf of the residents and citizens of the Ontario community, I request that you take action to deny the approval of the TOP2050 General Plan. The General Plan proposes the rezoning of Agricultural land to Housing, Industrial and Commercial projects based on the findings of the Draft Supplemental Environmental Impact Report (SEIR). R8-1
3. These findings from the Draft SEIR examine the potential environmental impacts as a result of this project which include the following: **Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities.**
4. This project will have significant and unavoidable impacts pertaining to violations of laws on the Federal, State and local levels which includes: R8-2

5.1-1 TOP2050 would not alter scenic vistas - which is not true as many of our homes are now being blocked by large warehouse walls we can not see over or past any distance.

5.2-2 Would not conflict with existing zoning for agricultural use, or Williamson Act contract. This is also not true as All agricultural land was rezoned to industrial or housing in Violation of the Williamson Act, Prop 70 and in violation of 65302(h)(1)(A) Access to food; creating a food desert. R8-3

5.3-1 additional population growth & associated emissions would exceed South Coast AQMD's AQMP. R8-4

5.3-3 would generate long-term emissions in excess of South Coast AQMD's threshold criteria & cumulatively contribute to the South Coast Air Basin's nonattainment designations. R8-5

5.3-4 Operation of industrial and warehousing land uses would expose sensitive receptors to substantial toxic air contaminant concentrations. R8-6

5. In order to be able to make sensible decisions that include the participation of Ontario community organizations, residents, and citizens, we call on you to support the delay of the approval of the TOP2050 General Plan. This is the most critical issue that the voters will address in the Ontario City Council Elections in November 2022. Your decision to delay the approval of the TOP2050 General Plan will be the first step towards protecting Ontario Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities, as well as, the health and quality of life of Ontario residents. R8-7

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[redacted]

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2. Response to Comments

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R8. Response to Comments from Verlynn Gojit, dated June 14, 2022.

R8-1 Responses to Verlynn Gojit's comments are addressed in response to Comments R8-2 through R8-6 below.

R8-2 See Section 2.2, *Summary of General Responses*, and Section 2.2.1, *Scenic Vistas*. Development within the low-lying areas of Ontario would not have the potential to alter scenic views provided by the backdrop of the San Gabriel Mountains as the peaks rise to 7,000 feet above mean sea level. Additionally, future development under the Proposed Project would still be required to adhere to the City's Development Code. Finally, the Commenter's concerns regarding existing conditions do not constitute substantial evidence of a potential environmental impact of TOP 2050.

R8-3 See Section 2.2, *Summary of General Responses*, Section 2.2.2, *Nonrenewal of Williamson Act Contracts*, and Section 2.2.3, *Environmental Justice Policies*. Buildout of the Proposed Project, like the Approved Project, would most likely require the cancellation or nonrenewal of current Williamson Act contracts. However, because buildout of the Approved Project would have resulted in the cancellation or nonrenewal of Williamson Act contracts, the Proposed Project would not result in further impacts to Williamson Act lands. Further, the comment does not concern TOP 2050, but rather TOP 2010, which is not under consideration here. TOP 2010 was reviewed in the prior EIR and is properly treated as part of the environmental baseline in the SEIR (*Sierra Club v. City of Orange* (2008) 163 Cal.App.4th 523, 542). It should also be noted that environmental justice is not a CEQA topic, as social/economic issues are not environmental impacts under CEQA.

R8-4 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R8-5 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R8-6 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Cumulative health risk associated with buildout of TOP 2050 was identified as a significant unavoidable impact of the Proposed Project.

R8-7 Responses to Verlynn Gojit's comments are addressed in response to Comments R8-2 through R8-6 above. The Commenter's opposition to TOP 2050 has been forwarded to the decision-makers for their review and consideration.

2. Response to Comments

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LETTER R9 – Inmi Chao (3 pages)

Claudia Y. Isbell

From: SeamlessDocs <noreply@seamlessdocs.com>
Sent: Tuesday, June 14, 2022 10:16 PM
To: Public Comments
Subject: Public Comment from Inmi Chao

New Submission

A new submission was received for the form below. Log into your Submission Manager to review and process it.

Form name Public Speaker Form

Submission Details:

Agenda Item Number or "Public Comment"
TOP2050 General Plan

Speaker Full Name
Inmi Chao

Address (optional)
State
CA

Subject on which the person wishes to speak?
Against

Briefly describe what you would like to say

1

2. Response to Comments

My name is Inmi Chao. This is a notification that I, along with a number of individuals, community leaders, community organizations, and environmental groups are opposed to the Planning Commission's approval of the TOP2050 General Plan. On behalf of the residents and citizens of the Ontario community, I request that you take action to deny the approval of the TOP2050 General Plan. The General Plan proposes the rezoning of Agricultural land to Housing, Industrial and Commercial projects based on the findings of the Draft Supplemental Environmental Impact Report (SEIR). These findings from the Draft SEIR examine the potential environmental impacts as a result of this project which include the following: Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities. This project will have significant and unavoidable impacts pertaining to violations of laws on the Federal, State and local levels which includes: 5.1-1 TOP2050 would not alter scenic vistas - which is not true as many of our homes are now being blocked by large warehouse walls we can not see over or past any distance. 5.2-2 Would not conflict with existing zoning for agricultural use, or Williamson Act contract. This is also not true as All agricultural land was rezoned to industrial or housing in Violation of the Williamson Act, Prop 70 and in violation of 65302(h)(1)(A) Access to food; creating a food desert. 5.3-1 additional population growth & associated emissions would exceed South Coast AQMD's AQMP. 5.3-3 would generate long-term emissions in excess of South Coast AQMD's threshold criteria & cumulatively contribute to the South Coast Air Basin's nonattainment designations. 5.3-4 Operation of industrial and warehousing land uses would expose sensitive receptors to substantial toxic air contaminant concentrations. 5. In order to be able to make sensible decisions that include the participation of Ontario community organizations, residents, and citizens, we call on you to support the delay of the approval of the TOP2050 General Plan. This is the most critical issue that the voters will address in the Ontario City Council Elections in November 2022. Your decision to delay the approval of the TOP2050 General Plan will be the first step towards protecting Ontario Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural

R9-1

R9-2

R9-3

R9-4

R9-5

R9-6

R9-7

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Resources and utilities, as well as, the health and quality of life of Ontario residents. R9-7 cont.

Email to receive a copy of your submission

[redacted]

View the submission and any attachments by following the link below and using this unique access code: [redacted]

View Submission [mail.seamlessdocs.com]

City of Ontario - City Clerks | 303 East B Street Ontario, CA 91764

3

2. Response to Comments

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R9. Response to Comments from Inmi Chao, dated June 14, 2022.

R9-1 Responses to Inmi Chao's comments are addressed in response to Comments R9-2 through R9-6 below.

R9-2 See Section 2.2, *Summary of General Responses*, and Section 2.2.1, *Scenic Vistas*. Development within the low-lying areas of Ontario would not have the potential to alter scenic views provided by the backdrop of the San Gabriel Mountains as the peaks rise to 7,000 feet above mean sea level. Additionally, future development under the Proposed Project would still be required to adhere to the City's Development Code. Finally, the Commenter's concerns regarding existing conditions do not constitute substantial evidence of a potential environmental impact of TOP 2050.

R9-3 See Section 2.2, *Summary of General Responses*, Section 2.2.2, *Nonrenewal of Williamson Act Contracts*, and Section 2.2.3, *Environmental Justice Policies*. Buildout of the Proposed Project, like the Approved Project, would most likely require the cancellation or nonrenewal of current Williamson Act contracts. However, because buildout of the Approved Project would have resulted in the cancellation or nonrenewal of Williamson Act contracts, the Proposed Project would not result in further impacts to Williamson Act lands. Further, the comment does not concern TOP 2050, but rather TOP 2010, which is not under consideration here. TOP 2010 was reviewed in the prior EIR and is properly treated as part of the environmental baseline in the SEIR (*Sierra Club v. City of Orange* (2008) 163 Cal.App.4th 523, 542). It should also be noted that environmental justice is not a CEQA topic, as social/economic issues are not environmental impacts under CEQA.

R9-4 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R9-5 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R9-6 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Cumulative health risk associated with buildout of TOP 2050 was identified as a significant unavoidable impact of the Proposed Project.

R9-7 Responses to Inmi Chao's comments are addressed in response to Comments R9-2 through R9-6 above. The Commenter's opposition to TOP 2050 has been forwarded to the decision-makers for their review and consideration.

2. Response to Comments

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LETTER R10 – Katie Crofford (3 pages)

Claudia Y. Isbell

From: SeamlessDocs <noreply@seamlessdocs.com>
Sent: Thursday, June 16, 2022 10:29 AM
To: Public Comments
Subject: Public Comment from Katie Crofford

New Submission

A new submission was received for the form below. Log into your Submission Manager to review and process it.

Form name Public Speaker Form

Submission Details:

Agenda Item Number or "Public Comment"
Public Comment

Speaker Full Name
Katie Crofford

Phone Number (optional)
[redacted]

Subject on which the person wishes to speak?
Against

Briefly describe what you would like to say
My name is Katie Crofford. This is a notification that I, along with a | R10-1

1

2. Response to Comments

number of individuals, community leaders, community organizations, and environmental groups are opposed to the Planning Commission's approval of the TOP2050 General Plan. On behalf of the residents and citizens of the Ontario community, I request that you take action to deny the approval of the TOP2050 General Plan. The General Plan proposes the rezoning of Agricultural land to Housing, Industrial and Commercial projects based on the findings of the Draft Supplemental Environmental Impact Report (SEIR). These findings from the Draft SEIR examine the potential environmental impacts as a result of this project which include the following: Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities. This project will have significant and unavoidable impacts pertaining to violations of laws on the Federal, State and local levels which includes: TOP2050 would not alter scenic vistas - which is not true as many of our homes are now being blocked by large warehouse walls we can not see over or past any distance. Would not conflict with existing zoning for agricultural use, or Williamson Act contract. This is also not true as All agricultural land was rezoned to industrial or housing in Violation of the Williamson Act, Prop 70 and in violation of 65302(h)(1)(A) Access to food; creating a food desert. Additional population growth & associated emissions would exceed South Coast AQMD's AQMP. Would generate long-term emissions in excess of South Coast AQMD's threshold criteria & cumulatively contribute to the South Coast Air Basin's nonattainment designations Operation of industrial and warehousing land uses would expose sensitive receptors to substantial toxic air contaminant concentrations. In order to be able to make sensible decisions that include the participation of Ontario community organizations, residents, and citizens, we call on you to support the delay of the approval of the TOP2050 General Plan. This is the most critical issue that the voters will address in the Ontario City Council Elections in November 2022. Your decision to delay the approval of the TOP2050 General Plan will be the first step towards protecting Ontario Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities, as well as, the health and quality of life of Ontario residents.

R10-1 cont.

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Email to receive a copy of your submission
[redacted]

View the submission and any attachments by following the link below and using this unique access code: [redacted]

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City of Ontario - City Clerks | 303 East B Street Ontario, CA 91764

3

2. Response to Comments

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R10. Response to Comments from Katie Crofford, dated June 16, 2022.

R10-1 Responses to Katie Crofford's comments are addressed in response to Comments R10-2 through R10-6 below.

R10-2 See Section 2.2, *Summary of General Responses*, and Section 2.2.1, *Scenic Vistas*. Development within the low-lying areas of Ontario would not have the potential to alter scenic views provided by the backdrop of the San Gabriel Mountains as the peaks rise to 7,000 feet above mean sea level. Additionally, future development under the Proposed Project would still be required to adhere to the City's Development Code. Finally, the Commenter's concerns regarding existing conditions do not constitute substantial evidence of a potential environmental impact of TOP 2050.

R10-3 See Section 2.2, *Summary of General Responses*, Section 2.2.2, *Nonrenewal of Williamson Act Contracts*, and Section 2.2.3, *Environmental Justice Policies*. Buildout of the Proposed Project, like the Approved Project, would most likely require the cancellation or nonrenewal of current Williamson Act contracts. However, because buildout of the Approved Project would have resulted in the cancellation or nonrenewal of Williamson Act contracts, the Proposed Project would not result in further impacts to Williamson Act lands. Further, the comment does not concern TOP 2050, but rather TOP 2010, which is not under consideration here. TOP 2010 was reviewed in the prior EIR and is properly treated as part of the environmental baseline in the SEIR (*Sierra Club v. City of Orange* (2008) 163 Cal.App.4th 523, 542). It should also be noted that environmental justice is not a CEQA topic, as social/economic issues are not environmental impacts under CEQA.

R10-4 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R10-5 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R10-6 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Cumulative health risk associated with buildout of TOP 2050 was identified as a significant unavoidable impact of the Proposed Project.

R10-7 Responses to Katie Crofford's comments are addressed in response to Comments R10-2 through R10-6 above. The Commenter's opposition to TOP 2050 has been forwarded to the decision-makers for their review and consideration.

2. Response to Comments

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LETTER R11 – Elvia Velazco (3 pages)

Claudia Y. Isbell

From: SeamlessDocs <noreply@seamlessdocs.com>
Sent: Thursday, June 16, 2022 10:39 AM
To: Public Comments
Subject: Public Comment from Elvira Rios

New Submission

A new submission was received for the form below. Log into your Submission Manager to review and process it.

Form name Public Speaker Form

Submission Details:

Agenda Item Number or "Public Comment"
My name is Elvira Velazco, educator at YouthBuild Charter School of CA and an 8 year resident of the City of Ontario. This is a notification that I, along with a number of individuals, community leaders, community organizations, and environmental groups are opposed to the Planning Commission's approval of the TOP2050 General Plan.

Speaker Full Name
Elvira Rios

Address (optional)
Street Address
[redacted]

1

2. Response to Comments

City
Ontario

State
CA

Zip
91761-6751

Phone Number (optional)
[redacted]

Subject on which the person wishes to speak?
Against

Briefly describe what you would like to say
My name is Elvira Velazco, educator at YouthBuild Charter School of CA and an 8 year resident of the City of Ontario. This is a notification that I, along with a number of individuals, community leaders, community organizations, and environmental groups are opposed to the Planning Commission's approval of the TOP2050 General Plan. On behalf of the residents and citizens of the Ontario community, I request that you take action to deny the approval of the TOP2050 General Plan. The General Plan proposes the rezoning of Agricultural land to Housing, Industrial and Commercial projects based on the findings of the Draft Supplemental Environmental Impact Report (SEIR). These findings from the Draft SEIR examine the potential environmental impacts as a result of this project which include the following: Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities. This project will have significant and unavoidable impacts pertaining to violations of laws on the Federal, State and local levels which includes: 5.1-1 TOP2050 would not alter scenic vistas - which is not true as many of our homes are now being blocked by large warehouse walls we can not see over or past any distance. 5.2-2 Would not conflict with existing zoning for agricultural use, or Williamson Act contract. This is also not true as All

R11-1

R11-2

R11-3

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agricultural land was rezoned to industrial or housing in Violation of the Williamson Act, Prop 70 and in violation of 65302(h)(1)(A) Access to food; creating a food desert. 5.3-1 additional population growth & associated emissions would exceed South Coast AQMD's AQMP. 5.3-3 would generate long-term emissions in excess of South Coast AQMD's threshold criteria & cumulatively contribute to the South Coast Air Basin's nonattainment designations. 5.3-4 Operation of industrial and warehousing land uses would expose sensitive receptors to substantial toxic air contaminant concentrations. 5. In order to be able to make sensible decisions that include the participation of Ontario community organizations, residents, and citizens, we call on you to support the delay of the approval of the TOP2050 General Plan. This is the most critical issue that the voters will address in the Ontario City Council Elections in November 2022. Your decision to delay the approval of the TOP2050 General Plan will be the first step towards protecting Ontario Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities, as well as, the health and quality of life of Ontario residents.

R11-3 cont.

R11-4

R11-5

R11-6

R11-7

Email to receive a copy of your submission

[redacted]

View the submission and any attachments by following the link below and using this unique access code: [redacted]

View Submission [mail.seamlessdocs.com]

City of Ontario - City Clerks | 303 East B Street Ontario, CA 91764

3

2. Response to Comments

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R11. Response to Comments from Elvia Velazco, dated June 16, 2022.

R11-1 Responses to Elvia Velazco's comments are addressed in response to Comments R11-2 through R11-6 below.

R11-2 See Section 2.2, *Summary of General Responses*, and Section 2.2.1, *Scenic Vistas*. Development within the low-lying areas of Ontario would not have the potential to alter scenic views provided by the backdrop of the San Gabriel Mountains as the peaks rise to 7,000 feet above mean sea level. Additionally, future development under the Proposed Project would still be required to adhere to the City's Development Code. Finally, the Commenter's concerns regarding existing conditions do not constitute substantial evidence of a potential environmental impact of TOP 2050.

R11-3 See Section 2.2, *Summary of General Responses*, Section 2.2.2, *Nonrenewal of Williamson Act Contracts*, and Section 2.2.3, *Environmental Justice Policies*. Buildout of the Proposed Project, like the Approved Project, would most likely require the cancellation or nonrenewal of current Williamson Act contracts. However, because buildout of the Approved Project would have resulted in the cancellation or nonrenewal of Williamson Act contracts, the Proposed Project would not result in further impacts to Williamson Act lands. Further, the comment does not concern TOP 2050, but rather TOP 2010, which is not under consideration here. TOP 2010 was reviewed in the prior EIR and is properly treated as part of the environmental baseline in the SEIR (*Sierra Club v. City of Orange* (2008) 163 Cal.App.4th 523, 542). It should also be noted that environmental justice is not a CEQA topic, as social/economic issues are not environmental impacts under CEQA.

R11-4 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R11-5 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R11-6 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Cumulative health risk associated with buildout of TOP 2050 was identified as a significant unavoidable impact of the Proposed Project.

R11-7 Responses to Elvia Velazco's comments are addressed in response to Comments R11-2 through R11-6 above. The Commenter's opposition to TOP 2050 has been forwarded to the decision-makers for their review and consideration.

2. Response to Comments

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LETTER R12 –Aldo Velazco (3 pages)

Claudia Y. Isbell

From: SeamlessDocs <noreply@seamlessdocs.com>
Sent: Thursday, June 16, 2022 10:41 AM
To: Public Comments
Subject: Public Comment from Aldo Velazco

New Submission

A new submission was received for the form below. Log into your Submission Manager to review and process it.

Form name Public Speaker Form

Submission Details:

Agenda Item Number or "Public Comment"
My name is Aldo Velazco, and I am an 8 year resident of the City of Ontario. This is a notification that I, along with a number of individuals, community leaders, community organizations, and environmental groups are opposed to the Planning Commission's approval of the TOP2050 General Plan.

Speaker Full Name
Aldo Velazco

Address (optional)
Street Address
[redacted]

1

2. Response to Comments

City
Ontario

State
CA

Zip
91761-6751

Phone Number (optional)
[redacted]

Subject on which the person wishes to speak?
Against

Briefly describe what you would like to say
My name is Aldo Velazco, and I am an 8 year resident of the City of Ontario. This is a notification that I, along with a number of individuals, community leaders, community organizations, and environmental groups are opposed to the Planning Commission's approval of the TOP2050 General Plan. On behalf of the residents and citizens of the Ontario community, I request that you take action to deny the approval of the TOP2050 General Plan. The General Plan proposes the rezoning of Agricultural land to Housing, Industrial and Commercial projects based on the findings of the Draft Supplemental Environmental Impact Report (SEIR). These findings from the Draft SEIR examine the potential environmental impacts as a result of this project which include the following: Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities. This project will have significant and unavoidable impacts pertaining to violations of laws on the Federal, State and local levels which includes: 5.1-1 TOP2050 would not alter scenic vistas - which is not true as many of our homes are now being blocked by large warehouse walls we can not see over or past any distance. 5.2-2 Would not conflict with existing zoning for agricultural use, or Williamson Act contract. This is also not true as All agricultural land was rezoned to

R12-1

R12-2

R12-3

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industrial or housing in Violation of the Williamson Act, Prop 70 and in violation of 65302(h)(1)(A) Access to food; creating a food desert. 5.3-1 additional population growth & associated emissions would exceed South Coast AQMD's AQMP. 5.3-3 would generate long-term emissions in excess of South Coast AQMD's threshold criteria & cumulatively contribute to the South Coast Air Basin's nonattainment designations. 5.3-4 Operation of industrial and warehousing land uses would expose sensitive receptors to substantial toxic air contaminant concentrations. 5. In order to be able to make sensible decisions that include the participation of Ontario community organizations, residents, and citizens, we call on you to support the delay of the approval of the TOP2050 General Plan. This is the most critical issue that the voters will address in the Ontario City Council Elections in November 2022. Your decision to delay the approval of the TOP2050 General Plan will be the first step towards protecting Ontario Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities, as well as, the health and quality of life of Ontario residents.

R12-3 cont.
R12-4
R12-5
R12-6
R12-7

Email to receive a copy of your submission

[redacted]

View the submission and any attachments by following the link below and using this unique access code: [redacted]

View Submission [mail.seamlessdocs.com]

City of Ontario - City Clerks | 303 East B Street Ontario, CA 91764

3

2. Response to Comments

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R12. Response to Comments from Aldo Velazco, dated June 16, 2022.

R12-1 Responses to Aldo Velazco's comments are addressed in response to Comments R12-2 through R12-6 below.

R12-2 See Section 2.2, *Summary of General Responses*, and Section 2.2.1, *Scenic Vistas*. Development within the low-lying areas of Ontario would not have the potential to alter scenic views provided by the backdrop of the San Gabriel Mountains as the peaks rise to 7,000 feet above mean sea level. Additionally, future development under the Proposed Project would still be required to adhere to the City's Development Code. Finally, the Commenter's concerns regarding existing conditions do not constitute substantial evidence of a potential environmental impact of TOP 2050.

R12-3 See Section 2.2, *Summary of General Responses*, Section 2.2.2, *Nonrenewal of Williamson Act Contracts*, and Section 2.2.3, *Environmental Justice Policies*. Buildout of the Proposed Project, like the Approved Project, would most likely require the cancellation or nonrenewal of current Williamson Act contracts. However, because buildout of the Approved Project would have resulted in the cancellation or nonrenewal of Williamson Act contracts, the Proposed Project would not result in further impacts to Williamson Act lands. Further, the comment does not concern TOP 2050, but rather TOP 2010, which is not under consideration here. TOP 2010 was reviewed in the prior EIR and is properly treated as part of the environmental baseline in the SEIR (*Sierra Club v. City of Orange* (2008) 163 Cal.App.4th 523, 542). It should also be noted that environmental justice is not a CEQA topic, as social/economic issues are not environmental impacts under CEQA.

R12-4 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R12-5 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R12-6 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Cumulative health risk associated with buildout of TOP 2050 was identified as a significant unavoidable impact of the Proposed Project.

R12-7 Responses to Aldo Velazco's comments are addressed in response to Comments R12-2 through R12-6 above. The Commenter's opposition to TOP 2050 has been forwarded to the decision-makers for their review and consideration.

2. Response to Comments

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LETTER R13 – Inez Cardenas (1 page)

Claudia Y. Isbell

From: i.cardenas8309 · [redacted]
Sent: Thursday, June 16, 2022 10:43 AM
To: Public Comments
Cc: info@amysfarm.com
Subject: Public Comment to Save Farmland

My name is Inez Cardenas, a 20+ resident of the City of Ontario. This is a notification that I, along with a number of individuals, community leaders, community organizations, and environmental groups are opposed to the Planning Commission's approval of the TOP2050 General Plan.

On behalf of the residents and citizens of the Ontario community, I request that you take action to deny the approval of the TOP2050 General Plan. The General Plan proposes the rezoning of Agricultural land to Housing, Industrial and Commercial projects based on the findings of the Draft Supplemental Environmental Impact Report (SEIR). R13-1

These findings from the Draft SEIR examine the potential environmental impacts as a result of this project which include the following: Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities.

This project will have significant and unavoidable impacts pertaining to violations of laws on the Federal, State and local levels which includes: R13-2

5.1-1 TOP2050 would not alter scenic vistas - which is not true as many of our homes are now being blocked by large warehouse walls we can not see over or past any distance.

5.2-2 Would not conflict with existing zoning for agricultural use, or Williamson Act contract. This is also not true as All agricultural land was rezoned to industrial or housing in Violation of the Williamson Act, Prop 70 and in violation of 65302(h)(1)(A) Access to food; creating a food desert. R13-3

5.3-1 additional population growth & associated emissions would exceed South Coast AQMD's AQMP. R13-4

5.3-3 would generate long-term emissions in excess of South Coast AQMD's threshold criteria & cumulatively contribute to the South Coast Air Basin's nonattainment designations. R13-5

5.3-4 Operation of industrial and warehousing land uses would expose sensitive receptors to substantial toxic air contaminant concentrations. R13-6

5. In order to be able to make sensible decisions that include the participation of Ontario community organizations, residents, and citizens, we call on you to support the delay of the approval of the TOP2050 General Plan. This is the most critical issue that the voters will address in the Ontario City Council Elections in November 2022. Your decision to delay the approval of the TOP2050 General Plan will be the first step towards protecting Ontario Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities, as well as, the health and quality of life of Ontario residents. R13-7

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2. Response to Comments

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R13. Response to Comments from Inez Cardenas, dated June 16, 2022.

R13-1 Responses to Inez Cardenas' comments are addressed in response to Comments R13-2 through R13-6 below.

R13-2 See Section 2.2, *Summary of General Responses*, and Section 2.2.1, *Scenic Vistas*. Development within the low-lying areas of Ontario would not have the potential to alter scenic views provided by the backdrop of the San Gabriel Mountains as the peaks rise to 7,000 feet above mean sea level. Additionally, future development under the Proposed Project would still be required to adhere to the City's Development Code. Finally, the Commenter's concerns regarding existing conditions do not constitute substantial evidence of a potential environmental impact of TOP 2050.

R13-3 See Section 2.2, *Summary of General Responses*, Section 2.2.2, *Nonrenewal of Williamson Act Contracts*, and Section 2.2.3, *Environmental Justice Policies*. Buildout of the Proposed Project, like the Approved Project, would most likely require the cancellation or nonrenewal of current Williamson Act contracts. However, because buildout of the Approved Project would have resulted in the cancellation or nonrenewal of Williamson Act contracts, the Proposed Project would not result in further impacts to Williamson Act lands. Further, the comment does not concern TOP 2050, but rather TOP 2010, which is not under consideration here. TOP 2010 was reviewed in the prior EIR and is properly treated as part of the environmental baseline in the SEIR (*Sierra Club v. City of Orange* (2008) 163 Cal.App.4th 523, 542). It should also be noted that environmental justice is not a CEQA topic, as social/economic issues are not environmental impacts under CEQA.

R13-4 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R13-5 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R13-6 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Cumulative health risk associated with buildout of TOP 2050 was identified as a significant unavoidable impact of the Proposed Project.

R13-7 Responses to Inez Cardenas' comments are addressed in response to Comments R13-2 through R13-6 above. The Commenter's opposition to TOP 2050 has been forwarded to the decision-makers for their review and consideration.

2. Response to Comments

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LETTER R14 – Caroline Lanspa (1 page)

Claudia Y. Isbell

From: Caroline Lanspa [redacted]
Sent: Thursday, June 16, 2022 10:52 AM
To: Public Comments
Subject: Opposing approval of the TOP2050 General Plan

Dear City of Ontario,

My name is Caroline Lanspa. This is a notification that I, along with a number of individuals, community leaders, community organizations, and environmental groups are opposed to the Planning Commission's approval of the TOP2050 General Plan.

On behalf of the residents and citizens of the surrounding community, I request that you take action to deny the approval of the TOP2050 General Plan. The General Plan proposes the rezoning of Agricultural land to Housing, Industrial and Commercial projects based on the findings of the Draft Supplemental Environmental Impact Report (SEIR). R14-1

These findings from the Draft SEIR examine the potential environmental impacts as a result of this project which include the following: **Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities.**

This project will have significant and unavoidable impacts pertaining to violations of laws on the Federal, State and local levels which include: R14-2

5. 1-1 TOP2050 would not alter scenic vistas - which is not true as many homes are now being blocked by large warehouse walls which prevent residents from seeing over or past any distance.

5.2-2 Would not conflict with existing zoning for agricultural use, or Williamson Act contract. This is also not true as All agricultural land was rezoned to industrial or housing in Violation of the Williamson Act, Prop 70 and in violation of 65302(h)(1)(A) Access to food; creating a food desert. R14-3

5.3-1 additional population growth & associated emissions would exceed South Coast AQMD's AQMP. R14-4

5.3-3 would generate long-term emissions in excess of South Coast AQMD's threshold criteria & cumulatively contribute to the South Coast Air Basin's nonattainment designations. R14-5

5.3-4 Operation of industrial and warehousing land uses would expose sensitive receptors to substantial toxic air contaminant concentrations. R14-6

In order to be able to make sensible decisions that include the participation of Ontario community and surrounding community organizations, residents, and citizens, we call on you to support the delay of the approval of the TOP2050 General Plan. This is the most critical issue that the voters will address in the Ontario City Council Elections in November 2022. Your decision to delay the approval of the TOP2050 General Plan will be the first step towards protecting Ontario Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities, as well as, the health and quality of life of Ontario residents. R14-7

I appreciate the opportunity to voice my concern.
Best,
Caroline

Sent from Outlook [aka.ms]

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2. Response to Comments

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R14. Response to Comments from Caroline Lanspa, dated June 16, 2022.

R14-1 Responses to Caroline Lanspa's comments are addressed in response to Comments R14-2 through R14-6 below.

R14-2 See Section 2.2, *Summary of General Responses*, and Section 2.2.1, *Scenic Vistas*. Development within the low-lying areas of Ontario would not have the potential to alter scenic views provided by the backdrop of the San Gabriel Mountains as the peaks rise to 7,000 feet above mean sea level. Additionally, future development under the Proposed Project would still be required to adhere to the City's Development Code. Finally, the Commenter's concerns regarding existing conditions do not constitute substantial evidence of a potential environmental impact of TOP 2050.

R14-3 See Section 2.2, *Summary of General Responses*, Section 2.2.2, *Nonrenewal of Williamson Act Contracts*, and Section 2.2.3, *Environmental Justice Policies*. Buildout of the Proposed Project, like the Approved Project, would most likely require the cancellation or nonrenewal of current Williamson Act contracts. However, because buildout of the Approved Project would have resulted in the cancellation or nonrenewal of Williamson Act contracts, the Proposed Project would not result in further impacts to Williamson Act lands. Further, the comment does not concern TOP 2050, but rather TOP 2010, which is not under consideration here. TOP 2010 was reviewed in the prior EIR and is properly treated as part of the environmental baseline in the SEIR (*Sierra Club v. City of Orange* (2008) 163 Cal.App.4th 523, 542). It should also be noted that environmental justice is not a CEQA topic, as social/economic issues are not environmental impacts under CEQA.

R14-4 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R14-5 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R14-6 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Cumulative health risk associated with buildout of TOP 2050 was identified as a significant unavoidable impact of the Proposed Project.

R14-7 Responses to Caroline Lanspa's comments are addressed in response to Comments R14-2 through R14-6 above. The Commenter's opposition to TOP 2050 has been forwarded to the decision-makers for their review and consideration.

2. Response to Comments

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LETTER R15 – Daniel Lo (3 pages)

Claudia Y. Isbell

From: SeamlessDocs <noreply@seamlessdocs.com>
Sent: Thursday, June 16, 2022 5:19 PM
To: Public Comments
Subject: Public Comment from Daniel Lo

New Submission

A new submission was received for the form below. Log into your Submission Manager to review and process it.

Form name Public Speaker Form

Submission Details:

Agenda Item Number or "Public Comment"
Public Comment

Speaker Full Name
Daniel Lo

Subject on which the person wishes to speak?
Against

Briefly describe what you would like to say
My name is Daniel Lo and 12 year resident of the City of Ontario. This is a notification that I, along with a number of individuals, community leaders, community organizations, and environmental groups are opposed to the Planning Commission's approval of the TOP2050

R15-1

1

2. Response to Comments

General Plan. On behalf of the residents and citizens of the Ontario community, I request that you take action to deny the approval of the TOP2050 General Plan. The General Plan proposes the rezoning of Agricultural land to Housing, Industrial and Commercial projects based on the findings of the Draft Supplemental Environmental Impact Report (SEIR). These findings from the Draft SEIR examine the potential environmental impacts as a result of this project which include the following: Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities. This project will have significant and unavoidable impacts pertaining to violations of laws on the Federal, State and local levels which includes: 5.1-1 TOP2050 would not alter scenic vistas - which is not true as many of our homes are now being blocked by large warehouse walls we can not see over or past any distance. 5.2-2 Would not conflict with existing zoning for agricultural use, or Williamson Act contract. This is also not true as All agricultural land was rezoned to industrial or housing in Violation of the Williamson Act, Prop 70 and in violation of 65302(h)(1)(A) Access to food; creating a food desert. 5.3-1 additional population growth & associated emissions would exceed South Coast AQMD's AQMP. 5.3-3 would generate long-term emissions in excess of South Coast AQMD's threshold criteria & cumulatively contribute to the South Coast Air Basin's nonattainment designations. 5.3-4 Operation of industrial and warehousing land uses would expose sensitive receptors to substantial toxic air contaminant concentrations. In order to be able to make sensible decisions that include the participation of Ontario community organizations, residents, and citizens, we call on you to support the delay of the approval of the TOP2050 General Plan. This is the most critical issue that the voters will address in the Ontario City Council Elections in November 2022. Your decision to delay the approval of the TOP2050 General Plan will be the first step towards protecting Ontario Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities, as well as, the health and quality of life of Ontario residents.

R15-1 cont.

R15-2

R15-3

R15-4

R15-5

R15-6

R15-7

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Email to receive a copy of your submission

[redacted]

View the submission and any attachments by following the link below and using this unique access code: [redacted]

View Submission [mail.seamlessdocs.com]

City of Ontario - City Clerks | 303 East B Street Ontario, CA 91764

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2. Response to Comments

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R15. Response to Comments from Daniel Lo, dated June 16, 2022.

R15-1 Responses to Daniel Lo's comments are addressed in response to Comments R15-2 through R15-6 below.

R15-2 See Section 2.2, *Summary of General Responses*, and Section 2.2.1, *Scenic Vistas*. Development within the low-lying areas of Ontario would not have the potential to alter scenic views provided by the backdrop of the San Gabriel Mountains as the peaks rise to 7,000 feet above mean sea level. Additionally, future development under the Proposed Project would still be required to adhere to the City's Development Code. Finally, the Commenter's concerns regarding existing conditions do not constitute substantial evidence of a potential environmental impact of TOP 2050.

R15-3 See Section 2.2, *Summary of General Responses*, Section 2.2.2, *Nonrenewal of Williamson Act Contracts*, and Section 2.2.3, *Environmental Justice Policies*. Buildout of the Proposed Project, like the Approved Project, would most likely require the cancellation or nonrenewal of current Williamson Act contracts. However, because buildout of the Approved Project would have resulted in the cancellation or nonrenewal of Williamson Act contracts, the Proposed Project would not result in further impacts to Williamson Act lands. Further, the comment does not concern TOP 2050, but rather TOP 2010, which is not under consideration here. TOP 2010 was reviewed in the prior EIR and is properly treated as part of the environmental baseline in the SEIR (*Sierra Club v. City of Orange* (2008) 163 Cal.App.4th 523, 542). It should also be noted that environmental justice is not a CEQA topic, as social/economic issues are not environmental impacts under CEQA.

R15-4 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R15-5 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R15-6 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Cumulative health risk associated with buildout of TOP 2050 was identified as a significant unavoidable impact of the Proposed Project.

R15-7 Responses to Daniel Lo's comments are addressed in response to Comments R15-2 through R15-6 above. The Commenter's opposition to TOP 2050 has been forwarded to the decision-makers for their review and consideration.

2. Response to Comments

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LETTER R16 – Eva Ramirez (1 page)

From: Eva Ramirez <[redacted]
Sent: Thursday, June 16, 2022 9:15:30 PM
To: Kimberly Ruddins <Kruddins@ontarioca.gov>
Subject: Public Comment on The Ontario Plan 2050

My name is Eva Ramirez, I am a long-time resident of the City of Ontario. My parents moved to the City in the 70s and raised their kids here, two of us, along with our families, still live in the City. I am writing on behalf of myself and my family members to respectfully request that you **not approve the TOP2050 General Plan**.

The residents of Ontario are already experiencing water shortages as well as power outages. Furthermore, classrooms, medical facilities, and services are maxed out. For example, to get an appointment at the doctor currently, or be seen for urgent care or the emergency room, takes hours and hours, this has already been going on for several years, pre-pandemic. There are insufficient services currently and would only get further stretched with this additional growth. Furthermore, our roads are overly crowded and our air is overly polluted, especially with the recent boom in warehouse and industrial development that has brought so many large trucks to our roads. We respectfully request that any growth, especially of this magnitude, be given further consideration and include well-thought-out, detailed mitigation plans to protect the health and quality of life of residents. R16-1

There are various other cities in the region that have already, or are in the process of, implementing warehouse moratoriums to further study the impacts on health of having warehouses in the community. Some cities have adopted ordinances tightening regulations for warehouse/industrial development. We ask that the City of Ontario consider a moratorium on warehouses as well, and take time to consider major tightening of regulations in order to provide greater protection for the residents.

The TOP2050 proposes the rezoning of Agricultural land to Housing, Industrial and Commercial projects. However, the findings of the Draft Supplemental Environmental Impact Report (SEIR) show that this project will have significant and unavoidable impacts and will violate laws on the Federal, State and local levels, which include:

4.1.7. - The Project would convert Prime Farmland to urban development, and it would conflict with existing Williamson Act contract lands. This unavoidable significant impact is consistent with findings of the City's TOP EIR, which implemented the interim Agricultural Overlay District in anticipation of future development for the site. Even with implementation of regulatory requirements, standard conditions of approval, and consideration of mitigation, the Project would result in significant and unavoidable impacts. R16-2

Please do not approve TOP2050 General Plan, thereby limiting Greenhouse gas emissions, noise, and traffic in our beloved City, while protecting Ontario air quality, biological resources, agricultural resources, cultural resources, Tribal Cultural Resources and utilities, and the health and quality of life for Ontario residents.

I would appreciate a response confirming your receipt of my email. Thank you so much for your time and attention. R16-3

Best,

Eva Ramirez

2. Response to Comments

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R16. Response to Comments from Eva Ramirez, dated June 16, 2022.

R16-1 Responses to Eva Ramirez's comments are addressed in response to Comments R16-2 below.

R16-2 See Section 2.2, *Summary of General Responses*, and Section 2.2.2, *Nonrenewal of Williamson Act Contracts*. Buildout of the Proposed Project, like the Approved Project, would most likely require the cancellation or nonrenewal of current Williamson Act contracts. However, because buildout of the Approved Project would have resulted in the cancellation or nonrenewal of Williamson Act contracts, the Proposed Project would not result in further impacts to Williamson Act lands. Further, the comment does not concern TOP 2050, but rather TOP 2010, which is not under consideration here. TOP 2010 was reviewed in the prior EIR and is properly treated as part of the environmental baseline in the SEIR (*Sierra Club v. City of Orange* (2008) 163 Cal.App.4th 523, 542).

R16-3 Responses to Eva Ramirez's comments are addressed in response to Comment R16-2 above. The Commenter's opposition to TOP 2050 has been forwarded to the decision-makers for their review and consideration.

2. Response to Comments

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LETTER R17 – Cara Butler (1 page)

-----Original Message-----
From: "CZ" [redacted]
Sent: Friday, June 17, 2022 9:01am
To: info@amysfarm.com
Subject: comment to City of Ontario

1. My name is Cara Butler
. This is a notification that I, along with a number of individuals, community leaders, community organizations, and environmental groups are opposed to the Planning Commission's approval of the TOP2050 General Plan.

2. On behalf of the residents and citizens of the Ontario community, I request that you take action to deny the approval of the TOP2050 General Plan. The General Plan proposes the rezoning of Agricultural land to Housing, Industrial and Commercial projects based on the findings of the Draft Supplemental Environmental Impact Report (SEIR). R17-1

3. These findings from the Draft SEIR examine the potential environmental impacts as a result of this project which include the following: **Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities.**

4. This project will have significant and unavoidable impacts pertaining to violations of laws on the Federal, State and local levels which includes: R17-2

5.1-1 TOP2050 would not alter scenic vistas - which is not true as many of our homes are now being blocked by large warehouse walls we can not see over or past any distance.

5.2-2 Would not conflict with existing zoning for agricultural use, or Williamson Act contract. This is also not true as All agricultural land was rezoned to industrial or housing in Violation of the Williamson Act, Prop 70 and in violation of 65302(h)(1)(A) Access to food; creating a food desert. R17-3

5.3-1 additional population growth & associated emissions would exceed South Coast AQMD's AQMP. R17-4

Thank you,

Cara Butler

2. Response to Comments

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R17. Response to Comments from Cara Butler, dated June 17, 2022.

R17-1 Responses to Cara Butler's comments are addressed in response to Comments R17-2 through R17-4 below.

R17-2 See Section 2.2, *Summary of General Responses*, and Section 2.2.1, *Scenic Vistas*. Development within the low-lying areas of Ontario would not have the potential to alter scenic views provided by the backdrop of the San Gabriel Mountains as the peaks rise to 7,000 feet above mean sea level. Additionally, future development under the Proposed Project would still be required to adhere to the City's Development Code. Finally, the Commenter's concerns regarding existing conditions do not constitute substantial evidence of a potential environmental impact of TOP 2050.

R17-3 See Section 2.2, *Summary of General Responses*, Section 2.2.2, *Nonrenewal of Williamson Act Contracts*, and Section 2.2.3, *Environmental Justice Policies*. Buildout of the Proposed Project, like the Approved Project, would most likely require the cancellation or nonrenewal of current Williamson Act contracts. However, because buildout of the Approved Project would have resulted in the cancellation or nonrenewal of Williamson Act contracts, the Proposed Project would not result in further impacts to Williamson Act lands. Further, the comment does not concern TOP 2050, but rather TOP 2010, which is not under consideration here. TOP 2010 was reviewed in the prior EIR and is properly treated as part of the environmental baseline in the SEIR (*Sierra Club v. City of Orange* (2008) 163 Cal.App.4th 523, 542). It should also be noted that environmental justice is not a CEQA topic, as social/economic issues are not environmental impacts under CEQA.

R17-4 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

2. Response to Comments

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LETTER R18 – Antoinette Anderson (3 pages)

Claudia Y. Isbell

From: SeamlessDocs <noreply@seamlessdocs.com>
Sent: Friday, June 17, 2022 12:24 PM
To: Public Comments
Subject: Public Comment from Antoinette Anderson

New Submission

A new submission was received for the form below. Log into your Submission Manager to review and process it.

Form name Public Speaker Form

Submission Details:

Agenda Item Number or "Public Comment"
"Public Comment"

Speaker Full Name
Antoinette Anderson

Subject on which the person wishes to speak?
Against

Briefly describe what you would like to say
1. My name is Antoinette Anderson. This is a notification that I, along with a number of individuals, community leaders, community organizations, and environmental groups are opposed to the Planning Commission's approval of the TOP2050 General Plan. 2. On behalf of

R18-1

1

2. Response to Comments

the residents and citizens of the Ontario community, I request that you take action to deny the approval of the TOP2050 General Plan. The General Plan proposes the rezoning of Agricultural land to Housing, Industrial and Commercial projects based on the findings of the Draft Supplemental Environmental Impact Report (SEIR). 3. These findings from the Draft SEIR examine the potential environmental impacts as a result of this project which include the following: Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities. 4. This project will have significant and unavoidable impacts pertaining to violations of laws on the Federal, State and local levels which includes: 5.1-1 TOP2050 would not alter scenic vistas - which is not true as many of our homes are now being blocked by large warehouse walls we can not see over or past any distance. 5.2-2 Would not conflict with existing zoning for agricultural use, or Williamson Act contract. This is also not true as All agricultural land was rezoned to industrial or housing in Violation of the Williamson Act, Prop 70 and in violation of 65302(h)(1)(A) Access to food; creating a food desert. 5.3-1 additional population growth & associated emissions would exceed South Coast AQMD's AQMP. 5.3-3 would generate long-term emissions in excess of South Coast AQMD's threshold criteria & cumulatively contribute to the South Coast Air Basin's nonattainment designations. 5.3-4 Operation of industrial and warehousing land uses would expose sensitive receptors to substantial toxic air contaminant concentrations. 5. In order to be able to make sensible decisions that include the participation of Ontario community organizations, residents, and citizens, we call on you to support the delay of the approval of the TOP2050 General Plan. This is the most critical issue that the voters will address in the Ontario City Council Elections in November 2022. Your decision to delay the approval of the TOP2050 General Plan will be the first step towards protecting Ontario Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities, as well as, the health and quality of life of Ontario residents.

R18-1 cont.

R18-2

R18-3

R18-4

R18-5

R18-6

R18-7

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Email to receive a copy of your submission
[redacted]

View the submission and any attachments by following the link below and using this unique access code: [redacted]

View Submission [mail.seamlessdocs.com]

City of Ontario - City Clerks | 303 East B Street Ontario, CA 91764

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2. Response to Comments

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R18. Response to Comments from Antoinette Anderson, dated June 17, 2022.

R18-1 Responses to Antoinette Anderson's comments are addressed in response to Comments R18-2 through R18-6 below.

R18-2 See Section 2.2, *Summary of General Responses*, and Section 2.2.1, *Scenic Vistas*. Development within the low-lying areas of Ontario would not have the potential to alter scenic views provided by the backdrop of the San Gabriel Mountains as the peaks rise to 7,000 feet above mean sea level. Additionally, future development under the Proposed Project would still be required to adhere to the City's Development Code. Finally, the Commenter's concerns regarding existing conditions do not constitute substantial evidence of a potential environmental impact of TOP 2050.

R18-3 See Section 2.2, *Summary of General Responses*, Section 2.2.2, *Nonrenewal of Williamson Act Contracts*, and Section 2.2.3, *Environmental Justice Policies*. Buildout of the Proposed Project, like the Approved Project, would most likely require the cancellation or nonrenewal of current Williamson Act contracts. However, because buildout of the Approved Project would have resulted in the cancellation or nonrenewal of Williamson Act contracts, the Proposed Project would not result in further impacts to Williamson Act lands. Further, the comment does not concern TOP 2050, but rather TOP 2010, which is not under consideration here. TOP 2010 was reviewed in the prior EIR and is properly treated as part of the environmental baseline in the SEIR (*Sierra Club v. City of Orange* (2008) 163 Cal.App.4th 523, 542). It should also be noted that environmental justice is not a CEQA topic, as social/economic issues are not environmental impacts under CEQA.

R18-4 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R18-5 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R18-6 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Cumulative health risk associated with buildout of TOP 2050 was identified as a significant unavoidable impact of the Proposed Project.

R18-7 Responses to Antoinette Anderson's comments are addressed in response to Comments R18-2 through R18-6 above. The Commenter's opposition to TOP 2050 has been forwarded to the decision-makers for their review and consideration.

2. Response to Comments

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LETTER R19 – Jackie Deans (1 page)

From: Jackie Deans [redacted]
Sent: Friday, June 17, 2022 12:34:50 AM
To: Kimberly Ruddins <Kruddins@ontarioca.gov>
Subject: Ontario plan 2050

I am writing on behalf of myself and my family members to respectfully request that you **not approve the TOP2050 General Plan**.

The residents of Ontario are already experiencing water shortages as well as power outages. Furthermore, classrooms, medical facilities, and services are maxed out. For example, to get an appointment at the doctor currently, or be seen for urgent care or the emergency room, takes hours and hours, this has already been going on for several years, pre-pandemic. There are insufficient services currently and would only get further stretched with this additional growth. Furthermore, our roads are overly crowded and our air is overly polluted, especially with the recent boom in warehouse and industrial development that has brought so many large trucks to our roads. We respectfully request that any growth, especially of this magnitude, be given further consideration and include well-thought-out, detailed mitigation plans to protect the health and quality of life of residents. R19-1

There are various other cities in the region that have already, or are in the process of, implementing warehouse moratoriums to further study the impacts on health of having warehouses in the community. Some cities have adopted ordinances tightening regulations for warehouse/industrial development. We ask that the City of Ontario consider a moratorium on warehouses as well, and take time to consider major tightening of regulations in order to provide greater protection for the residents.

The TOP2050 proposes the rezoning of Agricultural land to Housing, Industrial and Commercial projects. However, the findings of the Draft Supplemental Environmental Impact Report (SEIR) show that this project will have significant and unavoidable impacts and will violate laws on the Federal, State and local levels, which include:

4.1.7. - The Project would convert Prime Farmland to urban development, and it would conflict with existing Williamson Act contract lands. This unavoidable significant impact is consistent with findings of the City's TOP EIR, which implemented the interim Agricultural Overlay District in anticipation of future development for the site. Even with implementation of regulatory requirements, standard conditions of approval, and consideration of mitigation, the Project would result in significant and unavoidable impacts. R19-2

Please do not approve TOP2050 General Plan, thereby limiting Greenhouse gas emissions, noise, and traffic in our beloved City, while protecting Ontario air quality, biological resources, agricultural resources, cultural resources, Tribal Cultural Resources and utilities, and the health and quality of life for Ontario residents. R19-3

Respectfully,
Jackie

Sent from Yahoo Mail for iPhone [overview.mail.yahoo.com]

2. Response to Comments

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R19. Response to Comments from Jackie Deans, dated June 17, 2022.

R19-1 Responses to Jackie Dean's comments are addressed in response to Comments R19-2 below.

R19-2 See Section 2.2, *Summary of General Responses*, and Section 2.2.2, *Nonrenewal of Williamson Act Contracts*. Buildout of the Proposed Project, like the Approved Project, would most likely require the cancellation or nonrenewal of current Williamson Act contracts. However, because buildout of the Approved Project would have resulted in the cancellation or nonrenewal of Williamson Act contracts, the Proposed Project would not result in further impacts to Williamson Act lands. Further, the comment does not concern TOP 2050, but rather TOP 2010, which is not under consideration here. TOP 2010 was reviewed in the prior EIR and is properly treated as part of the environmental baseline in the SEIR (*Sierra Club v. City of Orange* (2008) 163 Cal.App.4th 523, 542).

R19-3 Responses to Jackie Dean's comments are addressed in response to Comment R19-2 above. The Commenter's opposition to TOP 2050 has been forwarded to the decision-makers for their review and consideration.

2. Response to Comments

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LETTER R20 – Danielle Martinez (3 pages)

Claudia Y. Isbell

From: SeamlessDocs <noreply@seamlessdocs.com>
Sent: Thursday, June 16, 2022 5:19 PM
To: Public Comments
Subject: Public Comment from Daniel Lo

New Submission

A new submission was received for the form below. Log into your Submission Manager to review and process it.

Form name Public Speaker Form

Submission Details:

Agenda Item Number or "Public Comment"
Public Comment

Speaker Full Name
Daniel Lo

Subject on which the person wishes to speak?
Against

Briefly describe what you would like to say
My name is Daniel Lo and 12 year resident of the City of Ontario. This is a notification that I, along with a number of individuals, community leaders, community organizations, and environmental groups are opposed to the Planning Commission's approval of the TOP2050

R15-1

1

2. Response to Comments

CA

Zip
92399

Phone Number (optional)
[redacted]

Name of Organization
SBCSS

Subject on which the person wishes to speak?
Against

Briefly describe what you would like to say

My name is Danielle Martinez, Member of San Bernardino County Superintendent of Schools. This is a notification that I, along with a number of individuals, community leaders, community organizations, and environmental groups are opposed to the Planning Commission's approval of the TOP2050 General Plan. On behalf of the residents and citizens of the Ontario community, I request that you take action to deny the approval of the TOP2050 General Plan. The General Plan proposes the rezoning of Agricultural land to Housing, Industrial and Commercial projects based on the findings of the Draft Supplemental Environmental Impact Report (SEIR). These findings from the Draft SEIR examine the potential environmental impacts as a result of this project which include the following: Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities. This project will have significant and unavoidable impacts pertaining to violations of laws on the Federal, State and local levels which includes: 5.1-1 TOP2050 would not alter scenic vistas - which is not true as many of our homes are now being blocked by large warehouse walls we can not see over or past any distance. 5.2-2 Would not conflict with existing zoning for agricultural use, or Williamson Act contract. This is also not true as All agricultural land was rezoned to industrial or housing in Violation of the Williamson Act, Prop 70 and in

R20-1

R20-2

R20-3

2

violation of 65302(h)(1)(A) Access to food; creating a food desert. 5.3-1 additional population growth & associated emissions would exceed South Coast AQMD's AQMP. 5.3-3 would generate long-term emissions in excess of South Coast AQMD's threshold criteria & cumulatively contribute to the South Coast Air Basin's nonattainment designations. 5.3-4 Operation of industrial and warehousing land uses would expose sensitive receptors to substantial toxic air contaminant concentrations. 5. In order to be able to make sensible decisions that include the participation of Ontario community organizations, residents, and citizens, we call on you to support the delay of the approval of the TOP2050 General Plan. This is the most critical issue that the voters will address in the Ontario City Council Elections in November 2022. Your decision to delay the approval of the TOP2050 General Plan will be the first step towards protecting Ontario Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities, as well as, the health and quality of life of Ontario residents.

R20-3 cont.
R20-4
R20-5
R20-6
R20-7

Email to receive a copy of your submission
[redacted]

View the submission and any attachments by following the link below and using this unique access code: [redacted]

View Submission [mail.seamlessdocs.com]

City of Ontario - City Clerks | 303 East B Street Ontario, CA 91764

3

2. Response to Comments

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R20. Response to Comments from Danielle Martinez, dated June 17, 2022.

R20-1 Responses to Danielle Martinez's comments are addressed in response to Comments R20-2 through R20-6 below.

R20-2 See Section 2.2, *Summary of General Responses*, and Section 2.2.1, *Scenic Vistas*. Development within the low-lying areas of Ontario would not have the potential to alter scenic views provided by the backdrop of the San Gabriel Mountains as the peaks rise to 7,000 feet above mean sea level. Additionally, future development under the Proposed Project would still be required to adhere to the City's Development Code. Finally, the Commenter's concerns regarding existing conditions do not constitute substantial evidence of a potential environmental impact of TOP 2050.

R20-3 See Section 2.2, *Summary of General Responses*, Section 2.2.2, *Nonrenewal of Williamson Act Contracts*, and Section 2.2.3, *Environmental Justice Policies*. Buildout of the Proposed Project, like the Approved Project, would most likely require the cancellation or nonrenewal of current Williamson Act contracts. However, because buildout of the Approved Project would have resulted in the cancellation or nonrenewal of Williamson Act contracts, the Proposed Project would not result in further impacts to Williamson Act lands. Further, the comment does not concern TOP 2050, but rather TOP 2010, which is not under consideration here. TOP 2010 was reviewed in the prior EIR and is properly treated as part of the environmental baseline in the SEIR (*Sierra Club v. City of Orange* (2008) 163 Cal.App.4th 523, 542). It should also be noted that environmental justice is not a CEQA topic, as social/economic issues are not environmental impacts under CEQA.

R20-4 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R20-5 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R20-6 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Cumulative health risk associated with buildout of TOP 2050 was identified as a significant unavoidable impact of the Proposed Project.

R20-7 Responses to Danielle Martinez's comments are addressed in response to Comments R20-2 through R20-6 above. The Commenter's opposition to TOP 2050 has been forwarded to the decision-makers for their review and consideration.

2. Response to Comments

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LETTER R21 – Cynthia Serrano (3 pages)

Claudia Y. Isbell

From: SeamlessDocs <noreply@seamlessdocs.com>
Sent: Sunday, June 19, 2022 1:11 PM
To: Public Comments
Subject: Public Comment from Cynthia Serrano

New Submission

A new submission was received for the form below. Log into your Submission Manager to review and process it.

Form name Public Speaker Form

Submission Details:

Agenda Item Number or "Public Comment"
Public Comment

Speaker Full Name
Cynthia Serrano

Address (optional)
Street Address
[redacted]

City
Ontario

State

1

2. Response to Comments

CA

Zip
91762

Subject on which the person wishes to speak?
Against

Briefly describe what you would like to say

My name is Cynthia Serrano and I am a 2 year resident of the City of Ontario. This is a notification that I, along with a number of individuals, community leaders, community organizations, and environmental groups are opposed to the Planning Commission's approval of the TOP2050 General Plan. On behalf of the residents and citizens of the Ontario community, I request that you take action to deny the approval of the TOP2050 General Plan. The General Plan proposes the rezoning of Agricultural land to Housing, Industrial and Commercial projects based on the findings of the Draft Supplemental Environmental Impact Report (SEIR). These findings from the Draft SEIR examine the potential environmental impacts as a result of this project which include the following: Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities. This project will have significant and unavoidable impacts pertaining to violations of laws on the Federal, State and local levels which includes: 5.1-1 TOP2050 would not alter scenic vistas - which is not true as many of our homes are now being blocked by large warehouse walls we can not see over or past any distance. 5.2-2 Would not conflict with existing zoning for agricultural use, or Williamson Act contract. This is also not true as All agricultural land was rezoned to industrial or housing in Violation of the Williamson Act, Prop 70 and in violation of 65302(h)(1)(A) Access to food; creating a food desert. 5.3-1 additional population growth & associated emissions would exceed South Coast AQMD's AQMP. 5.3-3 would generate long-term emissions in excess of South Coast AQMD's threshold criteria & cumulatively contribute to the South Coast Air Basin's nonattainment designations. 5.3-4 Operation of industrial and warehousing land uses

R21-1
R21-2
R21-3
R21-4
R21-5
R21-6

2

would expose sensitive receptors to substantial toxic air contaminant concentrations. 5. In order to be able to make sensible decisions that include the participation of Ontario community organizations, residents, and citizens, we call on you to support the delay of the approval of the TOP2050 General Plan. This is the most critical issue that the voters will address in the Ontario City Council Elections in November 2022. Your decision to delay the approval of the TOP2050 General Plan will be the first step towards protecting Ontario Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities, as well as, the health and quality of life of Ontario residents.

R21-6 cont.

R21-7

Email to receive a copy of your submission
[redacted]

View the submission and any attachments by following the link below and using this unique access code: [redacted]

View Submission [mail.seamlessdocs.com]

City of Ontario - City Clerks | 303 East B Street Ontario, CA 91764

3

2. Response to Comments

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R21. Response to Comments from Cynthia Serrano, dated June 19, 2022.

R21-1 Responses to Cynthia Serrano's comments are addressed in response to Comments R21-2 through R21-6 below.

R21-2 See Section 2.2, *Summary of General Responses*, and Section 2.2.1, *Scenic Vistas*. Development within the low-lying areas of Ontario would not have the potential to alter scenic views provided by the backdrop of the San Gabriel Mountains as the peaks rise to 7,000 feet above mean sea level. Additionally, future development under the Proposed Project would still be required to adhere to the City's Development Code. Finally, the Commenter's concerns regarding existing conditions do not constitute substantial evidence of a potential environmental impact of TOP 2050.

R21-3 See Section 2.2, *Summary of General Responses*, Section 2.2.2, *Nonrenewal of Williamson Act Contracts*, and Section 2.2.3, *Environmental Justice Policies*. Buildout of the Proposed Project, like the Approved Project, would most likely require the cancellation or nonrenewal of current Williamson Act contracts. However, because buildout of the Approved Project would have resulted in the cancellation or nonrenewal of Williamson Act contracts, the Proposed Project would not result in further impacts to Williamson Act lands. Further, the comment does not concern TOP 2050, but rather TOP 2010, which is not under consideration here. TOP 2010 was reviewed in the prior EIR and is properly treated as part of the environmental baseline in the SEIR (*Sierra Club v. City of Orange* (2008) 163 Cal.App.4th 523, 542). It should also be noted that environmental justice is not a CEQA topic, as social/economic issues are not environmental impacts under CEQA.

R21-4 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R21-5 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R21-6 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Cumulative health risk associated with buildout of TOP 2050 was identified as a significant unavoidable impact of the Proposed Project.

R21-7 Responses to Cynthia Serrano's comments are addressed in response to Comments R21-2 through R21-6 above. The Commenter's opposition to TOP 2050 has been forwarded to the decision-makers for their review and consideration.

2. Response to Comments

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LETTER R22 – Tina Silva (3 pages)

Claudia Y. Isbell

From: SeamlessDocs <noreply@seamlessdocs.com>
Sent: Sunday, June 19, 2022 3:03 PM
To: Public Comments
Subject: Public Comment from TINA SILVA

New Submission

A new submission was received for the form below. Log into your Submission Manager to review and process it.

Form name Public Speaker Form

Submission Details:

Agenda Item Number or "Public Comment"
PUBLIC COMMENT

Speaker Full Name
TINA SILVA

Address (optional)
Street Address
[redacted]

City
ONTARIO

State

1

2. Response to Comments

CA

Zip
91762

Subject on which the person wishes to speak?
Against

Briefly describe what you would like to say
My name is Tina Silva and I have been a resident of Ontario for 12 years. This is a notification that I, along with a number of individuals, community leaders, community organizations, and environmental groups are opposed to the Planning Commission's approval of the TOP2050 General Plan. On behalf of the residents and citizens of the Ontario community, I request that you take action to deny the approval of the TOP2050 General Plan. The General Plan proposes the rezoning of Agricultural land to Housing, Industrial and Commercial projects based on the findings of the Draft Supplemental Environmental Impact Report (SEIR). These findings from the Draft SEIR examine the potential environmental impacts as a result of this project which include the following: Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities. This project will have significant and unavoidable impacts pertaining to violations of laws on the Federal, State and local levels which includes: 5.1-1 TOP2050 would not alter scenic vistas - which is not true as many of our homes are now being blocked by large warehouse walls we can not see over or past any distance. 5.2-2 Would not conflict with existing zoning for agricultural use, or Williamson Act contract. This is also not true as All agricultural land was rezoned to industrial or housing in Violation of the Williamson Act, Prop 70 and in violation of 65302(h)(1)(A) Access to food; creating a food desert. 5.3-1 additional population growth & associated emissions would exceed South Coast AQMD's AQMP. 5.3-3 would generate long-term emissions in excess of South Coast AQMD's threshold criteria & cumulatively contribute to the South Coast Air Basin's nonattainment designations. 5.3-4 Operation of industrial and warehousing land uses

R22-1
R22-2
R22-3
R22-4
R22-5
R22-6

2

would expose sensitive receptors to substantial toxic air contaminant concentrations. 5. In order to be able to make sensible decisions that include the participation of Ontario community organizations, residents, and citizens, we call on you to support the delay of the approval of the TOP2050 General Plan. This is the most critical issue that the voters will address in the Ontario City Council Elections in November 2022. Your decision to delay the approval of the TOP2050 General Plan will be the first step towards protecting Ontario Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities, as well as, the health and quality of life of Ontario residents.

R22-6 cont.

R22-7

Email to receive a copy of your submission

[redacted]

View the submission and any attachments by following the link below and using this unique access code: [redacted]

View Submission [mail.seamlessdocs.com]

City of Ontario - City Clerks | 303 East B Street Ontario, CA 91764

3

2. Response to Comments

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R22. Response to Comments from Tina Silva, dated June 19, 2022.

R22-1 Responses to Tina Silva's comments are addressed in response to Comments R22-2 through R22-6 below.

R22-2 See Section 2.2, *Summary of General Responses*, and Section 2.2.1, *Scenic Vistas*. Development within the low-lying areas of Ontario would not have the potential to alter scenic views provided by the backdrop of the San Gabriel Mountains as the peaks rise to 7,000 feet above mean sea level. Additionally, future development under the Proposed Project would still be required to adhere to the City's Development Code. Finally, the Commenter's concerns regarding existing conditions do not constitute substantial evidence of a potential environmental impact of TOP 2050.

R22-3 See Section 2.2, *Summary of General Responses*, Section 2.2.2, *Nonrenewal of Williamson Act Contracts*, and Section 2.2.3, *Environmental Justice Policies*. Buildout of the Proposed Project, like the Approved Project, would most likely require the cancellation or nonrenewal of current Williamson Act contracts. However, because buildout of the Approved Project would have resulted in the cancellation or nonrenewal of Williamson Act contracts, the Proposed Project would not result in further impacts to Williamson Act lands. Further, the comment does not concern TOP 2050, but rather TOP 2010, which is not under consideration here. TOP 2010 was reviewed in the prior EIR and is properly treated as part of the environmental baseline in the SEIR (*Sierra Club v. City of Orange* (2008) 163 Cal.App.4th 523, 542). It should also be noted that environmental justice is not a CEQA topic, as social/economic issues are not environmental impacts under CEQA.

R22-4 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R22-5 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R22-6 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Cumulative health risk associated with buildout of TOP 2050 was identified as a significant unavoidable impact of the Proposed Project.

R22-7 Responses to Tina Silva's comments are addressed in response to Comments R22-2 through R22-6 above. The Commenter's opposition to TOP 2050 has been forwarded to the decision-makers for their review and consideration.

2. Response to Comments

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LETTER R23 – Jamie Ortega (1 page)

From: Jamie G <[redacted]
Sent: Tuesday, June 21, 2022 4:42 AM
To: Kimberly Ruddins <Kruddins@ontarioca.gov>
Subject: Delay the approval of the TOP2050

1. My name is ___Jamie Ortega _____, Member of _LULAC #3286_____ and 10 year resident of the City of Ontario. This is notification that I, along with a number of individuals, community leaders, community organizations, and environmental groups are opposed to the Planning Commission's approval of the TOP2050 General Plan.
2. On behalf of the residents and citizens of the Ontario community, I request that you take action to deny the approval of the TOP2050 General Plan. The General Plan proposes the rezoning of Agricultural land to Housing, Industrial and Commercial projects based on the findings of the Draft Supplemental Environmental Impact Report (SEIR). R23-1
3. These findings from the Draft SEIR examines the potential environmental impacts as a result of this project which includes the following: **Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities.**
4. This project will have significant and unavoidable impacts pertaining to violations of laws on the Federal, State and local levels which includes:

5.1-1 TOP2050 would not alter scenic vistas - which is not true as many of our homes are now being blocked by large warehouse walls we can not see over or past any distance. R23-2

5.2-2 Would not conflict with existing zoning for agricultural use, or Williamson Act contract. This is also not true as All agricultural land was rezoned to industrial or housing in Violation of the Williamson Act, Prop 70 and in violation of 65302(h)(1)(A) Access to food; creating a food desert. R23-3

5.3-1 additional population growth & associated emissions would exceed South Coast AQMD's AQMP. R23-4

5.3-3 would generate long term emissions in excess of South Coast AQMD's threshold criteria & cumulatively contribute to the South Coast Air Basin's nonattainment designations. R23-5

5.3-4 Operation of industrial and warehousing land uses would expose sensitive receptors to substantial toxic air contaminant concentrations. R23-6

5. In order to be able to make sensible decisions which include participation of Ontario community organizations,residents,and citizens, we call on you to support the delay of the approval of the TOP2050 General Plan. This is the most critical issue that the voters will address in the Ontario City Council Elections in November 2022. Your decision to delay the approval of the TOP2050 General Plan will be the first step towards protecting Ontario Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities, as well as, the health and quality of life of Ontario residents. R23-7

Best,

Jamie Ortega

2. Response to Comments

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R23. Response to Comments from Jamie Ortega, dated June 21, 2022.

R23-1 Responses to Jamie Ortega s comments are addressed in response to Comments R23-2 through R23-6 below.

R23-2 See Section 2.2, *Summary of General Responses*, and Section 2.2.1, *Scenic Vistas*. Development within the low-lying areas of Ontario would not have the potential to alter scenic views provided by the backdrop of the San Gabriel Mountains as the peaks rise to 7,000 feet above mean sea level. Additionally, future development under the Proposed Project would still be required to adhere to the City's Development Code. Finally, the Commenter's concerns regarding existing conditions do not constitute substantial evidence of a potential environmental impact of TOP 2050.

R23-3 See Section 2.2, *Summary of General Responses*, Section 2.2.2, *Nonrenewal of Williamson Act Contracts*, and Section 2.2.3, *Environmental Justice Policies*. Buildout of the Proposed Project, like the Approved Project, would most likely require the cancellation or nonrenewal of current Williamson Act contracts. However, because buildout of the Approved Project would have resulted in the cancellation or nonrenewal of Williamson Act contracts, the Proposed Project would not result in further impacts to Williamson Act lands. Further, the comment does not concern TOP 2050, but rather TOP 2010, which is not under consideration here. TOP 2010 was reviewed in the prior EIR and is properly treated as part of the environmental baseline in the SEIR (*Sierra Club v. City of Orange* (2008) 163 Cal.App.4th 523, 542). It should also be noted that environmental justice is not a CEQA topic, as social/economic issues are not environmental impacts under CEQA.

R23-4 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R23-5 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R23-6 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Cumulative health risk associated with buildout of TOP 2050 was identified as a significant unavoidable impact of the Proposed Project.

R23-7 Responses to Jamie Ortega's comments are addressed in response to Comments R23-2 through R23-6 above. The Commenter's opposition to TOP 2050 has been forwarded to the decision-makers for their review and consideration.

2. Response to Comments

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LETTER R24 – Dessa D'Aquila Bentson (1 page)

-----Original Message-----
From: [redacted]
Sent: Tuesday, June 21, 2022 6:09am
To: info@amysfarm.com
Subject: Re: Public Comment Template to save farmland

1. My name is Dessa D'Aquila Bentson. This is a notification that I, along with a number of individuals, community leaders, community organizations, and environmental groups are opposed to the Planning Commission's approval of the TOP2050 General Plan.

2. On behalf of the residents and citizens of the Ontario community, I request that you take action to deny the approval of the TOP2050 General Plan. The General Plan proposes the rezoning of Agricultural land to Housing, Industrial and Commercial projects based on the findings of the Draft Supplemental Environmental Impact Report (SEIR). R24-1

3. These findings from the Draft SEIR examine the potential environmental impacts as a result of this project which include the following: **Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities.**

4. This project will have significant and unavoidable impacts pertaining to violations of laws on the Federal, State and local levels which includes:

5.1-1 TOP2050 would not alter scenic vistas - which is not true as many of our homes are now being blocked by large warehouse walls we can not see over or past any distance. R24-2

5.2-2 Would not conflict with existing zoning for agricultural use, or Williamson Act contract. This is also not true as All agricultural land was rezoned to industrial or housing in Violation of the Williamson Act, Prop 70 and in violation of 65302(h)(1)(A) Access to food; creating a food desert. R24-3

5.3-1 additional population growth & associated emissions would exceed South Coast AQMD's AQMP. R24-4

5.3-3 would generate long-term emissions in excess of South Coast AQMD's threshold criteria & cumulatively contribute to the South Coast Air Basin's nonattainment designations. R24-5

5.3-4 Operation of industrial and warehousing land uses would expose sensitive receptors to substantial toxic air contaminant concentrations. R24-6

5. In order to be able to make sensible decisions that include the participation of Ontario communi organizations, residents, and citizens, we call on you to support the delay of the approval of the TOP2050 General Plan. This is the most critical issue that the voters will address in the Ontario City Council Elections in November 2022. Your decision to delay the approval of the TOP2050 General Plan will be the first step towards protecting Ontario Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities, as well as, the health and quality of life of Ontario residents. R24-7

Sent from my iPhone

2. Response to Comments

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R24. Response to Comments from Dessa D'Aquila Bentson, dated June 21, 2022.

R24-1 Responses to Dessa D'Aquila Bentson's comments are addressed in response to Comments R24-2 through R24-6 below.

R24-2 See Section 2.2, *Summary of General Responses*, and Section 2.2.1, *Scenic Vistas*. Development within the low-lying areas of Ontario would not have the potential to alter scenic views provided by the backdrop of the San Gabriel Mountains as the peaks rise to 7,000 feet above mean sea level. Additionally, future development under the Proposed Project would still be required to adhere to the City's Development Code. Finally, the Commenter's concerns regarding existing conditions do not constitute substantial evidence of a potential environmental impact of TOP 2050.

R24-3 See Section 2.2, *Summary of General Responses*, Section 2.2.2, *Nonrenewal of Williamson Act Contracts*, and Section 2.2.3, *Environmental Justice Policies*. Buildout of the Proposed Project, like the Approved Project, would most likely require the cancellation or nonrenewal of current Williamson Act contracts. However, because buildout of the Approved Project would have resulted in the cancellation or nonrenewal of Williamson Act contracts, the Proposed Project would not result in further impacts to Williamson Act lands. Further, the comment does not concern TOP 2050, but rather TOP 2010, which is not under consideration here. TOP 2010 was reviewed in the prior EIR and is properly treated as part of the environmental baseline in the SEIR (*Sierra Club v. City of Orange* (2008) 163 Cal.App.4th 523, 542). It should also be noted that environmental justice is not a CEQA topic, as social/economic issues are not environmental impacts under CEQA.

R24-4 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R24-5 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R24-6 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Cumulative health risk associated with buildout of TOP 2050 was identified as a significant unavoidable impact of the Proposed Project.

R24-7 Responses to Dessa D'Aquila Bentson's comments are addressed in response to Comments R24-2 through R24-6 above. The Commenter's opposition to TOP 2050 has been forwarded to the decision-makers for their review and consideration.

2. Response to Comments

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LETTER R25 – Malina Shaw (3 pages)

Claudia Y. Isbell

From: SeamlessDocs <noreply@seamlessdocs.com>
Sent: Tuesday, June 21, 2022 10:00 AM
To: Public Comments
Subject: Public Comment from Malina Shaw

New Submission

A new submission was received for the form below. Log into your Submission Manager to review and process it.

Form name Public Speaker Form

Submission Details:

Agenda Item Number or "Public Comment"
STOP TOP2050

Speaker Full Name
Malina Shaw

Address (optional)
Street Address
[redacted]

City
Ontario

State

1

2. Response to Comments

CA

Zip
91762

Phone Number (optional)
[redacted]

Subject on which the person wishes to speak?
Against

Briefly describe what you would like to say

My name is Malina Shaw, 8 year resident of the City of Ontario. This is a notification that I, along with a number of individuals, community leaders, community organizations, and environmental groups are opposed to the Planning Commission's approval of the TOP2050 General Plan. On behalf of the residents and citizens of the Ontario community, I request that you take action to deny the approval of the TOP2050 General Plan. The General Plan proposes the rezoning of Agricultural land to Housing, Industrial and Commercial projects based on the findings of the Draft Supplemental Environmental Impact Report (SEIR). These findings from the Draft SEIR examine the potential environmental impacts as a result of this project which include the following: Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities. This project will have significant and unavoidable impacts pertaining to violations of laws on the Federal, State and local levels which includes: 5.1-1 TOP2050 would not alter scenic vistas - which is not true as many of our homes are now being blocked by large warehouse walls we can not see over or past any distance. 5.2-2 Would not conflict with existing zoning for agricultural use, or Williamson Act contract. This is also not true as All agricultural land was rezoned to industrial or housing in Violation of the Williamson Act, Prop 70 and in violation of 65302(h)(1)(A) Access to food; creating a food desert. 5.3-1 additional population growth & associated emissions would exceed South Coast AQMD's AQMP. 5.3-3 would generate long-term emissions in excess

R25-1
R25-2
R25-3
R25-4
R25-5

2

of South Coast AQMD's threshold criteria & cumulatively contribute to the South Coast Air Basin's nonattainment designations. 5.3-4 Operation of industrial and warehousing land uses would expose sensitive receptors to substantial toxic air contaminant concentrations. R25-5 cont. R25-6

Email to receive a copy of your submission
[redacted]

View the submission and any attachments by following the link below and using this unique access code: [redacted]

View Submission [mail.seamlessdocs.com]

City of Ontario - City Clerks | 303 East B Street Ontario, CA 91764

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2. Response to Comments

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R25. Response to Comments from Malina Shaw, dated June 21, 2022.

R25-1 Responses to Malina Shaw's comments are addressed in response to Comments R25-2 through R25-6 below.

R25-2 See Section 2.2, *Summary of General Responses*, and Section 2.2.1, *Scenic Vistas*. Development within the low-lying areas of Ontario would not have the potential to alter scenic views provided by the backdrop of the San Gabriel Mountains as the peaks rise to 7,000 feet above mean sea level. Additionally, future development under the Proposed Project would still be required to adhere to the City's Development Code. Finally, the Commenter's concerns regarding existing conditions do not constitute substantial evidence of a potential environmental impact of TOP 2050.

R25-3 See Section 2.2, *Summary of General Responses*, Section 2.2.2, *Nonrenewal of Williamson Act Contracts*, and Section 2.2.3, *Environmental Justice Policies*. Buildout of the Proposed Project, like the Approved Project, would most likely require the cancellation or nonrenewal of current Williamson Act contracts. However, because buildout of the Approved Project would have resulted in the cancellation or nonrenewal of Williamson Act contracts, the Proposed Project would not result in further impacts to Williamson Act lands. Further, the comment does not concern TOP 2050, but rather TOP 2010, which is not under consideration here. TOP 2010 was reviewed in the prior EIR and is properly treated as part of the environmental baseline in the SEIR (*Sierra Club v. City of Orange* (2008) 163 Cal.App.4th 523, 542). It should also be noted that environmental justice is not a CEQA topic, as social/economic issues are not environmental impacts under CEQA.

R25-4 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R25-5 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R25-6 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Cumulative health risk associated with buildout of TOP 2050 was identified as a significant unavoidable impact of the Proposed Project.

R25-7 Responses to Malina Shaw's comments are addressed in response to Comments R25-2 through R25-6 above. The Commenter's opposition to TOP 2050 has been forwarded to the decision-makers for their review and consideration.

2. Response to Comments

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LETTER R26 – Lisa Collinsworth (1 page)

1. My name is _Lisa Collinsworth_____, and __51 year__ resident of the City of Ontario. This is a notification that I, along with a number of individuals, community leaders, community organizations, and environmental groups are opposed to the Planning Commission's approval of the TOP2050 General Plan.
2. On behalf of the residents and citizens of the Ontario community, I request that you take action to deny the approval of the TOP2050 General Plan. The General Plan proposes the rezoning of Agricultural land to Housing, Industrial and Commercial projects based on the findings of the Draft Supplemental Environmental Impact Report (SEIR). R26-1
3. These findings from the Draft SEIR examine the potential environmental impacts as a result of this project which include the following: **Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities.**
4. This project will have significant and unavoidable impacts pertaining to violations of laws on the Federal, State and local levels which includes: R26-2

5.1-1 TOP2050 would not alter scenic vistas - which is not true as many of our homes are now being blocked by large warehouse walls we can not see over or past any distance.

5.2-2 Would not conflict with existing zoning for agricultural use, or Williamson Act contract. This is also not true as All agricultural land was rezoned to industrial or housing in Violation of the Williamson Act, Prop 70 and in violation of 65302(h)(1)(A) Access to food; creating a food desert. R26-3

5.3-1 additional population growth & associated emissions would exceed South Coast AQMD's AQMP. R26-4

5.3-3 would generate long-term emissions in excess of South Coast AQMD's threshold criteria & cumulatively contribute to the South Coast Air Basin's nonattainment designations. R26-5

5.3-4 Operation of industrial and warehousing land uses would expose sensitive receptors to substantial toxic air contaminant concentrations. R26-6

5. In order to be able to make sensible decisions that include the participation of Ontario community organizations, residents, and citizens, we call on you to support the delay of the approval of the TOP2050 General Plan. This is the most critical issue that the voters will address in the Ontario City Council Elections in November 2022. Your decision to delay the approval of the TOP2050 General Plan will be the first step towards protecting Ontario Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities, as well as, the health and quality of life of Ontario residents. R26-7

2. Response to Comments

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R26. Response to Comments from Lisa Collinsworth, dated June 21, 2022.

R26-1 Responses to Lisa Collinsworth's comments are addressed in response to Comments R26-2 through R26-6 below.

R26-2 See Section 2.2, *Summary of General Responses*, and Section 2.2.1, *Scenic Vistas*. Development within the low-lying areas of Ontario would not have the potential to alter scenic views provided by the backdrop of the San Gabriel Mountains as the peaks rise to 7,000 feet above mean sea level. Additionally, future development under the Proposed Project would still be required to adhere to the City's Development Code. Finally, the Commenter's concerns regarding existing conditions do not constitute substantial evidence of a potential environmental impact of TOP 2050.

R26-3 See Section 2.2, *Summary of General Responses*, Section 2.2.2, *Nonrenewal of Williamson Act Contracts*, and Section 2.2.3, *Environmental Justice Policies*. Buildout of the Proposed Project, like the Approved Project, would most likely require the cancellation or nonrenewal of current Williamson Act contracts. However, because buildout of the Approved Project would have resulted in the cancellation or nonrenewal of Williamson Act contracts, the Proposed Project would not result in further impacts to Williamson Act lands. Further, the comment does not concern TOP 2050, but rather TOP 2010, which is not under consideration here. TOP 2010 was reviewed in the prior EIR and is properly treated as part of the environmental baseline in the SEIR (*Sierra Club v. City of Orange* (2008) 163 Cal.App.4th 523, 542). It should also be noted that environmental justice is not a CEQA topic, as social/economic issues are not environmental impacts under CEQA.

R26-4 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R26-5 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R26-6 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Cumulative health risk associated with buildout of TOP 2050 was identified as a significant unavoidable impact of the Proposed Project.

R26-7 Responses to Lisa Collinsworth's comments are addressed in response to Comments R26-2 through R26-6 above. The Commenter's opposition to TOP 2050 has been forwarded to the decision-makers for their review and consideration.

2. Response to Comments

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LETTER R27 – Jarius Martinez (1 page)

-----Original Message-----
From: "Jairus Martinez" [redacted]
Sent: Tuesday, June 21, 2022 12:58pm
To: info@amysfarm.com
Subject: Public Comment

1. My name is Jairus Martinez and I am a lifelong resident of the Inland Empire and went to school in Ontario. This is a notification that I, along with a number of individuals, community leaders, community organizations, and environmental groups are opposed to the Planning Commission's approval of the TOP2050 General Plan.
2. On behalf of the residents and citizens of the Ontario community, I request that you take action to deny the approval of the TOP2050 General Plan. The General Plan proposes the rezoning of Agricultural land to Housing, Industrial and Commercial projects based on the findings of the Draft Supplemental Environmental Impact Report (SEIR). R27-1
3. These findings from the Draft SEIR examine the potential environmental impacts as a result of this project which include the following: **Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities.**

4. This project will have significant and unavoidable impacts pertaining to violations of laws on the Federal, State and local levels which includes: R27-2

5.1-1 TOP2050 would not alter scenic vistas - which is not true as many of our homes are now being blocked by large warehouse walls we can not see over or past any distance.

5.2-2 Would not conflict with existing zoning for agricultural use, or Williamson Act contract. This is also not true as All agricultural land was rezoned to industrial or housing in Violation of the Williamson Act, Prop 70 and in violation of 65302(h)(1)(A) Access to food; creating a food desert. R27-3

5.3-1 additional population growth & associated emissions would exceed South Coast AQMD's AQMP. R27-4

5.3-3 would generate long-term emissions in excess of South Coast AQMD's threshold criteria & cumulatively contribute to the South Coast Air Basin's nonattainment designations. R27-5

5.3-4 Operation of industrial and warehousing land uses would expose sensitive receptors to substantial toxic air contaminant concentrations. R27-6

5. In order to be able to make sensible decisions that include the participation of Ontar community organizations, residents, and citizens, we call on you to support the delay of the approval of the TOP2050 General Plan. This is the most critical issue that the voters will address in the Ontario City Council Elections in November 2022. Your decision to delay the approval of the TOP2050 General Plan will be the first step towards protecting Ontario Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities, as well as, the health and quality of life of Ontario residents. R27-7

2. Response to Comments

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R27. Response to Comments from Jarius Martinez, dated June 21, 2022.

R27-1 Responses to Jarius Martinez's comments are addressed in response to Comments R27-2 through R27-6 below.

R27-2 See Section 2.2, *Summary of General Responses*, and Section 2.2.1, *Scenic Vistas*. Development within the low-lying areas of Ontario would not have the potential to alter scenic views provided by the backdrop of the San Gabriel Mountains as the peaks rise to 7,000 feet above mean sea level. Additionally, future development under the Proposed Project would still be required to adhere to the City's Development Code. Finally, the Commenter's concerns regarding existing conditions do not constitute substantial evidence of a potential environmental impact of TOP 2050.

R27-3 See Section 2.2, *Summary of General Responses*, Section 2.2.2, *Nonrenewal of Williamson Act Contracts*, and Section 2.2.3, *Environmental Justice Policies*. Buildout of the Proposed Project, like the Approved Project, would most likely require the cancellation or nonrenewal of current Williamson Act contracts. However, because buildout of the Approved Project would have resulted in the cancellation or nonrenewal of Williamson Act contracts, the Proposed Project would not result in further impacts to Williamson Act lands. Further, the comment does not concern TOP 2050, but rather TOP 2010, which is not under consideration here. TOP 2010 was reviewed in the prior EIR and is properly treated as part of the environmental baseline in the SEIR (*Sierra Club v. City of Orange* (2008) 163 Cal.App.4th 523, 542). It should also be noted that environmental justice is not a CEQA topic, as social/economic issues are not environmental impacts under CEQA.

R27-4 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R27-5 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R27-6 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Cumulative health risk associated with buildout of TOP 2050 was identified as a significant unavoidable impact of the Proposed Project.

R27-7 Responses to Jarius Martinez's comments are addressed in response to Comments R27-2 through R27-6 above. The Commenter's opposition to TOP 2050 has been forwarded to the decision-makers for their review and consideration.

2. Response to Comments

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LETTER R28 – Raquel Alba (1 page)

-----Original Message-----
From: "Raquel Garcia" <[redacted]>
Sent: Tuesday, June 21, 2022 2:39pm
To: info@amysfarm.com
Subject: Public comments

Hi, my name is Raquel Alba. This is a notification that I, along with a number of individuals, community leaders, community organizations, and environmental groups are opposed to the Planning Commission's approval of the TOP2050 General Plan.

On behalf of the residents and citizens of the Ontario community, I request that you take action to deny the approval of the TOP2050 General Plan. The General Plan proposes the rezoning of Agricultural land to Housing, Industrial and Commercial projects based on the findings of the Draft Supplemental Environmental Impact Report (SEIR). R28-1

These findings from the Draft SEIR examine the potential environmental impacts as a result of this project which include the following: Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities.

This project will have significant and unavoidable impacts pertaining to violations of laws on the Federal, State and local levels which includes: R28-2

5.1-1 TOP2050 would not alter scenic vistas - which is not true as many of our homes are now being blocked by large warehouse walls we can not see over or past any distance.

5.2-2 Would not conflict with existing zoning for agricultural use, or Williamson Act contract. This is also not true as All agricultural land was rezoned to industrial or housing in Violation of the Williamson Act, Prop 70 and in violation of 65302(h)(1)(A) Access to food; creating a food desert. R28-3

5.3-1 additional population growth & associated emissions would exceed South Coast AQMD's AQMP. R28-4

5.3-3 would generate long-term emissions in excess of South Coast AQMD's threshold criteria & cumulatively contribute to the South Coast Air Basin's nonattainment designations. R28-5

5.3-4 Operation of industrial and warehousing land uses would expose sensitive receptors to substantial toxic air contaminant concentrations. R28-6

5. In order to be able to make sensible decisions that include the participation of Ontario communi organizations, residents, and citizens, we call on you to support the delay of the approval of the TOP2050 General Plan. This is the most critical issue that the voters will address in the Ontario City Council Elections in November 2022. Your decision to delay the approval of the TOP2050 General Plan will be the first step towards protecting Ontario Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities, as well as, the health and quality of life of Ontario residents. R28-7

Please take these considerations to heart.

Sincerely,

Raquel Alba

2. Response to Comments

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R28. Response to Comments from Raquel Alba, dated June 21, 2022.

R28-1 Responses to Raquel Alba's comments are addressed in response to Comments R28-2 through R28-6 below.

R28-2 See Section 2.2, *Summary of General Responses*, and Section 2.2.1, *Scenic Vistas*. Development within the low-lying areas of Ontario would not have the potential to alter scenic views provided by the backdrop of the San Gabriel Mountains as the peaks rise to 7,000 feet above mean sea level. Additionally, future development under the Proposed Project would still be required to adhere to the City's Development Code. Finally, the Commenter's concerns regarding existing conditions do not constitute substantial evidence of a potential environmental impact of TOP 2050.

R28-3 See Section 2.2, *Summary of General Responses*, Section 2.2.2, *Nonrenewal of Williamson Act Contracts*, and Section 2.2.3, *Environmental Justice Policies*. Buildout of the Proposed Project, like the Approved Project, would most likely require the cancellation or nonrenewal of current Williamson Act contracts. However, because buildout of the Approved Project would have resulted in the cancellation or nonrenewal of Williamson Act contracts, the Proposed Project would not result in further impacts to Williamson Act lands. Further, the comment does not concern TOP 2050, but rather TOP 2010, which is not under consideration here. TOP 2010 was reviewed in the prior EIR and is properly treated as part of the environmental baseline in the SEIR (*Sierra Club v. City of Orange* (2008) 163 Cal.App.4th 523, 542). It should also be noted that environmental justice is not a CEQA topic, as social/economic issues are not environmental impacts under CEQA.

R28-4 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R28-5 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R28-6 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Cumulative health risk associated with buildout of TOP 2050 was identified as a significant unavoidable impact of the Proposed Project.

R28-7 Responses to Raquel Alba's comments are addressed in response to Comments R28-2 through R28-6 above. The Commenter's opposition to TOP 2050 has been forwarded to the decision-makers for their review and consideration.

2. Response to Comments

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LETTER R29 – Jocelyn Dimacali (2 pages)

From: Jo Dmac [redacted]
Sent: Wednesday, June 22, 2022 3:44 PM
To: Thomas Grahn <TGrahn@ontarioca.gov>
Subject: STOP Ontario General Plan 2050

Hi, my name is Jocelyn Dimacali. I have been a resident of Ontario for four years. This is a notification that I, along with a number of individuals, community leaders, community organizations, and environmental groups are opposed to the Planning Commission's approval of the TOP2050 General Plan.

On behalf of the residents and citizens of the Ontario community, I request that you take action to deny the approval of the TOP2050 General Plan. The General Plan proposes the rezoning of Agricultural land to Housing, Industrial and Commercial projects based on the findings of the Draft Supplemental Environmental Impact Report (SEIR). R29-1

These findings from the Draft SEIR examine the potential environmental impacts as a result of this project which include the following: Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities.

This project will have significant and unavoidable impacts pertaining to violations of laws on the Federal, State and local levels which includes: R29-2

5.1-1 TOP2050 would not alter scenic vistas - which is not true as many of our homes are now being blocked by large warehouse walls we can not see over or past any distance.

5.2-2 Would not conflict with existing zoning for agricultural use, or Williamson Act contract. This is also not true as All agricultural land was rezoned to industrial or housing in Violation of the Williamson Act, Prop 70 and in violation of 65302(h)(1)(A) Access to food; creating a food desert. R29-3

5.3-1 additional population growth & associated emissions would exceed South Coast AQMD's AQMP. R29-4

5.3-3 would generate long-term emissions in excess of South Coast AQMD's threshold criteria & cumulatively contribute to the South Coast Air Basin's nonattainment designations. R29-5

5.3-4 Operation of industrial and warehousing land uses would expose sensitive receptors to substantial toxic air contaminant concentrations. R29-6

5. In order to be able to make sensible decisions that include the participation of Ontario communi organizations, residents, and citizens, we call on you to support the delay of the approval of the TOP2050 General Plan. This is the most critical issue that the voters will address in the Ontario City Council Elections in November 2022. Your decision to delay the approval of the TOP2050 General Plan will be the first step towards protecting Ontario Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities, as well as, the health and quality of life of Ontario residents. R29-7

2. Response to Comments

Please take these considerations seriously.

R29-7
cont.

Sincerely,

Jocelyn Dimacali

R29. Response to Comments from Jocelyn Dimacali, dated June 22, 2022.

R29-1 Responses to Jocelyn Dimacali's comments are addressed in response to Comments R29-2 through R29-6 below.

R29-2 See Section 2.2, *Summary of General Responses*, and Section 2.2.1, *Scenic Vistas*. Development within the low-lying areas of Ontario would not have the potential to alter scenic views provided by the backdrop of the San Gabriel Mountains as the peaks rise to 7,000 feet above mean sea level. Additionally, future development under the Proposed Project would still be required to adhere to the City's Development Code. Finally, the Commenter's concerns regarding existing conditions do not constitute substantial evidence of a potential environmental impact of TOP 2050.

R29-3 See Section 2.2, *Summary of General Responses*, Section 2.2.2, *Nonrenewal of Williamson Act Contracts*, and Section 2.2.3, *Environmental Justice Policies*. Buildout of the Proposed Project, like the Approved Project, would most likely require the cancellation or nonrenewal of current Williamson Act contracts. However, because buildout of the Approved Project would have resulted in the cancellation or nonrenewal of Williamson Act contracts, the Proposed Project would not result in further impacts to Williamson Act lands. Further, the comment does not concern TOP 2050, but rather TOP 2010, which is not under consideration here. TOP 2010 was reviewed in the prior EIR and is properly treated as part of the environmental baseline in the SEIR (*Sierra Club v. City of Orange* (2008) 163 Cal.App.4th 523, 542). It should also be noted that environmental justice is not a CEQA topic, as social/economic issues are not environmental impacts under CEQA.

R29-4 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R29-5 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R29-6 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Cumulative health risk associated with buildout of TOP 2050 was identified as a significant unavoidable impact of the Proposed Project.

R29-7 Responses to Jocelyn Dimacali's comments are addressed in response to Comments R29-2 through R29-6 above. The Commenter's opposition to TOP 2050 has been forwarded to the decision-makers for their review and consideration.

2. Response to Comments

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LETTER R30 – Amber Bound (1 page)

From: Bound, Amber [redacted]
Sent: Wednesday, June 22, 2022 3:50 PM
To: Thomas Grahn <TGrahn@ontarioca.gov>
Subject: Ontario General Plan 2050

Hi, my name is Amber Bound. I have been a resident of Ontario for 20 years. This is a notification that I, along with several individuals, community leaders, community organizations, and environmental groups are opposed to the Planning Commission's approval of the TOP2050 General Plan.

On behalf of the residents and citizens of the Ontario community, I request that you take action to deny the approval of the TOP2050 General Plan. The General Plan proposes the rezoning of Agricultural land to Housing, Industrial and Commercial projects based on the findings of the Draft Supplemental Environmental Impact Report (SEIR). R30-1

These findings from the Draft SEIR examine the potential environmental impacts because of this project which include the following: Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities.

This project will have significant and unavoidable impacts pertaining to violations of laws on the Federal, State, and local levels which includes: R30-2

5.1-1 TOP2050 would not alter scenic vistas - which is not true as many of our homes are now being blocked by large warehouse walls we cannot see over or past any distance.

5.2-2 Would not conflict with existing zoning for agricultural use, or Williamson Act contract. This is also not true as All agricultural land was rezoned to industrial or housing in Violation of the Williamson Act, Prop 70 and in violation of 65302(h)(1)(A) Access to food, creating a food desert. R30-3

5.3-1 additional population growth & associated emissions would exceed South Coast AQMD's AQMP. R30-4

5.3-3 would generate long-term emissions more than South Coast AQMD's threshold criteria & cumulatively contribute to the South Coast Air Basin's nonattainment designations. R30-5

5.3-4 Operation of industrial and warehousing land uses would expose sensitive receptors to substantial toxic air contaminant concentrations. R30-6

5. To be able to make sensible decisions that include the participation of Ontar community organizations, residents, and citizens, we call on you to support the delay of the approval of the TOP2050 General Plan. This is the most critical issue that the voters will address in the Ontario City Council Elections in November 2022. Your decision to delay the approval of the TOP2050 General Plan will be the first step towards protecting Ontario Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources, and utilities, as well as the health and quality of life of Ontario residents. R30-7

Please take these considerations seriously.

Sincerely,

Amber Bound – she/her
Lead Library Tech
abound@mtsac.edu
Mt San Antonio College Library

2. Response to Comments

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R30. Response to Comments from Amber Bound, dated June 22, 2022.

R30-1 Responses to Amber Bound's comments are addressed in response to Comments R30-2 through R30-6 below.

R30-2 See Section 2.2, *Summary of General Responses*, and Section 2.2.1, *Scenic Vistas*. Development within the low-lying areas of Ontario would not have the potential to alter scenic views provided by the backdrop of the San Gabriel Mountains as the peaks rise to 7,000 feet above mean sea level. Additionally, future development under the Proposed Project would still be required to adhere to the City's Development Code. Finally, the Commenter's concerns regarding existing conditions do not constitute substantial evidence of a potential environmental impact of TOP 2050.

R30-3 See Section 2.2, *Summary of General Responses*, Section 2.2.2, *Nonrenewal of Williamson Act Contracts*, and Section 2.2.3, *Environmental Justice Policies*. Buildout of the Proposed Project, like the Approved Project, would most likely require the cancellation or nonrenewal of current Williamson Act contracts. However, because buildout of the Approved Project would have resulted in the cancellation or nonrenewal of Williamson Act contracts, the Proposed Project would not result in further impacts to Williamson Act lands. Further, the comment does not concern TOP 2050, but rather TOP 2010, which is not under consideration here. TOP 2010 was reviewed in the prior EIR and is properly treated as part of the environmental baseline in the SEIR (*Sierra Club v. City of Orange* (2008) 163 Cal.App.4th 523, 542). It should also be noted that environmental justice is not a CEQA topic, as social/economic issues are not environmental impacts under CEQA.

R30-4 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R30-5 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R30-6 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Cumulative health risk associated with buildout of TOP 2050 was identified as a significant unavoidable impact of the Proposed Project.

R30-7 Responses to Amber Bound's comments are addressed in response to Comments R30-2 through R30-6 above. The Commenter's opposition to TOP 2050 has been forwarded to the decision-makers for their review and consideration.

2. Response to Comments

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LETTER R31 – Andrea Alvarado (1 page)

-----Original Message-----
From: Drea Alvarado [redacted]
Sent: Wednesday, June 22, 2022 4:45 PM
To: Thomas Grahn <TGrahn@ontarioca.gov>
Subject: Ontario Plan 2050

Hi, my name is Andrea Alvarado . I have been a resident of Ontario for over 22 years. This is a notification that I, along with a number of individuals, community leaders, community organizations, and environmental groups are opposed to the Planning Commission's approval of the TOP2050 General Plan.

On behalf of the residents and citizens of the Ontario community, I request that you take action to deny the approval of the TOP2050 General Plan. The General Plan proposes the rezoning of Agricultural land to Housing, Industrial and Commercial projects based on the findings of the Draft Supplemental Environmental Impact Report (SEIR). R31-1

These findings from the Draft SEIR examine the potential environmental impacts as a result of this project which include the following: Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities.

This project will have significant and unavoidable impacts pertaining to violations of laws on the Federal, State and local levels which includes: R31-2

5.1-1 TOP2050 would not alter scenic vistas - which is not true as many of our homes are now being blocked by large warehouse walls we can not see over or past any distance.

5.2-2 Would not conflict with existing zoning for agricultural use, or Williamson Act contract. This is also not true as All agricultural land was rezoned to industrial or housing in Violation of the Williamson Act, Prop 70 and in violation of 65302(h)(1)(A) Access to food; creating a food desert. R31-3

5.3-1 additional population growth & associated emissions would exceed South Coast AQMD's AQMP. R31-4

5.3-3 would generate long-term emissions in excess of South Coast AQMD's threshold criteria & cumulatively contribute to the South Coast Air Basin's nonattainment designations. R31-5

5.3-4 Operation of industrial and warehousing land uses would expose sensitive receptors to substantial toxic air contaminant concentrations. R31-6

5. In order to be able to make sensible decisions that include the participation of Ontario community organization residents, and citizens, we call on you to support the delay of the approval of the TOP2050 General Plan. This is the most critical issue that the voters will address in the Ontario City Council Elections in November 2022. Your decision to delay the approval of the TOP2050 General Plan will be the first step towards protecting Ontario Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities, as well as, the health and quality of life of Ontario residents. R31-7

Please take these considerations seriously.

Sincerely,

Andrea Alvarado

2. Response to Comments

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R31. Response to Comments from Andrea Alvarado, dated June 22, 2022.

R31-1 Responses to Andrea Alvarado's comments are addressed in response to Comments R31-2 through R31-6 below.

R31-2 See Section 2.2, *Summary of General Responses*, and Section 2.2.1, *Scenic Vistas*. Development within the low-lying areas of Ontario would not have the potential to alter scenic views provided by the backdrop of the San Gabriel Mountains as the peaks rise to 7,000 feet above mean sea level. Additionally, future development under the Proposed Project would still be required to adhere to the City's Development Code. Finally, the Commenter's concerns regarding existing conditions do not constitute substantial evidence of a potential environmental impact of TOP 2050.

R31-3 See Section 2.2, *Summary of General Responses*, Section 2.2.2, *Nonrenewal of Williamson Act Contracts*, and Section 2.2.3, *Environmental Justice Policies*. Buildout of the Proposed Project, like the Approved Project, would most likely require the cancellation or nonrenewal of current Williamson Act contracts. However, because buildout of the Approved Project would have resulted in the cancellation or nonrenewal of Williamson Act contracts, the Proposed Project would not result in further impacts to Williamson Act lands. Further, the comment does not concern TOP 2050, but rather TOP 2010, which is not under consideration here. TOP 2010 was reviewed in the prior EIR and is properly treated as part of the environmental baseline in the SEIR (*Sierra Club v. City of Orange* (2008) 163 Cal.App.4th 523, 542). It should also be noted that environmental justice is not a CEQA topic, as social/economic issues are not environmental impacts under CEQA.

R31-4 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R31-5 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R31-6 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Cumulative health risk associated with buildout of TOP 2050 was identified as a significant unavoidable impact of the Proposed Project.

R31-7 Responses to Andrea Alvarado's comments are addressed in response to Comments R31-2 through R31-6 above. The Commenter's opposition to TOP 2050 has been forwarded to the decision-makers for their review and consideration.

2. Response to Comments

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LETTER R32 – Deborah Rodriguez (1 page)

From: Debbie Rodriguez
To: tgrahn@ontario.gov
Subject: Ontario general plan 2050
Date: Wednesday, June 22, 2022 5:36:37 PM

Thomas Grahn

Public comments give organizations legal standing to sue to stop the process of approving the general plan and in return receive community benefit agreements that are developed with the health of our community members in mind.

Hi, my name is Deborah Rodriguez. I have been a resident of Ontario for 73 years. This is a notification that I, along with a number of individuals, community leaders, community organizations, and environmental groups are opposed to the Planning Commission's approval of the TOP2050 General Plan.

R32-1

On behalf of the residents and citizens of the Ontario community, I request that you take action to deny the approval of the TOP2050 General Plan. The General Plan proposes the rezoning of Agricultural land to Housing, Industrial and Commercial projects based on the findings of the Draft Supplemental Environmental Impact Report (SEIR).

These findings from the Draft SEIR examine the potential environmental impacts as a result of this project which include the following: Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities.

This project will have significant and unavoidable impacts pertaining to violations of laws on the Federal, State and local levels which includes:

R32-2

5.1-1 TOP2050 would not alter scenic vistas - which is not true as many of our homes are now being blocked by large warehouse walls we can not see over or past any distance.

5.2-2 Would not conflict with existing zoning for agricultural use, or Williamson Act contract. This is also not true as All agricultural land was rezoned to industrial or housing in Violation of the Williamson Act, Prop 70 and in violation of 65302(h)(1)(A) Access to food; creating a food desert.

R32-3

5.3-1 additional population growth & associated emissions would exceed South Coast AQMD's AQMP.

R32-4

5.3-3 would generate long-term emissions in excess of South Coast AQMD's threshold criteria & cumulatively contribute to the South Coast Air Basin's nonattainment designations.

R32-5

5.3-4 Operation of industrial and warehousing land uses would expose sensitive receptors to substantial toxic air contaminant concentrations.

R32-6

5. In order to be able to make sensible decisions that include the participation of Ontario community organizations, residents, and citizens, we call on you to support the delay of the approval of the TOP2050 General Plan. This is the most critical issue that the voters will address in the Ontario City Council Elections in November 2022. Your decision to delay the approval of the TOP2050 General Plan will be the first step towards protecting Ontario Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities, as well as, the health and quality of life of Ontario residents..

R32-7

Please take these considerations seriously.

Sincerely,

Deborah J Rodriguez

2. Response to Comments

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R32. Response to Comments from Deborah Rodriguez, dated June 22, 2022.

R32-1 Responses to Deborah Rodriguez's comments are addressed in response to Comments R32-2 through R32-6 below.

R32-2 See Section 2.2, *Summary of General Responses*, and Section 2.2.1, *Scenic Vistas*. Development within the low-lying areas of Ontario would not have the potential to alter scenic views provided by the backdrop of the San Gabriel Mountains as the peaks rise to 7,000 feet above mean sea level. Additionally, future development under the Proposed Project would still be required to adhere to the City's Development Code. Finally, the Commenter's concerns regarding existing conditions do not constitute substantial evidence of a potential environmental impact of TOP 2050.

R32-3 See Section 2.2, *Summary of General Responses*, Section 2.2.2, *Nonrenewal of Williamson Act Contracts*, and Section 2.2.3, *Environmental Justice Policies*. Buildout of the Proposed Project, like the Approved Project, would most likely require the cancellation or nonrenewal of current Williamson Act contracts. However, because buildout of the Approved Project would have resulted in the cancellation or nonrenewal of Williamson Act contracts, the Proposed Project would not result in further impacts to Williamson Act lands. Further, the comment does not concern TOP 2050, but rather TOP 2010, which is not under consideration here. TOP 2010 was reviewed in the prior EIR and is properly treated as part of the environmental baseline in the SEIR (*Sierra Club v. City of Orange* (2008) 163 Cal.App.4th 523, 542). It should also be noted that environmental justice is not a CEQA topic, as social/economic issues are not environmental impacts under CEQA.

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R32-5 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R32-6 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Cumulative health risk associated with buildout of TOP 2050 was identified as a significant unavoidable impact of the Proposed Project.

R32-7 Responses to Deborah Rodriguez's comments are addressed in response to Comments R32-2 through R32-6 above. The Commenter's opposition to TOP 2050 has been forwarded to the decision-makers for their review and consideration.

2. Response to Comments

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LETTER R33 – Amanda Wheeler (2 pages)

From: Amanda Wheeler [redacted]
Sent: Wednesday, June 22, 2022 5:39 PM
To: Thomas Grahn <TGrahn@ontarioca.gov>
Subject:

Hi, my name is Amanda Wheeler. I have been a resident of Ontario for 6 years. This is a notification that I, along with a number of individuals, community leaders, community organizations, and environmental groups are opposed to the Planning Commission's approval of the TOP2050 General Plan.

On behalf of the residents and citizens of the Ontario community, I request that you take action to deny the approval of the TOP2050 General Plan. The General Plan proposes the rezoning of Agricultural land to Housing, Industrial and Commercial projects based on the findings of the Draft Supplemental Environmental Impact Report (SEIR). R33-1

These findings from the Draft SEIR examine the potential environmental impacts as a result of this project which include the following: Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities.

This project will have significant and unavoidable impacts pertaining to violations of laws on the Federal, State and local levels which includes: R33-2

5.1-1 TOP2050 would not alter scenic vistas - which is not true as many of our homes are now being blocked by large warehouse walls we can not see over or past any distance.

5.2-2 Would not conflict with existing zoning for agricultural use, or Williamson Act contract. This is also not true as All agricultural land was rezoned to industrial or housing in Violation of the Williamson Act, Prop 70 and in violation of 65302(h)(1)(A) Access to food; creating a food desert. R33-3

5.3-1 additional population growth & associated emissions would exceed South Coast AQMD's AQMP. R33-4

5.3-3 would generate long-term emissions in excess of South Coast AQMD's threshold criteria & cumulatively contribute to the South Coast Air Basin's nonattainment designations. R33-5

5.3-4 Operation of industrial and warehousing land uses would expose sensitive receptors to substantial toxic air contaminant concentrations. R33-6

5. In order to be able to make sensible decisions that include the participation of Ontario communi organizations, residents, and citizens, we call on you to support the delay of the approval of the TOP2050 General Plan. This is the most critical issue that the voters will address in the Ontario City Council Elections in November 2022. Your decision to delay the approval of the TOP2050 General Plan will be the first step towards protecting Ontario Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities, as well as, the health and quality of life of Ontario residents. R33-7

2. Response to Comments

Please take these considerations seriously.

R33-7 cont.

Sincerely,
Amanda Wheeler

R33. Response to Comments from Amanda Wheeler, dated June 22, 2022.

R33-1 Responses to Amanda Wheeler's comments are addressed in response to Comments R33-2 through R33-6 below.

R33-2 See Section 2.2, *Summary of General Responses*, and Section 2.2.1, *Scenic Vistas*. Development within the low-lying areas of Ontario would not have the potential to alter scenic views provided by the backdrop of the San Gabriel Mountains as the peaks rise to 7,000 feet above mean sea level. Additionally, future development under the Proposed Project would still be required to adhere to the City's Development Code. Finally, the Commenter's concerns regarding existing conditions do not constitute substantial evidence of a potential environmental impact of TOP 2050.

R33-3 See Section 2.2, *Summary of General Responses*, Section 2.2.2, *Nonrenewal of Williamson Act Contracts*, and Section 2.2.3, *Environmental Justice Policies*. Buildout of the Proposed Project, like the Approved Project, would most likely require the cancellation or nonrenewal of current Williamson Act contracts. However, because buildout of the Approved Project would have resulted in the cancellation or nonrenewal of Williamson Act contracts, the Proposed Project would not result in further impacts to Williamson Act lands. Further, the comment does not concern TOP 2050, but rather TOP 2010, which is not under consideration here. TOP 2010 was reviewed in the prior EIR and is properly treated as part of the environmental baseline in the SEIR (*Sierra Club v. City of Orange* (2008) 163 Cal.App.4th 523, 542). It should also be noted that environmental justice is not a CEQA topic, as social/economic issues are not environmental impacts under CEQA.

R33-4 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R33-5 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R33-6 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Cumulative health risk associated with buildout of TOP 2050 was identified as a significant unavoidable impact of the Proposed Project.

R33-7 Responses to Amanda Wheeler's comments are addressed in response to Comments R33-2 through R33-6 above. The Commenter's opposition to TOP 2050 has been forwarded to the decision-makers for their review and consideration.

2. Response to Comments

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LETTER R34 – Dena Apodaca (2 pages)

From: Dena Apodaca [redacted]
Sent: Wednesday, June 22, 2022 9:00 PM
To: Thomas Grahn <TGrahn@ontarioca.gov>
Subject: TOP2050 General Plan

Hello my name is Dena Apodaca. I have been a resident of Ontario for over 40 years. This is a notification that I, along with a number of individuals, community leaders, community organizations, and environmental groups are opposed to the Planning Commission's approval of the TOP2050 General Plan.

On behalf of the residents and citizens of the Ontario community, I request that you take action to deny the approval of the TOP2050 General Plan. The General Plan proposes the rezoning of Agricultural land to Housing, Industrial and Commercial projects based on the findings of the Draft Supplemental Environmental Impact Report (SEIR). R34-1

These findings from the Draft SEIR examine the potential environmental impacts as a result of this project which include the following: Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities.

This project will have significant and unavoidable impacts pertaining to violations of laws on the Federal, State and local levels which includes:

5.1-1 TOP2050 would not alter scenic vistas - which is not true as many of our homes are now being blocked by large warehouse walls we can not see over or past any distance. R34-2

5.2-2 Would not conflict with existing zoning for agricultural use, or Williamson Act contract. This is also not true as All agricultural land was rezoned to industrial or housing in Violation of the Williamson Act, Prop 70 and in violation of 65302(h)(1)(A) Access to food; creating a food desert. R34-3

5.3-1 additional population growth & associated emissions would exceed South Coast AQMD's AQMP. R34-4

5.3-3 would generate long-term emissions in excess of South Coast AQMD's threshold criteria & cumulatively contribute to the South Coast Air Basin's nonattainment designations. R34-5

5.3-4 Operation of industrial and warehousing land uses would expose sensitive receptors to substantial toxic air contaminant concentrations. R34-6

2. Response to Comments

5. In order to be able to make sensible decisions that include the participation of Ontario community organizations, residents, and citizens, we call on you to support the delay of the approval of the TOP2050 General Plan. This is the most critical issue that the voters will address in the Ontario City Council Elections in November 2022. Your decision to delay the approval of the TOP2050 General Plan will be the first step towards protecting Ontario Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities, as well as, the health and quality of life of Ontario residents.

R34-7

Please take these considerations seriously.

Sincerely,

Dena Apodaca

R34. Response to Comments from Dena Apodaca, dated June 22, 2022.

R34-1 Responses to Dena Apodaca's comments are addressed in response to Comments R34-2 through R34-6 below.

R34-2 See Section 2.2, *Summary of General Responses*, and Section 2.2.1, *Scenic Vistas*. Development within the low-lying areas of Ontario would not have the potential to alter scenic views provided by the backdrop of the San Gabriel Mountains as the peaks rise to 7,000 feet above mean sea level. Additionally, future development under the Proposed Project would still be required to adhere to the City's Development Code. Finally, the Commenter's concerns regarding existing conditions do not constitute substantial evidence of a potential environmental impact of TOP 2050.

R34-3 See Section 2.2, *Summary of General Responses*, Section 2.2.2, *Nonrenewal of Williamson Act Contracts*, and Section 2.2.3, *Environmental Justice Policies*. Buildout of the Proposed Project, like the Approved Project, would most likely require the cancellation or nonrenewal of current Williamson Act contracts. However, because buildout of the Approved Project would have resulted in the cancellation or nonrenewal of Williamson Act contracts, the Proposed Project would not result in further impacts to Williamson Act lands. Further, the comment does not concern TOP 2050, but rather TOP 2010, which is not under consideration here. TOP 2010 was reviewed in the prior EIR and is properly treated as part of the environmental baseline in the SEIR (*Sierra Club v. City of Orange* (2008) 163 Cal.App.4th 523, 542). It should also be noted that environmental justice is not a CEQA topic, as social/economic issues are not environmental impacts under CEQA.

R34-4 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R34-5 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R34-6 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Cumulative health risk associated with buildout of TOP 2050 was identified as a significant unavoidable impact of the Proposed Project.

R34-7 Responses to Dena Apodaca's comments are addressed in response to Comments R34-2 through R34-6 above. The Commenter's opposition to TOP 2050 has been forwarded to the decision-makers for their review and consideration.

2. Response to Comments

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LETTER R35 – Andrei Pitsko (2 pages)

From: [redacted]
Sent: Wednesday, June 22, 2022 9:57 PM
To: Thomas Grahn <TGrahn@ontarioca.gov>
Subject: Public comment about General Plan 2050

Hi, my name is Andrei Pitsko. I have been a resident of Ontario for 2 years
This notification that I, along with a number of individuals are opposed to the Planning Commission's approval of TOP2050 General Plan

I request that you take action to deny the approval of the TOP2050 General Plan

On behalf of the residents and citizens of the Ontario community, I request that you take action to deny the approval of the TOP2050 General Plan. The General Plan proposes the rezoning of Agricultural land for Housing, Industrial and Commercial projects based on the findings of the Draft Supplemental Environmental Impact Report (SEIR). R35-1

These findings from the Draft SEIR examine the potential environmental impacts as a result of this project which include the following: Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities.

This project will have significant and unavoidable impacts pertaining to violations of laws on the Federal, State and local levels which includes: R35-2

5.1-1 TOP2050 would not alter scenic vistas - which is not true as many of our homes are now being blocked by large warehouse walls we can not see over or past any distance.

5.2-2 Would not conflict with existing zoning for agricultural use, or Williamson Act contract. This is also not true as All agricultural land was rezoned to industrial or housing in Violation of the Williamson Act, Prop 70 and in violation of 65302(h)(1)(A) Access to food; creating a food desert. R35-3

5.3-1 additional population growth & associated emissions would exceed South Coast AQMD's AQMP. R35-4

5.3-3 would generate long-term emissions in excess of South Coast AQMD's threshold criteria & cumulatively contribute to the South Coast Air Basin's nonattainment designations. R35-5

2. Response to Comments

5.3-4 Operation of industrial and warehousing land uses would expose sensitive receptors to substantial toxic air contaminant concentrations. R35-6

5. In order to be able to make sensible decisions that include the participation of Ontario community organizations, residents, and citizens, we call on you to support the delay of the approval of the TOP2050 General Plan. This is the most critical issue that the voters will address in the Ontario City Council Elections in November 2022. Your decision to delay the approval of the TOP2050 General Plan will be the first step towards protecting Ontario Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities, as well as, the health and quality of life of Ontario residents. R35-7

Please take these considerations seriously.

R35. Response to Comments from Andrei Pitsko, dated June 22, 2022.

R35-1 Responses to Andrei Pitsko's comments are addressed in response to Comments R35-2 through R35-6 below.

R35-2 See Section 2.2, *Summary of General Responses*, and Section 2.2.1, *Scenic Vistas*. Development within the low-lying areas of Ontario would not have the potential to alter scenic views provided by the backdrop of the San Gabriel Mountains as the peaks rise to 7,000 feet above mean sea level. Additionally, future development under the Proposed Project would still be required to adhere to the City's Development Code. Finally, the Commenter's concerns regarding existing conditions do not constitute substantial evidence of a potential environmental impact of TOP 2050.

R35-3 See Section 2.2, *Summary of General Responses*, Section 2.2.2, *Nonrenewal of Williamson Act Contracts*, and Section 2.2.3, *Environmental Justice Policies*. Buildout of the Proposed Project, like the Approved Project, would most likely require the cancellation or nonrenewal of current Williamson Act contracts. However, because buildout of the Approved Project would have resulted in the cancellation or nonrenewal of Williamson Act contracts, the Proposed Project would not result in further impacts to Williamson Act lands. Further, the comment does not concern TOP 2050, but rather TOP 2010, which is not under consideration here. TOP 2010 was reviewed in the prior EIR and is properly treated as part of the environmental baseline in the SEIR (*Sierra Club v. City of Orange* (2008) 163 Cal.App.4th 523, 542). It should also be noted that environmental justice is not a CEQA topic, as social/economic issues are not environmental impacts under CEQA.

R35-4 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R35-5 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R35-6 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Cumulative health risk associated with buildout of TOP 2050 was identified as a significant unavoidable impact of the Proposed Project.

R35-7 Responses to Andrei Pitsko's comments are addressed in response to Comments R35-2 through R35-6 above. The Commenter's opposition to TOP 2050 has been forwarded to the decision-makers for their review and consideration.

2. Response to Comments

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LETTER R36 – Randy Bekendam (2 pages)

Dear Mayor and City Council members:

We would like to provide public comment on the City of Ontario's Preferred Land Use Plan dated 9-22-2021.

Over the past few years, conditions of Covid have limited public engagement and participation in the political process as well as limited movement through and use of the community during this same time period. Also, in this same time period, we have seen the city accelerate certain aspects of municipal development (such as the development of warehouses) and development of long term municipal plans. The disruptions of Covid continue into the present and we would like to elevate our concern for stewarding good public process despite a period of significant disruption and stress for most citizens. We do not want to take steps that a truly knowledgeable and consenting public would not take under ordinary circumstances. We believe more efforts are needed to get true public input about the loss of agricultural land, environmental impacts, community benefits, and the proposed developments put forth in the Preferred Land Use Plan.

We would like to provide the reminder that it is much easier to alter the plan, than to alter harms that are caused as a result of building according to a plan that overlooked community and environmental harm. We believe that this is more of a "measure twice, cut once" type of scenario and would like the city to publish and present its complete findings on community and environmental benefits and harms of the current plan compared to alternatives presented by the community before moving forward with this plan. We are requesting that no implementation of the current plan take place for at least 1 years time so that the public has an opportunity to appropriately engage and the city has sufficient time to incorporate public input and address the public's concerns. R36-1

Our community has great vision for community and environmental health, self determination, compassion, sustainability, beauty, harmony, cooperation. Our community also has basic needs for food, housing, and community. Our plans must ensure that these goals and needs can be satisfied for the residents of our city. If instead the plans favor loss of our most basic collective resources and the exporting of our shared wealth to a powerful and well-resourced minority, we must slow down and be discerning! We must slow down and get more creative!

Currently, much of the Ontario Ranch remains undeveloped as is envisioned by the Preferred Land Use Plan, including the development of a conceptual Great Park. We support the development of the Great Park and encourage expanding on this vision with concrete plans for community and environmental stewardship. The Southern California Agricultural Land Foundation proposes the addition of another concept: a permanent Agricultural Heritage and Innovation (AHI) zone adjacent to the southern border of the Great Park. The suggested boundaries of this AHI zone would be Sultana Ave. to the west , the Great Park to the north, Cucamonga Creek Wash to the east and Eucalyptus Ave to the South. We recommend an AHI zone of a minimum 300 acres that is intended to be placed--**and is actually placed**--under a conservation easement once ownership is secured. The Southern California Agricultural Land Foundation is available to administer the easement. R36-2

2. Response to Comments

Elements and benefits of the AHI zone include

- A much needed buffer between the warehouses south of Eucalyptus Ave and the Great Park
- Conversion of the 300+ acres to regenerative agricultural practices to draw down legacy carbon and provide nutrient dense fruits and vegetables to alleviate food insecurity in Ontario
- Incorporation of agrivoltaics to move ontario towards carbon neutrality
- Incorporation of approximately 120 much needed affordable housing units (A2 zoning)
- Creation of habitat for endangered species
- Preservation of a dairy as a living history museum and educational facility, open to the public
- Preservation of Amy's Farm

R36-3

We would like to see our comments addressed in a meaningful way. Please provide the documentation we have requested regarding community and environmental impacts of the proposed plan and alternative plans you have received. Please publish and present these findings in partnership with concerned citizen groups. We would like to meet with you to discuss further development and review of any preferred land use plans, timelines and community engagement efforts, and would be happy to connect you to other locally based community groups which share our concerns for the welfare of our community and the local environment.

R36-4

Randy Bekendam

Randy Bekendam
On behalf of the Southern California Agricultural Land Foundation

R36. Response to Comments from Randy Bekendam, dated June 22, 2022.

R36-1 Responses to Randy Bekendam's comments are addressed in response to Comments R36-2 through R36-4 below.

The City of Ontario complied with requirements in place for noticing in accordance with Governor Newsom's Executive Orders N-54-20 (April 22, 2020) and N-80-20 (September 23, 2020) in response to the threat of COVID-19, which expired on September 30, 2021. TOP 2050 complied with the requirements of Senate Bill 1000. As part of TOP 2050 disadvantaged communities were identified using CES 4.0. See Section 2.2, *Summary of General Responses*, and Section 2.2.3, *Environmental Justice Policies*.

The public review period of 45 days, beginning on May 9, 2022, and ending on June 23, 2022, met CEQA's requirement of 45 days, pursuant to CEQA Guidelines Section 15105(a) for Draft EIRs submitted to the State Clearinghouse for public review by State agencies.

An evaluation of the environment impacts of TOP 2050 compared to the current TOP is included in Section 5.2, *Agriculture and Forestry Resources*. The Commenter's concerns about the loss of agricultural land are noted and the request for additional time will be forwarded to the decision-makers for their review and consideration.

R36-2 The SEIR is a programmatic, plan-level analysis of impacts of the City's general plan, TOP 2050. The SEIR evaluates impacts of TOP 2050 compared to the impacts associated with the current TOP in accordance with evaluates the physical environmental impacts associated with Section 15163 of the CEQA Guidelines. In accordance with CEQA Guidelines Section 15163, the CEQA baseline for this SEIR is the Approved Project. The Draft SEIR evaluates the potential impacts from the change in land use designations and policies of the current TOP compared to TOP 2050. While there is currently agricultural use in the Ontario Ranch, the planning framework to convert the land to nonagricultural land already occurred as a result of adoption of the current TOP in 2010, and prior to that as a result of annexation of the New Model Colony in 1999 from the County of San Bernardino. The Proposed Project would not result in any additional land use changes to agricultural land in Ontario.

This comment identifies a request to create an agricultural preserve in the Ontario Ranch and does not raise any issues related to the Proposed Project or the Proposed Project's impact on the physical environment under CEQA. The request for creation of the Southern California Agricultural Land Foundation Agricultural Heritage and Innovation (AHI) zone within and/or adjacent to the Great Park will be forwarded to the decision-makers for their review and consideration. The 340-acre Great Park allows for continues agricultural use and existing agricultural use is allowed to continue under the City's Right-to-Farm Ordinance. Additionally, the Great Park envisions creation of a Farm Hub as well as potential agricultural uses.

2. Response to Comments

R36-3 See response to Comment R36-2 regarding creation of an AHI Zone.

TOP 2050 includes Land Use Element Policy LU2-1, Land Use Decisions, which requires new development to minimize impacts on adjacent properties, which could include green buffers as well as other site design measures such as placement of docking bays, sound walls, landscaping, and other setback requirements. Future industrial land uses would be required to adhere to Policy ER-4.9, which requires new developments that generate 100 trucks per day or more or 40 trucks with transport refrigeration units (TRUs) within 1,000 feet of a sensitive use to conduct a health risk assessment to mitigate cancer and acute health risks as well as additional public outreach to residents within 500 feet of the project site. The request to provide a buffer between warehouses and the Great Park will be forwarded to decision-makers for their review and consideration.

The GHG analysis in the Draft SEIR and the CCAP do not treat agricultural land uses as a sink for GHG emissions. While crops do sequester carbon due to the growth in biomass, the Intergovernmental Panel on Climate Change's guidance[12] on the topic notes that for annual crops, the increase in biomass is equal to the loss in biomass from harvest and crop mortality, and thus there is no net accumulation of carbon in agricultural biomass. As more than 90 percent of the crop activity in Ontario is estimated to be annual crops, there is no substantive increase in agricultural biomass in Ontario. Additionally, agriculture does generate GHG emissions from nitrogen used for fertilizer, enteric fermentation and manure management associated with livestock, fuel use from agricultural equipment, and other activities. The GHG analysis does consider that an amount of carbon is sequestered in the soil of agricultural lands, but as this does not change annually, this source only shows as an increase or decrease in GHG emissions if the agricultural land is expanded or developed. Loss of this sequestration from the development of agricultural lands is accounted for in the "Land Use Change" emissions shown in Table 14 of the CCAP. TOP 2050 includes policies that address impacts to disadvantaged communities and access to healthy foods (see Policy SR-1.2) (see Section 2.2, *Summary of General Responses*, and Section 2.2.3, *Environmental Justice Policies*.

Regarding agrivoltaics, the Community Climate Action Plan (CCAP) supports the installation of solar panels and solar panels are permitted within the City, including Ontario Ranch.

Section 5.4, *Biological Resources*, evaluates potential impacts of TOP 2050 compared to the current TOP. As identified in Section 5.4, the Ontario Ranch supports little native vegetation as a result of long-standing agricultural use (see page 5.4-6). However, sensitive species are known to occur within Ontario; and therefore, to mitigate impacts to biological resources in the City, the City of Ontario has established a Biological Resources Habitat

[12] Intergovernmental Panel on Climate Change. 2019 Refinement to the 2006 IPCC Guidelines for National Greenhouse Gas Inventories, Volume 4: Agriculture, Forestry, and Other Land Use; Section 5.2.1.1 https://www.ipcc-nggip.iges.or.jp/public/2019rf/vol4.html

Mitigation Fee for projects in the Ontario Ranch. The request to create habitat for endangered species will be forwarded to the decision-makers for their review and consideration.

The request to create a living history museum and educational facility for dairy in Ontario Ranch will be forwarded to the decision-makers for their review and consideration. As noted in response to Comment R36-2, the Great Park includes a Farm Hub.

The request to preserve Amy's Farm has been forwarded to decision-makers for their review and consideration.

R36-4 Responses to Randy Bekendam's comments are addressed in response to Comments R36-2 through R36-3 above. The environmental impacts of the Proposed Project are addressed in the Draft SEIR, which is available for review on the City's website. The request to meet will be forwarded to decision-makers for their review and consideration.

2. Response to Comments

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LETTER R37 – Elizabeth Rocco (1 page)

-----Original Message-----
From: Liz's [redacted]
Sent: Thursday, June 23, 2022 8:01 AM
To: Thomas Grahn <TGrahn@ontarioca.gov>
Subject: Ontario general plan

Hi, my name is
Elizabeth Rocco. I have been a resident of Ontario for 24 years. This is a notification that I, along with a number of individuals, community leaders, community organizations, and environmental groups are opposed to the Planning Commission's approval of the TOP2050 General Plan.

On behalf of the residents and citizens of the Ontario community, I request that you take action to deny the approval of the TOP2050 General Plan. The General Plan proposes the rezoning of Agricultural land to Housing, Industrial and Commercial projects based on the findings of the Draft Supplemental Environmental Impact Report (SEIR). R37-1

These findings from the Draft SEIR examine the potential environmental impacts as a result of this project which include the following: Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities.

This project will have significant and unavoidable impacts pertaining to violations of laws on the Federal, State and local levels which includes: R37-2

5.1-1 TOP2050 would not alter scenic vistas - which is not true as many of our homes are now being blocked by large warehouse walls we can not see over or past any distance.

5.2-2 Would not conflict with existing zoning for agricultural use, or Williamson Act contract. This is also not true as All agricultural land was rezoned to industrial or housing in Violation of the Williamson Act, Prop 70 and in violation of 65302(h)(1)(A) Access to food; creating a food desert. R37-3

5.3-1 additional population growth & associated emissions would exceed South Coast AQMD's AQMP. R37-4

5.3-3 would generate long-term emissions in excess of South Coast AQMD's threshold criteria & cumulatively contribute to the South Coast Air Basin's nonattainment designations. R37-5

5.3-4 Operation of industrial and warehousing land uses would expose sensitive receptors to substantial toxic air contaminant concentrations. R37-6

5. In order to be able to make sensible decisions that include the participation of Ontario community organization residents, and citizens, we call on you to support the delay of the approval of the TOP2050 General Plan. This is the most critical issue that the voters will address in the Ontario City Council Elections in November 2022. Your decision to delay the approval of the TOP2050 General Plan will be the first step towards protecting Ontario Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities, as well as, the health and quality of life of Ontario residents.

Please take these considerations seriously. R37-7

Sincerely,

Elizabeth(Liz) Rocco

2. Response to Comments

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R37. Response to Comments from Elizabeth Rocco, dated June 23, 2022.

R37-1 Responses to Elizabeth Rocco's comments are addressed in response to Comments R37-2 through R37-6 below.

R37-2 See Section 2.2, *Summary of General Responses*, and Section 2.2.1, *Scenic Vistas*. Development within the low-lying areas of Ontario would not have the potential to alter scenic views provided by the backdrop of the San Gabriel Mountains as the peaks rise to 7,000 feet above mean sea level. Additionally, future development under the Proposed Project would still be required to adhere to the City's Development Code. Finally, the Commenter's concerns regarding existing conditions do not constitute substantial evidence of a potential environmental impact of TOP 2050.

R37-3 See Section 2.2, *Summary of General Responses*, Section 2.2.2, *Nonrenewal of Williamson Act Contracts*, and Section 2.2.3, *Environmental Justice Policies*. Buildout of the Proposed Project, like the Approved Project, would most likely require the cancellation or nonrenewal of current Williamson Act contracts. However, because buildout of the Approved Project would have resulted in the cancellation or nonrenewal of Williamson Act contracts, the Proposed Project would not result in further impacts to Williamson Act lands. Further, the comment does not concern TOP 2050, but rather TOP 2010, which is not under consideration here. TOP 2010 was reviewed in the prior EIR and is properly treated as part of the environmental baseline in the SEIR (*Sierra Club v. City of Orange* (2008) 163 Cal.App.4th 523, 542). It should also be noted that environmental justice is not a CEQA topic, as social/economic issues are not environmental impacts under CEQA.

R37-4 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R37-5 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R37-6 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Cumulative health risk associated with buildout of TOP 2050 was identified as a significant unavoidable impact of the Proposed Project.

R37-7 Responses to Elizabeth Rocco's comments are addressed in response to Comments R37-2 through R37-6 above. The Commenter's opposition to TOP 2050 has been forwarded to the decision-makers for their review and consideration.

2. Response to Comments

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LETTER R38 – Martha Lopez (2 pages)

From: Jose Lopez [redacted]
Sent: Thursday, June 23, 2022 9:13 AM
To: Thomas Grahn <TGrahn@ontarioca.gov>
Subject: Ontario Plan 2050

Hi, my name is Martha Lopez.

I have been a resident of Ontario for 28 years. This is a notification that I, along with a number of individuals, community leaders, community organizations, and environmental groups are opposed to the Planning Commission's approval of the TOP2050 General Plan.

On behalf of the residents and citizens of the Ontario community, I request that you take action to deny the approval of the TOP2050 General Plan. The General Plan proposes the rezoning of Agricultural land to Housing, Industrial and Commercial projects based on the findings of the Draft Supplemental Environmental Impact Report (SEIR). R38-1

These findings from the Draft SEIR examine the potential environmental impacts as a result of this project which include the following: Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities.

This project will have significant and unavoidable impacts pertaining to violations of laws on the Federal, State and local levels which includes: R38-2

5.1-1 TOP2050 would not alter scenic vistas - which is not true as many of our homes are now being blocked by large warehouse walls we can not see over or past any distance.

5.2-2 Would not conflict with existing zoning for agricultural use, or Williamson Act contract. This is also not true as All agricultural land was rezoned to industrial or housing in Violation of the Williamson Act, Prop 70 and in violation of 65302(h)(1)(A) Access to food; creating a food desert. R38-3

5.3-1 additional population growth & associated emissions would exceed South Coast AQMD's AQMP. R38-4

2. Response to Comments

5.3-3 would generate long-term emissions in excess of South Coast AQMD's threshold criteria & cumulatively contribute to the South Coast Air Basin's nonattainment designations. R38-5

5.3-4 Operation of industrial and warehousing land uses would expose sensitive receptors to substantial toxic air contaminant concentrations. R38-6

5. In order to be able to make sensible decisions that include the participation of Ontario community organizations, residents, and citizens, we call on you to support the delay of the approval of the TOP2050 General Plan. This is the most critical issue that the voters will address in the Ontario City Council Elections in November 2022. Your decision to delay the approval of the TOP2050 General Plan will be the first step towards protecting Ontario Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities, as well as, the health and quality of life of Ontario residents.

Please take these considerations seriously. R38-7

Sincerely,

Martha Lopez

[redacted]

R38. Response to Comments from Martha Lopez, dated June 23, 2022.

R38-1 Responses to Martha Lopez's comments are addressed in response to Comments R38-2 through R38-6 below.

R38-2 See Section 2.2, *Summary of General Responses*, and Section 2.2.1, *Scenic Vistas*. Development within the low-lying areas of Ontario would not have the potential to alter scenic views provided by the backdrop of the San Gabriel Mountains as the peaks rise to 7,000 feet above mean sea level. Additionally, future development under the Proposed Project would still be required to adhere to the City's Development Code. Finally, the Commenter's concerns regarding existing conditions do not constitute substantial evidence of a potential environmental impact of TOP 2050.

R38-3 See Section 2.2, *Summary of General Responses*, Section 2.2.2, *Nonrenewal of Williamson Act Contracts*, and Section 2.2.3, *Environmental Justice Policies*. Buildout of the Proposed Project, like the Approved Project, would most likely require the cancellation or nonrenewal of current Williamson Act contracts. However, because buildout of the Approved Project would have resulted in the cancellation or nonrenewal of Williamson Act contracts, the Proposed Project would not result in further impacts to Williamson Act lands. Further, the comment does not concern TOP 2050, but rather TOP 2010, which is not under consideration here. TOP 2010 was reviewed in the prior EIR and is properly treated as part of the environmental baseline in the SEIR (*Sierra Club v. City of Orange* (2008) 163 Cal.App.4th 523, 542). It should also be noted that environmental justice is not a CEQA topic, as social/economic issues are not environmental impacts under CEQA.

R38-4 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R38-5 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R38-6 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Cumulative health risk associated with buildout of TOP 2050 was identified as a significant unavoidable impact of the Proposed Project.

R38-7 Responses to Martha Lopez's comments are addressed in response to Comments R38-2 through R38-6 above. The Commenter's opposition to TOP 2050 has been forwarded to the decision-makers for their review and consideration.

2. Response to Comments

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LETTER R39 – Karen and Guy Caparelli (2 pages)

From: Karen Caparelli [redacted]
Sent: Thursday, June 23, 2022 4:57 PM
To: Thomas Grahn <TGrahn@ontarioca.gov>
Subject: TOP2050 General Plan

Hi, my name is Karen Caparelli. I have been a resident of Ontario for 38 years. This is a notification that I, along with a number of individuals, community leaders, community organizations, and environmental groups are opposed to the Planning Commission's approval of the TOP2050 General Plan.

On behalf of the residents and citizens of the Ontario community, I request that you take action to deny the approval of the TOP2050 General Plan. The General Plan proposes the rezoning of Agricultural land to Housing, Industrial and Commercial projects based on the findings of the Draft Supplemental Environmental Impact Report (SEIR). R39-1

These findings from the Draft SEIR examine the potential environmental impacts as a result of this project which include the following: Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities.

This project will have significant and unavoidable impacts pertaining to violations of laws on the Federal, State and local levels which includes:

5.1-1 TOP2050 would not alter scenic vistas - which is not true as many of our homes are now being blocked by large warehouse walls we can not see over or past any distance. R39-2

5.2-2 Would not conflict with existing zoning for agricultural use, or Williamson Act contract. This is also not true as All agricultural land was rezoned to industrial or housing in Violation of the Williamson Act, Prop 70 and in violation of 65302(h)(1)(A) Access to food; creating a food desert. R39-3

5.3-1 additional population growth & associated emissions would exceed South Coast AQMD's AQMP. R39-4

5.3-3 would generate long-term emissions in excess of South Coast AQMD's threshold criteria & cumulatively contribute to the South Coast Air Basin's nonattainment designations. R39-5

5.3-4 Operation of industrial and warehousing land uses would expose sensitive receptors to substantial toxic air contaminant concentrations. R39-6

5. In order to be able to make sensible decisions that include the participation of Ontario communi organizations, residents, and citizens, we call on you to support the delay of the approval of the TOP2050 General Plan. This is the most critical issue that the voters will address in the Ontario City Council Elections in November 2022. Your decision to delay the approval of the TOP2050 General Plan will be the first step towards protecting Ontario Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities, as well as, the health and quality of life of Ontario residents. R39-7

2. Response to Comments

Please take these considerations seriously.

Sincerely,

Karen and Guy Caparelli

R39-7
cont.

R39. Response to Comments from Karen and Guy Caparelli, dated June 23, 2022.

R39-1 Responses to Karen and Guy Caparelli's comments are addressed in response to Comments R39-2 through R39-6 below.

R39-2 See Section 2.2, *Summary of General Responses*, and Section 2.2.1, *Scenic Vistas*. Development within the low-lying areas of Ontario would not have the potential to alter scenic views provided by the backdrop of the San Gabriel Mountains as the peaks rise to 7,000 feet above mean sea level. Additionally, future development under the Proposed Project would still be required to adhere to the City's Development Code. Finally, the Commenter's concerns regarding existing conditions do not constitute substantial evidence of a potential environmental impact of TOP 2050.

R39-3 See Section 2.2, *Summary of General Responses*, Section 2.2.2, *Nonrenewal of Williamson Act Contracts*, and Section 2.2.3, *Environmental Justice Policies*. Buildout of the Proposed Project, like the Approved Project, would most likely require the cancellation or nonrenewal of current Williamson Act contracts. However, because buildout of the Approved Project would have resulted in the cancellation or nonrenewal of Williamson Act contracts, the Proposed Project would not result in further impacts to Williamson Act lands. Further, the comment does not concern TOP 2050, but rather TOP 2010, which is not under consideration here. TOP 2010 was reviewed in the prior EIR and is properly treated as part of the environmental baseline in the SEIR (*Sierra Club v. City of Orange* (2008) 163 Cal.App.4th 523, 542). It should also be noted that environmental justice is not a CEQA topic, as social/economic issues are not environmental impacts under CEQA.

R39-4 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R39-5 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R39-6 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Cumulative health risk associated with buildout of TOP 2050 was identified as a significant unavoidable impact of the Proposed Project.

R39-7 Responses to Karen and Guy Caparelli's comments are addressed in response to Comments R39-2 through R39-6 above. The Commenter's opposition to TOP 2050 has been forwarded to the decision-makers for their review and consideration.

2. Response to Comments

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LETTER R40 – Elias Luviano (2 pages)

From: Rosemary Ramos [redacted]
Sent: Thursday, June 23, 2022 5:06 PM
To: Thomas Grahn <TGrahn@ontarioca.gov>
Subject: Ontario 2050 plan

"Hi, my name is Elias Luviano. I have been a resident of Ontario for 57 years. This is a notification that I, along with a number of individuals, community leaders, community organizations, and environmental groups are opposed to the Planning Commission's approval of the TOP2050 General Plan.

On behalf of the residents and citizens of the Ontario community, I request that you take action to deny the approval of the TOP2050 General Plan. The General Plan proposes the rezoning of Agricultural land to Housing, Industrial and Commercial projects based on the findings of the Draft Supplemental Environmental Impact Report (SEIR). R40-1

These findings from the Draft SEIR examine the potential environmental impacts as a result of this project which include the following: Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities.

This project will have significant and unavoidable impacts pertaining to violations of laws on the Federal, State and local levels which includes: R40-2

5.1-1 TOP2050 would not alter scenic vistas - which is not true as many of our homes are now being blocked by large warehouse walls we can not see over or past any distance.

5.2-2 Would not conflict with existing zoning for agricultural use, or Williamson Act contract. This is also not true as All agricultural land was rezoned to industrial or housing in Violation of the Williamson Act, Prop 70 and in violation of 65302(h)(1)(A) Access to food; creating a food desert. R40-3

5.3-1 additional population growth & associated emissions would exceed South Coast AQMD's AQMP. R40-4

5.3-3 would generate long-term emissions in excess of South Coast AQMD's threshold criteria & cumulatively contribute to the South Coast Air Basin's nonattainment designations. R40-5

5.3-4 Operation of industrial and warehousing land uses would expose sensitive receptors to substantial toxic air contaminant concentrations. R40-6

5. In order to be able to make sensible decisions that include the participation of Ontario communi organizations, residents, and citizens, we call on you to support the delay of the approval of the TOP2050 General Plan. This is the most critical issue that the voters will address in the Ontario City Council Elections in November 2022. Your decision to delay the approval of the TOP2050 General Plan will be the first step towards protecting Ontario Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities, as well as, the health and quality of life of Ontario residents. R40-7

2. Response to Comments

Please take these considerations Sincerely
Elias Luviano

R40-7
cont.

R40. Response to Comments from Elias Luviano, dated June 23, 2022.

R40-1 Responses to Elias Luviano's comments are addressed in response to Comments R40-2 through R40-6 below.

R40-2 See Section 2.2, *Summary of General Responses*, and Section 2.2.1, *Scenic Vistas*. Development within the low-lying areas of Ontario would not have the potential to alter scenic views provided by the backdrop of the San Gabriel Mountains as the peaks rise to 7,000 feet above mean sea level. Additionally, future development under the Proposed Project would still be required to adhere to the City's Development Code. Finally, the Commenter's concerns regarding existing conditions do not constitute substantial evidence of a potential environmental impact of TOP 2050.

R40-3 See Section 2.2, *Summary of General Responses*, Section 2.2.2, *Nonrenewal of Williamson Act Contracts*, and Section 2.2.3, *Environmental Justice Policies*. Buildout of the Proposed Project, like the Approved Project, would most likely require the cancellation or nonrenewal of current Williamson Act contracts. However, because buildout of the Approved Project would have resulted in the cancellation or nonrenewal of Williamson Act contracts, the Proposed Project would not result in further impacts to Williamson Act lands. Further, the comment does not concern TOP 2050, but rather TOP 2010, which is not under consideration here. TOP 2010 was reviewed in the prior EIR and is properly treated as part of the environmental baseline in the SEIR (*Sierra Club v. City of Orange* (2008) 163 Cal.App.4th 523, 542). It should also be noted that environmental justice is not a CEQA topic, as social/economic issues are not environmental impacts under CEQA.

R40-4 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R40-5 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R40-6 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Cumulative health risk associated with buildout of TOP 2050 was identified as a significant unavoidable impact of the Proposed Project.

R40-7 Responses to Elias Luviano's comments are addressed in response to Comments R40-2 through R40-6 above. The Commenter's opposition to TOP 2050 has been forwarded to the decision-makers for their review and consideration.

2. Response to Comments

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LETTER R41 – Nazareth Bracamontes (1 page)

-----Original Message-----
From: nazareth bracamontes [redacted]
Sent: Thursday, June 23, 2022 5:17 PM
To: Thomas Grahn <TGrahn@ontarioca.gov>
Subject:

Hi, my name is Nazareth Bracamontes. I have been a resident of Ontario for 12 years. This is a notification that I, along with a number of individuals, community leaders, community organizations, and environmental groups are opposed to the Planning Commission's approval of the TOP2050 General Plan.

On behalf of the residents and citizens of the Ontario community, I request that you take action to deny the approval of the TOP2050 General Plan. The General Plan proposes the rezoning of Agricultural land to Housing, Industrial and Commercial projects based on the findings of the Draft Supplemental Environmental Impact Report (SEIR). R41-1

These findings from the Draft SEIR examine the potential environmental impacts as a result of this project which include the following: Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities.

This project will have significant and unavoidable impacts pertaining to violations of laws on the Federal, State and local levels which includes: R41-2

5.1-1 TOP2050 would not alter scenic vistas - which is not true as many of our homes are now being blocked by large warehouse walls we can not see over or past any distance.

5.2-2 Would not conflict with existing zoning for agricultural use, or Williamson Act contract. This is also not true as All agricultural land was rezoned to industrial or housing in Violation of the Williamson Act, Prop 70 and in violation of 65302(h)(1)(A) Access to food; creating a food desert. R41-3

5.3-1 additional population growth & associated emissions would exceed South Coast AQMD's AQMP. R41-4

5.3-3 would generate long-term emissions in excess of South Coast AQMD's threshold criteria & cumulatively contribute to the South Coast Air Basin's nonattainment designations. R41-5

5.3-4 Operation of industrial and warehousing land uses would expose sensitive receptors to substantial toxic air contaminant concentrations. R41-6

5. In order to be able to make sensible decisions that include the participation of Ontario community organization residents, and citizens, we call on you to support the delay of the approval of the TOP2050 General Plan. This is the most critical issue that the voters will address in the Ontario City Council Elections in November 2022. Your decision to delay the approval of the TOP2050 General Plan will be the first step towards protecting Ontario Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities, as well as, the health and quality of life of Ontario residents. R41-7

Please take these considerations seriously.

Sincerely,

Nazareth Bracamontes

2. Response to Comments

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R41. Response to Comments from Nazareth Bracamontes, dated June 23, 2022.

R41-1 Responses to Nazareth Bracamontes' comments are addressed in response to Comments R41-2 through R41-6 below.

R41-2 See Section 2.2, *Summary of General Responses*, and Section 2.2.1, *Scenic Vistas*. Development within the low-lying areas of Ontario would not have the potential to alter scenic views provided by the backdrop of the San Gabriel Mountains as the peaks rise to 7,000 feet above mean sea level. Additionally, future development under the Proposed Project would still be required to adhere to the City's Development Code. Finally, the Commenter's concerns regarding existing conditions do not constitute substantial evidence of a potential environmental impact of TOP 2050.

R41-3 See Section 2.2, *Summary of General Responses*, Section 2.2.2, *Nonrenewal of Williamson Act Contracts*, and Section 2.2.3, *Environmental Justice Policies*. Buildout of the Proposed Project, like the Approved Project, would most likely require the cancellation or nonrenewal of current Williamson Act contracts. However, because buildout of the Approved Project would have resulted in the cancellation or nonrenewal of Williamson Act contracts, the Proposed Project would not result in further impacts to Williamson Act lands. Further, the comment does not concern TOP 2050, but rather TOP 2010, which is not under consideration here. TOP 2010 was reviewed in the prior EIR and is properly treated as part of the environmental baseline in the SEIR (*Sierra Club v. City of Orange* (2008) 163 Cal.App.4th 523, 542). It should also be noted that environmental justice is not a CEQA topic, as social/economic issues are not environmental impacts under CEQA.

R41-4 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R41-5 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R41-6 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Cumulative health risk associated with buildout of TOP 2050 was identified as a significant unavoidable impact of the Proposed Project.

R41-7 Responses to Nazareth Bracamontes' comments are addressed in response to Comments R41-2 through R41-6 above. The Commenter's opposition to TOP 2050 has been forwarded to the decision-makers for their review and consideration.

2. Response to Comments

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LETTER R42 – Estela Ballon (2 pages)

From: Estela Ballon [redacted]
Date: June 23, 2022 at 9:36:24 PM PDT
To: Thomas Grahn <TGrahn@ontarioca.gov>
Subject: opposition to the Planning Commission's approval of the TOP2050 General Plan

Hi, my name is Estela Ballon. I have been a resident of Ontario for almost 20 years. This is a notification that I, along with a number of individuals, community leaders, community organizations, and environmental groups are opposed to the Planning Commission's approval of the TOP2050 General Plan.

On behalf of the residents and citizens of the Ontario community, I request that you take action to deny the approval of the TOP2050 General Plan. The General Plan proposes the rezoning of Agricultural land to Housing, Industrial and Commercial projects based on the findings of the Draft Supplemental Environmental Impact Report (SEIR). R42-1

These findings from the Draft SEIR examine the potential environmental impacts as a result of this project which include the following: Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities.

This project will have significant and unavoidable impacts pertaining to violations of laws on the Federal, State and local levels which includes:

R42-2

5.1-1 TOP2050 would not alter scenic vistas - which is not true as many of our homes are now being blocked by large warehouse walls we can not see over or past any distance.

5.2-2 Would not conflict with existing zoning for agricultural use, or Williamson Act contract. This is also not true as All agricultural land was rezoned to industrial or housing in Violation of the Williamson Act, Prop 70 and in violation of 65302(h)(1)(A) Access to food; creating a food desert. R42-3

5.3-1 additional population growth & associated emissions would exceed South Coast AQMD's AQMP. R42-4

2. Response to Comments

5.3-3 would generate long-term emissions in excess of South Coast AQMD's threshold criteria & cumulatively contribute to the South Coast Air Basin's nonattainment designations. R42-5

5.3-4 Operation of industrial and warehousing land uses would expose sensitive receptors to substantial toxic air contaminant concentrations. R42-6

5. In order to be able to make sensible decisions that include the participation of Ontario community organizations, residents, and citizens, we call on you to support the delay of the approval of the TOP2050 General Plan. This is the most critical issue that the voters will address in the Ontario City Council Elections in November 2022. Your decision to delay the approval of the TOP2050 General Plan will be the first step towards protecting Ontario Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities, as well as, the health and quality of life of Ontario residents. R42-7

Please take these considerations seriously.

Sincerely,

Estela Ballon

R42. Response to Comments from Estela Ballon, dated June 23, 2022.

R42-1 Responses to Estela Ballon's comments are addressed in response to Comments R42-2 through R42-6 below.

R42-2 See Section 2.2, *Summary of General Responses*, and Section 2.2.1, *Scenic Vistas*. Development within the low-lying areas of Ontario would not have the potential to alter scenic views provided by the backdrop of the San Gabriel Mountains as the peaks rise to 7,000 feet above mean sea level. Additionally, future development under the Proposed Project would still be required to adhere to the City's Development Code. Finally, the Commenter's concerns regarding existing conditions do not constitute substantial evidence of a potential environmental impact of TOP 2050.

R42-3 See Section 2.2, *Summary of General Responses*, Section 2.2.2, *Nonrenewal of Williamson Act Contracts*, and Section 2.2.3, *Environmental Justice Policies*. Buildout of the Proposed Project, like the Approved Project, would most likely require the cancellation or nonrenewal of current Williamson Act contracts. However, because buildout of the Approved Project would have resulted in the cancellation or nonrenewal of Williamson Act contracts, the Proposed Project would not result in further impacts to Williamson Act lands. Further, the comment does not concern TOP 2050, but rather TOP 2010, which is not under consideration here. TOP 2010 was reviewed in the prior EIR and is properly treated as part of the environmental baseline in the SEIR (*Sierra Club v. City of Orange* (2008) 163 Cal.App.4th 523, 542). It should also be noted that environmental justice is not a CEQA topic, as social/economic issues are not environmental impacts under CEQA.

R42-4 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R42-5 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R42-6 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Cumulative health risk associated with buildout of TOP 2050 was identified as a significant unavoidable impact of the Proposed Project.

R42-7 Responses to Estela Ballon's comments are addressed in response to Comments R42-2 through R42-6 above. The Commenter's opposition to TOP 2050 has been forwarded to the decision-makers for their review and consideration.

2. Response to Comments

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LETTER R43 – Rosemary Ramos (2 pages)

From: Rosemary Ramos [redacted]
Sent: Thursday, June 23, 2022 4:19 PM
To: Thomas Grahn <TGrahn@ontarioca.gov>
Subject: Ontario 2050 plan

"Hi, my name is Rosemary Ramos I have been a resident of Ontario for 56 years. This is a notification that I, along with a number of individuals, community leaders, community organizations, and environmental groups are opposed to the Planning Commission's approval of the TOP2050 General Plan.

On behalf of the residents and citizens of the Ontario community, I request that you take action to deny the approval of the TOP2050 General Plan. The General Plan proposes the rezoning of Agricultural land to Housing, Industrial and Commercial projects based on the findings of the Draft Supplemental Environmental Impact Report (SEIR). R43-1

These findings from the Draft SEIR examine the potential environmental impacts as a result of this project which include the following: Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities.

This project will have significant and unavoidable impacts pertaining to violations of laws on the Federal, State and local levels which includes: R43-2

5.1-1 TOP2050 would not alter scenic vistas - which is not true as many of our homes are now being blocked by large warehouse walls we can not see over or past any distance.

5.2-2 Would not conflict with existing zoning for agricultural use, or Williamson Act contract. This is also not true as All agricultural land was rezoned to industrial or housing in Violation of the Williamson Act, Prop 70 and in violation of 65302(h)(1)(A) Access to food; creating a food desert. R43-3

5.3-1 additional population growth & associated emissions would exceed South Coast AQMD's AQMP. R43-4

5.3-3 would generate long-term emissions in excess of South Coast AQMD's threshold criteria & cumulatively contribute to the South Coast Air Basin's nonattainment designations. R43-5

5.3-4 Operation of industrial and warehousing land uses would expose sensitive receptors to substantial toxic air contaminant concentrations. R43-6

5. In order to be able to make sensible decisions that include the participation of Ontario communi organizations, residents, and citizens, we call on you to support the delay of the approval of the TOP2050 General Plan. This is the most critical issue that the voters will address in the Ontario City Council Elections in November 2022. Your decision to delay the approval of the TOP2050 General Plan will be the first step towards protecting Ontario Air quality, biological resources, agricultural resources, cultural resources, Greenhouse gas emissions, noise, transportation, Tribal Cultural Resources and utilities, as well as, the health and quality of life of Ontario residents. R43-7

2. Response to Comments

Please take these considerations seriously.

R43-7
cont.

Sincerely,

Rosemary Ramos
[redacted]

R43. Response to Comments from Rosemary Ramos, dated June 23, 2022.

R43-1 Responses to Rosemary Ramos' comments are addressed in response to Comments R42-3 through R43-6 below.

R43-2 See Section 2.2, *Summary of General Responses*, and Section 2.2.1, *Scenic Vistas*. Development within the low-lying areas of Ontario would not have the potential to alter scenic views provided by the backdrop of the San Gabriel Mountains as the peaks rise to 7,000 feet above mean sea level. Additionally, future development under the Proposed Project would still be required to adhere to the City's Development Code. Finally, the Commenter's concerns regarding existing conditions do not constitute substantial evidence of a potential environmental impact of TOP 2050.

R43-3 See Section 2.2, *Summary of General Responses*, Section 2.2.2, *Nonrenewal of Williamson Act Contracts*, and Section 2.2.3, *Environmental Justice Policies*. Buildout of the Proposed Project, like the Approved Project, would most likely require the cancellation or nonrenewal of current Williamson Act contracts. However, because buildout of the Approved Project would have resulted in the cancellation or nonrenewal of Williamson Act contracts, the Proposed Project would not result in further impacts to Williamson Act lands. Further, the comment does not concern TOP 2050, but rather TOP 2010, which is not under consideration here. TOP 2010 was reviewed in the prior EIR and is properly treated as part of the environmental baseline in the SEIR (*Sierra Club v. City of Orange* (2008) 163 Cal.App.4th 523, 542). It should also be noted that environmental justice is not a CEQA topic, as social/economic issues are not environmental impacts under CEQA.

R43-4 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R43-5 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Air quality impacts associated with the buildout of TOP 2050 were identified as a significant unavoidable impact of the Proposed Project.

R43-6 See Section 2.2, *Summary of General Responses*, and Section 2.2.4, *Air Quality Impacts*. Cumulative health risk associated with buildout of TOP 2050 was identified as a significant unavoidable impact of the Proposed Project.

R43-7 Responses to Rosemary Ramos' comments are addressed in response to Comments R43-2 through R43-6 above. The Commenter's opposition to TOP 2050 has been forwarded to the decision-makers for their review and consideration

2. Response to Comments

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3. Revisions to the Draft EIR

3.1 INTRODUCTION

This section contains revisions to the Draft SEIR based upon (1) additional or revised information required to prepare a response to a specific comment; (2) applicable updated information that was not available at the time of Draft SEIR publication; and/or (3) typographical errors. This section also includes additional mitigation measures to fully respond to commenter concerns as well as provide additional clarification to mitigation requirements included in the Draft SEIR.

None of the revisions to the Draft SEIR require recirculation of the document. Recirculation is only required when significant new information is added. Information is not significant unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect or a feasible way to mitigate or avoid such an effect. Recirculation is not required where the new information merely clarifies, amplifies, or makes insignificant modifications. (CEQA Guidelines Section 15088.5.) As explained below, none of the changes adds any new significant information and recirculation is not required.

Changes made to the Draft SEIR are identified here in ~~strikeout text~~ to indicate deletions and in <u>double underlined text</u> to signify additions.

3.2 DRAFT SEIR REVISIONS IN RESPONSE TO WRITTEN COMMENTS

The following text has been revised in response to comments received on the Draft SEIR.

Page 1-7, Chapter 1, *Executive Summary*. The following has been revised to reflect the correct acreage of the City.

The City comprises approximately 50 square miles (~~31,958~~ <u>32,022</u> acres), including the 8,200-acre Ontario Ranch in the southern part of the City—formerly known as the New Model Colony (NMC) and formerly the City's sphere of influence (SOI).

3. Revisions to the Draft EIR

Page 1-25, Chapter 1, *Executive Summary*, Section 1.7, *Areas of Controversy*. The following has been added to include discussion about loss of agricultural farmlands in response to Comments from Susan A. Philips, Professor of Environmental Analysis, Robert Redford Conservancy at Pitzer College; Randy Bekendam, Executive Director, Southern California Agricultural Land Foundation; Ana Gonzales, Director, Center for Community Action and Environmental Justice; Anthony Noriega, Director, District 5, LULAC de Inland Empire; and Kim Floyd, Conservation Chair, Sierra Club San Gorgonio Chapter.

In accordance with Section 15123(b)(2) of the CEQA Guidelines, the EIR summary must identify areas of controversy known to the lead agency, including issues raised by agencies and the public. The City of Ontario has no knowledge of expressed opposition to the Proposed Project. Prior to preparation of the Supplemental DEIR, a public scoping meeting was held on August 5, 2021, to determine the concerns of responsible and trustee agencies and the community regarding the Proposed Project. The scoping meeting was held virtually and identified concerns to traffic, recreational access, and aircraft noise. In addition, NOP comment letters received during the review period are summarized in Chapter 2, *Introduction* (see Table 2-1, *NOP Comment Summary*). <u>There has been growing opposition to the loss of agricultural land to industrial development within the City of Ontario. The City received 43 Comment Letters on the Draft SEIR expressing growing opposition to the loss of agriculture uses.</u>

Pages 1-28 and 1-29, Chapter 1, *Executive Summary*. Mitigation Measure 3-1 has been revised to correct a typographical error.

Impact 5.3-2. Construction activities associated with future development that would be accommodated under TOP 2050 could generate short-term emissions in exceedance of the South Coast AQMD's threshold criteria.	Potentially significant	2010 Certified EIR 3-1 Prior to discretionary approval by the City of Ontario for development projects subject to CEQA (California Environmental Quality Act) review (i.e., nonexempt projects), project applicants shall prepare and submit a technical assessment evaluating potential project construction-related air quality impacts to the City of Ontario Planning Department for review and approval. The evaluation shall be prepared in conformance with South Coast Air Quality Management District (South Coast AQMD) methodology for assessing air quality impacts. If construction-related criteria air pollutants are determined to have the potential to exceed the South Coast AQMD–adopted thresholds of significance, ~~The~~ City of Ontario ~~b~~Building ~~d~~Department shall require ~~that all new construction projects incorporate~~ feasible mitigation measures to reduce air quality emissions. Potential measures shall be incorporated as conditions of approval for a project and may include: • Require fugitive dust control measures that exceed South Coast Air Quality Management District's Rule 403, such as: o Requiring use of nontoxic soil stabilizers to reduce wind erosion. o Applying water every four hours to active soil disturbing activities. o Tarping and/or maintaining a minimum of 24 inches of freeboard on trucks hauling dirt, sand, soil, or other loose materials. • Using construction equipment rated by the United States Environmental Protection Agency as having ~~Tier 3~~ Tier 4 interim or higher exhaust emission limits. • Ensuring construction equipment is properly serviced and maintained to the manufacturer's standards. • Limiting nonessential idling of construction equipment to no more than five consecutive minutes. • Using Super-Compliant VOC paints for coating of architectural surfaces whenever possible. A list of Super-Compliant architectural coating manufactures can be found on the South Coast Air Quality Management District's website at: http://www.aqmd.gov/prdas/brochures/Super-Compliant_AIM.pdf. These identified measures shall be incorporated into all appropriate construction documents (e.g., construction management plans) submitted to the City and shall be verified by the City's Planning Department.	Significant and unavoidable

3. Revisions to the Draft EIR

Pages 1-32 and 1-33, Chapter 1, Executive Summary. Mitigation Measure 5-1 has been revised to provide additional detail on the City of Ontario procedures for evaluating historic resources.

Impact 5.5-1. Implementation of TOP 2050 could impact a historic resource.	Potentially significant.	2010 Certified EIR 5-1 Historic or potentially historic resources in the City shall be evaluated for historic significance through the City's tier system prior to the issuance of plan or development approvals ~~in the Focus Areas~~. Pursuant to City's Development Code (Chapter 7, Historic Preservation), mitigation measures for all Tier III Historic Resources shall include the following: a) ~~E~~each historic resource shall be fully documented and cataloged pursuant to Historic American Building Survey/Historic American Engineering Record (HABS/HAER) standards, to provide a record of the resource, including, but not limited to: [i] the preparation of site plans, floor plans, exterior and interior elevations, and detail drawings of character defining features (such as moldings, stairs, etc.); and [ii] photographs of the resource, including the exterior, interior, and interior and exterior character defining features (such as moldings, light fixtures, trim patterns, etc.). b) A mitigation fee established pursuant to Section 7.01.025 (Historic Preservation Mitigation Fee) shall be paid to the City prior to the issuance of a demolition permit for Tier III historic resources. Fees for Tier I and II historic resources shall be determined during the Environmental Impact Report process. The fees established for Tier III will be used as a reference point for establishing fees for Tier I and II historic resources. c) A Certificate of Appropriateness shall not be issued for the demolition of an historic resource, either in whole or in part, until such time that a demolition permit application and a replacement structure has been approved by the City, and appropriate permits have been issued for its construction, unless: [i] a waiver is granted pursuant to Subsection H (Replacement Structure Waiver for Historic Resources Located within Industrial Zoning Districts) of this Section; [ii] a deferral of the replacement structure requirement is granted pursuant to Subsection G (Replacement Structure Deferral) of this Section; or [iii] demolition is required pursuant to Section 7.01.050 (Unsafe or Dangerous Conditions) of this Development Code. d) In an effort to preserve features and artifacts from historic resources, a determination whether items within or on the resource should be	Significant and unavoidable

		salvaged must be made by the Planning Department and may include the local historical society prior to the issuance of the demolition permit. The applicant shall be responsible for the removal, relocation, storage, and donation of such items selected for salvaging. The applicant shall provide an inventory of salvaged items to the Planning Department, and shall include a list of each item name, description and dimension (as necessary), and the location of each item on a floor plan.	

Pages 1-55, 1-56, and 1-57, Chapter 1, *Executive Summary*. Mitigation Measure 12-4 has been revised to reflect the appropriate department.

Impact 5.13-1. Construction activities associated with buildout of TOP 2050 would result in temporary noise increases at sensitive receptors during construction activities.	Potentially significant	2010 Certified EIR 12-4 Construction activities associated with new development that occurs near sensitive receptors shall be evaluated for potential noise impacts. ~~Mitigation measures, such as installation of temporary sound barriers for adjacent construction activities that occur adjacent to occupied noise-sensitive structures, equipping construction equipment with mufflers, and reducing non-essential idling of construction equipment to no more than five minutes, shall be incorporated into the construction operations to reduce construction-related noise to the extent feasible.~~ Construction contractors shall implement the following measures for construction activities conducted in the City of Ontario. Construction plans submitted to the City shall identify these measures on demolition, grading, and construction plans submitted to the City. The City of Ontario Planning and Building Departments shall verify that grading, demolition, and/or construction plans submitted include these notations prior to issuance of demolition, grading, and/or building permits. • Construction activity is limited to the hours: Between 7:00 AM and 6:00 PM Monday through Friday and 9:00 AM to 6:00 PM Saturdays and Sundays, as prescribed in Municipal Code Section 5-29.09. • During the entire active construction period, equipment and trucks used for project construction shall use the best-available noise control techniques (e.g., improved mufflers, equipment re-design, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds), wherever feasible. • Impact tools (e.g., jack hammers and hoe rams) shall be hydraulically or electrically powered wherever possible. Where the use of pneumatic	Significant and unavoidable

		tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used along with external noise jackets on the tools. • Stationary equipment, such as generators and air compressors shall be located as far as feasible from nearby noise-sensitive uses. • Stockpiling shall be located as far as feasible from nearby noise-sensitive receptors. • Construction traffic shall be limited, to the extent feasible, to approved haul routes established by the City's Engineering Department ~~Planning and Building Departments~~. • At least 10 days prior to the start of construction activities, a sign shall be posted at the entrance(s) to the job site, clearly visible to the public, that includes permitted construction days and hours, as well as the telephone numbers of the City's and contractor's authorized representatives that are assigned to respond in the event of a noise or vibration complaint. If the authorized contractor's representative receives a complaint, he/she shall investigate, take appropriate corrective action, and report the action to the City. • Signs shall be posted at the job site entrance(s), within the on-site construction zones, and along queueing lanes (if any) to reinforce the prohibition of unnecessary engine idling. All other equipment shall be turned off if not in use for more than 5 minutes. • During the entire active construction period and to the extent feasible, the use of noise-producing signals, including horns, whistles, alarms, and bells, shall be for safety warning purposes only. The construction manager shall use smart back-up alarms, which automatically adjust the alarm level based on the background noise level or switch off back-up alarms and replace with human spotters in compliance with all safety requirements and laws. • Erect temporary noise barriers (at least as high as the exhaust of equipment and breaking line-of-sight between noise sources and sensitive receptors), as necessary and feasible, to maintain construction noise levels at or below the performance standard of 80 dBA L_{eq}. Barriers shall be constructed with a solid material that has a density of at least 1.5 pounds per square foot with no gaps from the ground to the top of the barrier and may be lined on the construction side with an acoustical blanket, curtain, or equivalent absorptive material.	

Page 3-1, Chapter 3, *Project Description*. The following has been revised to reflect the correct acreage of the City.

The City comprises approximately 50 square miles (~~31,958~~ 32,022 acres), including the 8,200-acre Ontario Ranch in the southern part of the City—formerly known as the New Model Colony (NMC) and formerly the City's sphere of influence (SOI).

Page 3-18, Chapter 3, *Project Description*. Table 3-2, Land Use Designations in the City of Ontario, has been updated to include a statement specifying that Mixed Use Neighborhoods Activity Hub projects located outside of Ontario Ranch will be subject to Planned Unit Development (PUD) at the City's discretion.

Mixed Use Neighborhood Activity Hubs[4] (MU-NH) 6th and Mountain 4th and Mountain Francis and Euclid Walnut and Euclid Riverside and Euclid	20.0 to 75.0 dwelling units per acre 1.0 FAR for retail and office Subject to Specific Plan[3] Projects located outside of Ontario Ranch will be subject to PUD at City's Discretion	Envisioned as a low-rise (3 to 5 stories), mixture of retail and residential uses that will create identity and place along the corridor and serve the surrounding residents.

Page 5.2-4, Section 5.2, *Agriculture and Forestry Resources*. The following minor technical revision was made.

Land uses surrounding the City mostly support ~~residential~~ industrial, commercial and ~~industrial~~ residential uses with minimal agricultural land parcels dispersed intermittently.

Page 5.3-45, Section 5.3, *Air Quality*. The following has been updated to reflect revisions to the TOP 2050 policy.

Implementation of the following TOP 2050 policies would reduce project-level localized impacts from industrial development:

- **ER-4.9: New Localized Air Pollution Sources Near Existing Sensitive Receptors.** We require new developments to conduct a Health Risk Assessment for land uses that generate more than 100 trucks per day or 40 trucks per day by trucks operating transportation refrigeration units (TRU's) within 1,000 feet ~~of homes, childcare facilities, schools, and hospitals~~ from sensitive land uses (California Health and Safety Code Section 42705.5(a)(5)). If the health risk assessment determines the new development poses health hazards that increase the incremental cancer risk above the threshold established by the South Coast Air Quality Management District (AQMD), we will only approve permits upon the condition that adequate mitigation measures are proposed and implemented for potential impacts on the sensitive uses around the site and along the route within Ontario taken by the trucks to and from freeways. We require new developments that must perform a health risk assessment to conduct additional public outreach by sending

notifications in multiple languages to all residents living within 500 feet, and encourage hosting a public meeting.

Page 5.3-48, Section 5.3, *Air Quality*. The following has been corrected to reflect the appropriate TOP 2050 policy (highlighted).

- **ER-3.5: Fuel-~~-~~Efficient and Alternative Energy Vehicles and Equipment.** We ~~should~~ require purchase and use vehicles and equipment that are fuel efficient and meet or surpass state emissions requirements and/or use renewable sources of energy.

Page 5.3-49, Section 5.3, *Air Quality*. The following has been updated to reflect revisions to the TOP 2050 policy (highlighted).

- **ER-4.9: New Localized Air Pollution Sources Near Existing Sensitive Receptors.** We require new developments to conduct a Health Risk Assessment for land uses that generate more than 100 trucks per day or 40 trucks per day by trucks operating transportation refrigeration units (TRU's) within 1,000 feet ~~of homes, childcare facilities, schools, and hospitals~~ from sensitive land uses (California Health and Safety Code Section 42705.5(a)(5)). If the health risk assessment determines the new development poses health hazards that increase the incremental cancer risk above the threshold established by the South Coast Air Quality Management District (AQMD), we will only approve permits upon the condition that adequate mitigation measures are proposed and implemented for potential impacts on the sensitive uses around the site and along the route within Ontario taken by the trucks to and from freeways. We require new developments that must perform a health risk assessment to conduct additional public outreach by sending notifications in multiple languages to all residents living within 500 feet, and encourage hosting a public meeting.

Page 5.3-52, Section 5.3, *Air Quality*. Mitigation Measure 3-1 has been revised to correct a typographical error.

3-1 Prior to discretionary approval by the City of Ontario for development projects subject to CEQA (California Environmental Quality Act) review (i.e., nonexempt projects), project applicants shall prepare and submit a technical assessment evaluating potential project construction-related air quality impacts to the City of Ontario Planning Department for review and approval. The evaluation shall be prepared in conformance with South Coast Air Quality Management District (South Coast AQMD) methodology for assessing air quality impacts. If construction-related criteria air pollutants are determined to have the potential to exceed the South Coast AQMD–adopted thresholds of significance, ~~The~~ the City of Ontario ~~b~~Building ~~d~~Department shall require ~~that all new construction projects incorporate~~ feasible mitigation measures to reduce air quality emissions. Potential measures shall be incorporated as conditions of approval for a project and may include:

- Require fugitive dust control measures that exceed South Coast Air Quality Management District's Rule 403, such as:
    - Requiring use of nontoxic soil stabilizers to reduce wind erosion.
    - Applying water every four hours to active soil disturbing activities.
    - Tarping and/or maintaining a minimum of 24 inches of freeboard on trucks hauling dirt, sand, soil, or other loose materials.
- Using construction equipment rated by the United States Environmental Protection Agency as having ~~Tier 3~~ Tier 4 interim or higher exhaust emission limits.
- Ensuring construction equipment is properly serviced and maintained to the manufacturer's standards.
- Limiting nonessential idling of construction equipment to no more than five consecutive minutes.
- Using Super-Compliant VOC paints for coating of architectural surfaces whenever possible. A list of Super-Compliant architectural coating manufactures can be found on the South Coast Air Quality Management District's website at: http://www.aqmd.gov/prdas/brochures/Super-Compliant_AIM.pdf.

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

Pages 5.4-29 and 5.4-30, Chapter 4, *Biological Resources*. The following has been revised to remove extraneous information.

The settlement agreement for the City of Ontario Sphere of Influence General Plan Amendment governs mitigation for biological resources impacts in Ontario Ranch associated with potential impacts to the burrowing owl, the DSFLF, raptor foraging and wildlife habitat, loss of open space, actual and potential habitat and agricultural land, and sensitive species (listed and nonlisted). The terms of the settlement agreement were discussed in the "Local Regulations" section under "City of Ontario Sphere of Influence General Plan Amendment, Final EIR, and Settlement Agreement." ~~Per the conditions of the settlement agreement, the City will be soliciting RFPs to select a non-profit land trust and/or organization specializing in habitat conservation. The selected non-profit and/or organization will be responsible for the administration of the habitat mitigation fees and creation of a habitat program pursuant to the requirements of the Settlement Agreement between the City of Ontario, the Endangered Habitats League, and the Sierra Club. In partnership with the CDFW, the City~~

~~will work with the selected non-profit and/or organization to maintain an interactive mapping and current inventory of the burrowing owl occurrences and in the selection of adequate lands for passive relocation.~~

Page 5.4-31, Chapter 4, *Biological Resources*. The following has been revised to remove extraneous information.

The settlement agreement for the City of Ontario Sphere of Influence General Plan Amendment governs mitigation for biological resources impacts in Ontario Ranch associated with potential impacts to the burrowing owl, the DSFLF, raptor foraging and wildlife habitat, loss of open space, actual and potential habitat and agricultural land, and sensitive species (listed and nonlisted). The terms of the settlement agreement were discussed in the "Local Regulations" section under "City of Ontario Sphere of Influence General Plan Amendment, Final EIR, and Settlement Agreement." ~~Per the conditions of the settlement agreement, the City will be soliciting RFPs to select a non-profit land trust and/or organization specializing in habitat conservation. The selected non-profit and/or organization will be responsible for the administration of the habitat mitigation fees and creation of a habitat program pursuant to the requirements of the Settlement Agreement between the City of Ontario, the Endangered Habitats League, and the Sierra Club. In partnership with the CDFW, the City will work with the selected non-profit and/or organization to maintain an interactive mapping and current inventory of the burrowing owl occurrences and in the selection of adequate lands for passive relocation.~~

Page 5.4-32, Chapter 4, *Biological Resources*. The following has been revised to correct a typographical error.

The Cucamonga Creek and Deer Creek channels and portions of the Lower Deer Creek, Day Creek, Etiwanda Creek, and West Cucamonga Creek channels, are owned and maintained by San Bernardino County (Ontario 2010); ~~T~~they are not subject to land use controls by the City of Ontario and would not be affected by TOP 2050.

Page 5.5-20, Chapter 5, *Cultural Resources*. The following has been revised to correct a typographical error.

However, long-term implementation of TOP 2050 would allow development and redevelopment, including grading, of sensitive areas, possible disturbing human remains, including those outside of formal cemeteries.

Page 5.5-22, Section 5.5, *Cultural Resources*. Mitigation Measure 5-1 has been revised to provide additional detail on the City of Ontario procedures for evaluating historic resources.

5-1 Historic or potentially historic resources in the City shall be evaluated for historic significance through the City's tier system prior to the issuance of plan or development approvals ~~in the Focus Areas~~. Pursuant to City's Development Code (Chapter 4, Permits, Actions, and Decisions, and Chapter 7, Historic Preservation), mitigation measures for all Tier III Historic Resources shall include the following:

a) Eeach historic resource shall be fully documented and cataloged pursuant to Historic American Building Survey/Historic American Engineering Record (HABS/HAER) standards, to provide a record of the resource, including, but not limited to: [i] the preparation of site plans, floor plans, exterior and interior elevations, and detail drawings of character defining features (such as moldings, stairs, etc.); and [ii] photographs of the resource, including the exterior, interior, and interior and exterior character defining features (such as moldings, light fixtures, trim patterns, etc.).

b) A mitigation fee established pursuant to Section 7.01.030 (Historic Preservation Mitigation Fee) shall be paid to the City prior to the issuance of a demolition permit for Tier III historic resources. Fees for Tier I and II historic resources shall be determined during the Environmental Impact Report process. The fees established for Tier III will be used as a reference point for establishing fees for Tier I and II historic resources.

c) A Certificate of Appropriateness shall not be issued for the demolition of an historic resource, either in whole or in part, until such time that a demolition permit application and a replacement structure has been approved by the City, and appropriate permits have been issued for its construction, unless: [i] a waiver is granted pursuant to Subsection H (Replacement Structure Waiver for Historic Resources Located within Industrial Zoning Districts) of Section 4.02.050; [ii] a deferral of the replacement structure requirement is granted pursuant to Subsection G (Replacement Structure Deferral) of Section 4.02.050; or [iii] demolition is required pursuant to Section 7.01.050 (Unsafe or Dangerous Conditions) of this Development Code.

d) In an effort to preserve features and artifacts from historic resources, a determination whether items within or on the resource should be salvaged must be made by the Planning Department and may include the local historical society prior to the issuance of the demolition permit. The applicant shall be responsible for the removal, relocation, storage, and donation of such items selected for salvaging. The applicant shall provide an inventory of salvaged items to the Planning Department, and shall include a list of each item name, description, and dimension (as necessary), and the location of each item on a floor plan.

Page 5.6-11, Chapter 6, *Energy*. The following has been revised to reflect the appropriate TOP 2050 policy.

Policies ER-3.2 and ER-3.64 would require the best practices identified in green community rating systems to guide development in new communities and promote renewable energy sources for public- and private-sector development.

3. Revisions to the Draft EIR

Page 5.8-25, Chapter 8, *Greenhouse Gas Emissions*. The following has been revised to correct a typographical error.

- Community Design Element policy~~ies~~ CD-2.7 would ensure that sustainability is considered in the design of new projects.

Page 5.9-37, Chapter 9, *Hazards and Hazardous Materials*. The following has been revised to remove outdated information.

~~Pursuant to the current Development Code, Hazardous Waste Overlay Districts do not allow the placement of any facility that handles, manufactures, or transports hazardous waste, including household hazardous waste collection facilities, within 2,000 feet of a residential or institutional lot line (Ontario Development Code Sections 9-1.2815, 9-1.2830). As a result, TOP 2050 would not result in the placement of hazardous waste-generating facilities within a quarter mile of a school. Development associated with the proposed land use plan would follow the regulations set by the current Development Code.~~

Page 5.11-5, Chapter 11, *Land Use and Planning*. The following has been revised to reflect the appropriate term.

The mixed-use ~~overlays~~ designations would also bring entertainment, activity, and diversity to housing, retail, and workplace land uses in the City, which would help create attractive communities for local citizens and visitors.

Page 5.11-5, Chapter 11, *Land Use and Planning*. The following has been revised to include the appropriate Elements.

Additionally, the TOP 2050 Land Use and Housing Element~~s~~ have~~s~~ specific policies that encourage neighborhood identity and preservation.

Page 5.11-10, Chapter 11, *Land Use and Planning*. The following has been revised to include the appropriate Elements.

The Airport Planning section of the TOP 2050 Land Use and Mobility Element~~s~~ includes policies that would ensure airport planning compatibility and consistency.

Page 5.12-6, Chapter 12, *Mineral Resources*. The following has been revised to remove extraneous information.

Additionally, TOP 2050 includes a goal to protect ~~high-value habitat and farming and~~ mineral-resource-extraction activities that are compatible with adjacent development (see also Policy ER-5.5).

Page 5.13-40, Chapter 13, *Noise*. Mitigation Measure 12-4 has been revised to reflect the appropriate department.

12-4 Construction activities associated with new development that occurs near sensitive receptors shall be evaluated for potential noise impacts. ~~Mitigation measures, such as installation of temporary sound barriers for adjacent construction activities that occur adjacent to occupied noise-sensitive structures, equipping construction equipment with mufflers, and reducing non-essential idling of construction equipment to no more than five minutes, shall be incorporated into the construction operations to reduce construction-related noise to the extent feasible.~~ Construction contractors shall implement the following measures for construction activities in the City of Ontario. Construction plans submitted to the City shall identify these measures on demolition, grading, and construction plans. The City of Ontario Planning and Building Departments shall verify that grading, demolition, and/or construction plans submitted include these notations prior to issuance of demolition, grading, and/or building permits.

- Construction activity is limited to the hours between 7:00 am and 6:00 pm Monday through Friday and 9:00 am to 6:00 pm Saturdays and Sundays, as prescribed in Municipal Code Section 5-29.09.
- During the entire active construction period, equipment and trucks used for project construction shall use the best-available noise control techniques wherever feasible (e.g., improved mufflers, equipment re-design, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds).
- Impact tools (e.g., jack hammers and hoe rams) shall be hydraulically or electrically powered wherever possible. Where the use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used along with external noise jackets on the tools.
- Stationary equipment such as generators and air compressors shall be located as far as feasible from nearby noise-sensitive uses.
- Stockpiling shall be located as far as feasible from nearby noise-sensitive receptors.
- Construction traffic shall be limited, to the extent feasible, to approved haul routes established by the City's Engineering Department ~~Planning and Building Departments~~.
- At least 10 days prior to the start of construction activities, a sign shall be posted at the entrance(s) to the job site, clearly visible to the public, that includes permitted construction days and hours as well as the telephone numbers of the City's and contractor's authorized representatives that are assigned to respond in the event of a noise or vibration complaint. If the authorized contractor's representative receives a complaint, he/she shall investigate, take appropriate corrective action, and report the action to the City.

- Signs shall be posted at the job site entrance(s), within the on-site construction zones, and along queueing lanes (if any) to reinforce the prohibition of unnecessary engine idling. All other equipment shall be turned off if not in use for more than 5 minutes.
- During the entire active construction period and to the extent feasible, the use of noise-producing signals, including horns, whistles, alarms, and bells, shall be for safety warning purposes only. The construction manager shall use smart back-up alarms, which automatically adjust the alarm level based on the background noise level or switch off back-up alarms and replace with human spotters in compliance with all safety requirements and laws.
- Erect temporary noise barriers (at least as high as the exhaust of equipment and breaking line-of-sight between noise sources and sensitive receptors), as necessary and feasible, to maintain construction noise levels at or below the performance standard of 80 dBA L_{eq}. Barriers shall be constructed with a solid material that has a density of at least 1.5 pounds per square foot with no gaps from the ground to the top of the barrier and may be lined on the construction side with an acoustical blanket, curtain, or equivalent absorptive material.

Page 5.15-3, Chapter 15, *Public Services*. The following has been added to include a clarifying statement regarding analysis of potential impacts of the development of future facilities.

While the construction of future facilities could result in potential environmental impacts, future environmental review would occur once specific locations have been determined. Without a definitive location for the development of future facilities, the analysis of potential impacts is too speculative to conduct. Future projects would be reviewed by the City and the OFD on an individual basis and would be required to comply with requirements in effect at the time building permits are issued, including the payment of development impact fees that contribute to funding for additional staffing, facilities, and equipment.

Page 5.15-3, Chapter 15, *Public Services*. The following has been added to include a clarifying statement regarding analysis of potential impacts of the development of future facilities.

It is possible that buildout of the Proposed Project would require additional facilities to support the OPD, the construction of which could result in potential environmental impacts. Such facilities would have to complete applicable environmental review under CEQA at that time, and locations and sizes of potential future facilities, if needed, is not known at this time. Without a definitive location for the development of future facilities, the analysis of potential impacts is too speculative to conduct. Future projects would also be reviewed by the City of Ontario on an individual basis and required to comply with regulations in effect at the time building permits are issued.

Page 5.20-15, Section 5.20, *Wildfire*. The following has been revised to include the entirety of the TOP 2050 policy.

- **M-1.1: Roadway Design and Maintenance.** We require our roadways to: 1) Comply with federal, state, and local design and safety standards; 2) Meet the needs of multiple transportation modes and users; 3) Handle the capacity envisioned in the City of Ontario Master Plan of Streets and Highways; 4) Be maintained in accordance with best practices; 5) Be compatible with the streetscape and surrounding land uses; and 6) Promote the efficient flow of all modes of traffic through the implementation of intelligent transportation systems and travel demand management strategies.

Page 7-6, Chapter 7, *Alternatives to the Proposed Project*. The following has been revised to correct a typographical error.

As identified in Section 5.8, with implementation of the 2022 CCAP update, TOP 2050 would result in emissions below that of the current TOP.

3. Revisions to the Draft EIR

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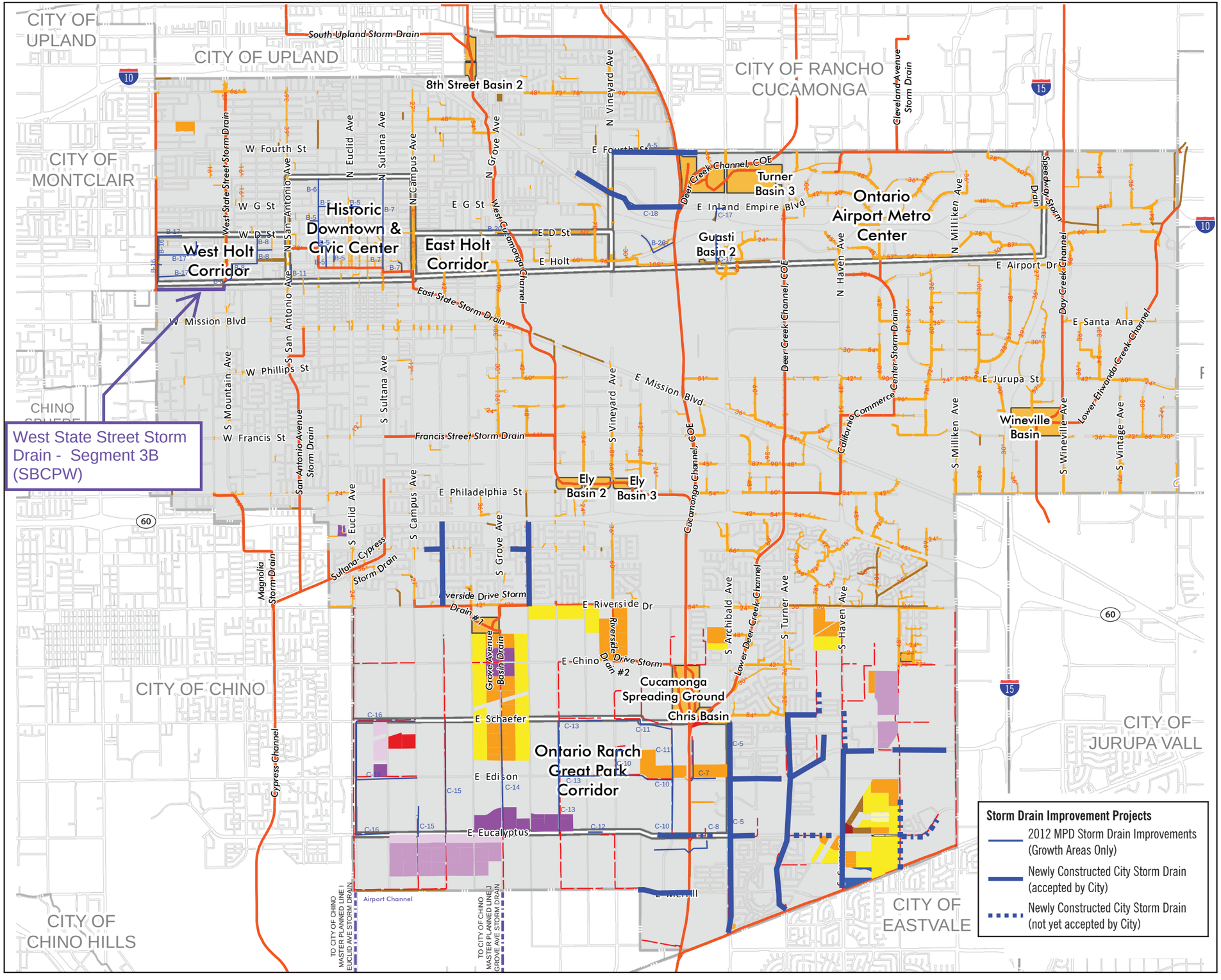
Appendix A. Revised Draft SEIR Figures

Appendix

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Figure 5.19-4

Proposed Storm Drain System



Land Use Parcels
Imperviousness Condition Change

Residential
- LDR Low Density Residential
- LMDR Low Medium Density Residential
- MDR Medium Density Residential
- HDR High Density Residential

Mixed-Use
- MU Mixed Use

Commercial
- NC Neighborhood Commercial
- GC General Commercial

Employement
- BP Business Park
- IND Industrial

Other
- PS Public School
- ROW Right of Way

City Drainage Facilities
- 12” - 42” Storm Drain Lines
- 42” - 120” Storm Drain Lines
- Detention Basins
- Open Channel
- Proposed Storm Channel

Other Jurisdictional Drainage Facilities
- Caltrans Storm Drain Lines
- Private Storm Drain Lines
- SB County Storm Drain Lines
- SB County Flood Control Channel
- Ontario City Boundary
- Proposed Growth Areas

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 2,500 5,000 10,000 FT

Source: Fuscoe 2022 Date: 6/28/2022

Figure 7-1

Reduced Industrial Alternative Parcels



- Industrial Parcels (338 ac)
- Proposed TOP Areas of Change
- Ontario City Boundary
- County Boundary
- Rail Network

Proposed Land Use

- IND, Industrial

2·0·5·0 THE ONTARIO PLAN SUPPLEMENTAL EIR

0 2,500 5,000 10,000 FT

Source: The City of Ontario 2021 Date: 6/29/2022

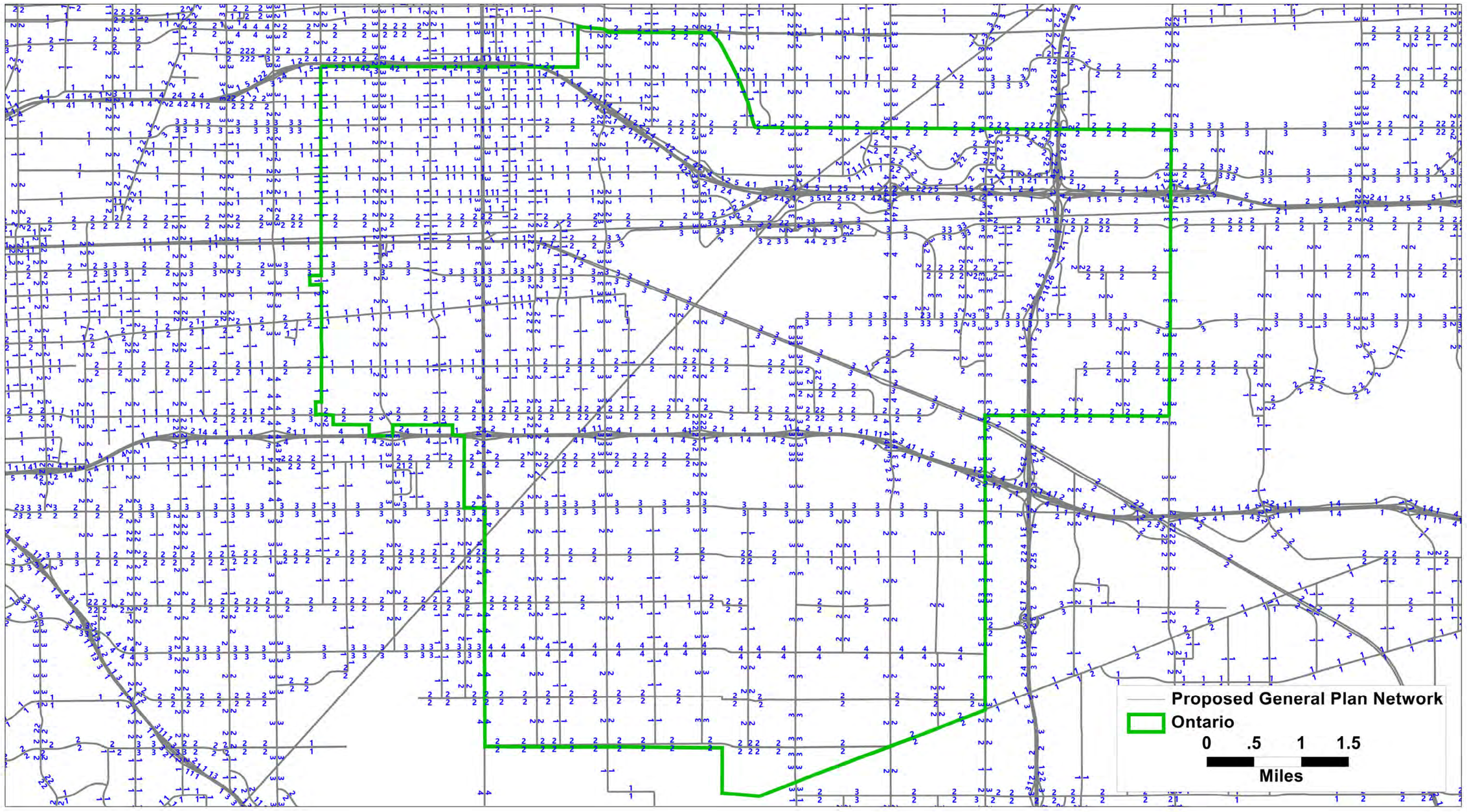


Figure 3
Proposed TOP 2050 Network

Appendix B. Environmental Justice Goals, Policies, and Actions

Appendix

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Goals, Polices, and Actions on Environmental Justice and Climate Adaptation and Resiliency

Excerpts from The Ontario Plan 2050

Public Review Draft | July 2022

Please note that this is a collection of content pulled from The Ontario Plan 2050 intended to help the public and decision makers better understand the majority of technical updates proposed based on new state laws regarding environmental justice (SB 1000) and climate adaptation and resiliency (SB 379).

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OVERVIEW

Introduction

The Ontario Plan (TOP) is the City's policy and implementation framework that guides the long-term growth and improvement of the Ontario community through six interrelated components of city governance: Vision, Governance Manual, Policy Plan, City Council Priorities, Implementation Plan, and Tracking and Feedback.

The Policy Plan serves as the City's General Plan (required by state law) that states long-term principles, goals, and policies for achieving Ontario's Vision through nine topics referred to as elements. The majority of new policy content being recommended through TOP 2050 relates to the topics of environmental justice and climate adaptation and resiliency. These two topics were introduced into state law through Senate Bills 1000 (environmental justice) and 379 (climate adaptation and resiliency), with the legislation requiring the City to address the topics either upon its next revision of two or more elements (trigger for environmental justice) or upon the next update of its safety element (trigger for climate adaptation and resiliency).

Furthermore, Senate Bill 1035 built off Senate Bill 379, requiring the safety element be updated every eight years upon the next housing element update. Accordingly, knowing that the City would be required to update its Housing Element in 2021, which would require the City to update its Safety Element, which in turn would require City to address the topics of environmental justice and climate adaptation and resiliency, the City embarked on a technical update of The Ontario Plan in its entirety.

This technical update is referred to as TOP 2050 and is intended to ensure the City complies with new state laws, reflects the latest in mobility investments and planning, brings long-term growth and fiscal projections into alignment with current economic conditions, and advanced the Tracking and Feedback system and Implementation Plan.

State laws allows the City to address any topic in an individual element or throughout multiple elements. The City has opted to address the topics of environmental justice and climate adaptation and resiliency throughout multiple elements of the Policy Plan to ensure the topics are presented alongside the multitude of issues and topics that affect our residents and resources. While this approach can be beneficial as it ensures the topics are not isolated and are understood within the most relevant context, those who want to quickly gather all of the content relevant to these topics must read the entirety of the Policy Plan.

Purpose

This document aggregates all of the content relevant to the topics of environmental justice and climate adaptation and resiliency from the Draft Policy Plan and Draft Implementation Plan. While some content from the currently adopted Policy Plan already address aspects of these new topics, the City augmented its Policy Plan and Implementation Plan to more fully address the relevant statutory requirements and to reflect public input obtained during outreach activities.

The City released a draft of the Policy Plan in May 2022 for public review and, following public input on the Draft Policy Plan and Supplemental Environmental Impact Report (SEIR), released a draft of The Implementation Plan in July 2022.

After adoption, the City intends to update its web-based format of The Ontario Plan to include a function that enables users to filter and search for content based on topics like environmental justice or climate adaptation and resiliency. Until that time, this document serves as a manual compendium of the relevant content.

Notes/Caveats

Housing Element

The City updated its Housing Element in March 2022 separately from the balance of TOP 2050 in order to comply with state housing law. Some adjustments are still being made to ensure the City receives certification from the California Department of Housing and Community Development, but such changes are minor and do not affect the content shown in this document. The Housing Element's goals, policies, and actions (written as programs) that remain largely as previously adopted in the 2013-2021 Housing Element are indicated to be existing, unchanged policies. Those goals, policies, or actions that were changed in a substantive manner or are entirely new as part of the 2022 adopted Housing Element are indicated to be modified or new.

Implementation Actions

The actions listed from the draft Implementation Plan reflect new activities that the City should conduct in order to implement the new aspects of the draft Policy Plan. The draft Implementation Plan does not include actions that the City already undertakes based on regulations, programs, or procedures that are already in place. Some implementation actions relate to more than one policy and/or goal. Additionally, not all goals or policies require new implementation actions. Some new goals or policies can be implemented by existing regulations, programs, or procedures, or are already address through other City planning documents. For example, the City adopted a Recreation and Parks Master Plan in 2021, which includes the following recommendations:

- Develop a resource allocation and cost recovery policy to ensure equitable use of City resources for recreation.
- Explore ways to include facilities within existing City owned properties, specifically facilities that may help increase Level of Service and mitigate park needs in park poor areas.
- Look at including pocket parks and mini parks specifically in park poor areas.

Internal Consistency

Should any inconsistencies or errors be present in this document compared to the draft Policy Plan and Implementation Plan documents, the latter documents should be considered the authoritative points of reference.

ENVIRONMENTAL JUSTICE PRINCIPLES, GOALS, POLICIES, ACTIONS, AND FIGURES

Enacting Legislation

Senate Bill 1000, the Planning for Healthy Communities Act, introduced legislation that was signed into law in 2016 and mandates that Ontario address the topic of environmental justice in its Policy Plan and Implementation Plan upon the creation and/or updating of two or more Policy Plan elements. Specifically, the new environmental justice goals, policies, and actions must do the following:

- Reduce the unique or compounded health risks in disadvantaged communities by reducing pollution exposure and promoting public improvements, public services, community amenities, food access, safe and sanitary homes, and physical activity.
- Promote civil engagement in the public decision-making process.
- Prioritize improvements and programs that address the needs of disadvantaged communities.

The City of Ontario has incorporated environmental justice goals and policies in all elements of its Policy Plan and associated actions in the Implementation Plan.

Indicators

The following content is presented by element, drawing principles, goals, and policies from the draft Policy Plan and actions/objectives from the draft Implementation Plan. All content is associated with the enumerated statutory requirements in parentheses, as well as indications whether the content is currently adopted, proposed for substantive modification, or proposed as entirely new. Appendix B of the Draft SEIR compares the Policy Plan goals and policies as currently adopted and as proposed. The list below provides the abbreviations associated with each set of indicators.

Environmental justice indicators:

- Reduce exposure to pollution (EP)
- Promotion of food access (FA)
- Promotion of physical activity (PA)
- Promotion of public facilities (PF)
- Promotion of safe and sanitary housing (H)
- Promotion of civil engagement (CE)

Status indicators:

- Currently adopted, no substantive changes (exist)
- Currently adopted, proposed for substantive modification (***mod***)
- Proposed as entirely new or proposed for such modifications as to essentially replace what is currently adopted (***new***)

A Note on Content Not Shown

Some policies from the Policy Plan are not included in this document because, while they may address environmental justice topics and help those who are disadvantaged, such policies are broad in nature and are often applied to anywhere and/or everywhere in Ontario. For example: "Policy M-3.5 Light Rail. We support extension of the Metro Rail Gold Line to Ontario, and will work to secure station locations at the proposed multimodal transit center." This policy can help promote public facilities for those who are disadvantaged by expanding the service availability of light rail, but the policy itself is fairly broad and addresses facilities outside of the City's designated environmental justice areas.

As another examples: "Policy ER-4.3 Greenhouse Gases (GHG) Emissions Reductions. We reduce GHG emissions in accordance with regional, state, and federal regulations." This policy can help improve air quality for those living in environmental justice areas, but the implementation of this policy may just as likely improve air quality for anyone living in Ontario. However, this document does include some goals, policies, and actions that may be citywide in their application, provided they are related directly to environmental justice issues. Policy Plan goals may also be included if they help provide more context for the policies and actions.

Additional Information

The City published additional material related to environmental justice in Ontario on its website. This information was also presented (in English and Spanish) at various outreach events in 2021 and 2022.

- Environmental Justice story map (English | Español))
- Environmental Justice presentation "Identifying the issues"
- Environmental Justice survey results

Land Use Element

Principles

- Land uses and development should be consistent with the Vision while protecting the quality of life in existing neighborhoods (EP, exist).

Goals and Policies

Goal LU-2 **Compatibility between a wide range of uses and resultant urban patterns and forms.** (EP, *mod*)

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

LU-2.2 **Buffers**. We require new uses to provide mitigation or buffers between existing uses where potential adverse impacts could occur. Additional mitigation is

required when new uses could negatively impact environmental justice areas. (EP, ***mod***)

LU-2.3 **Hazardous Uses.** We regulate the development of industrial and similar uses that use, store, produce, or transport toxic substances, air emissions, other pollutants, or hazardous materials. (EP, exist)

LU-2.7 **Inter-jurisdictional Coordination.** We maintain an ongoing liaison with ONT, Caltrans, Public Utilities Commission, the railroads, and other agencies to help minimize impacts and improve the operations and aesthetics of their facilities. (EP, exist)

LU-2.8 **Transitional Areas.** We require development in transitional areas to protect the quality of life of current residents. (EP, exist)

LU-2.9 **Methane Gas Sites.** We require sensitive land uses and new uses on former dairy farms or other methane-producing sites be designed to minimize health risks. (EP, exist)

LU-2.10 **Sensitive Uses.** We monitor and share information with the community about stationary and non-stationary emission sources. We encourage siting and design of facilities to minimize health and safety risks on existing and proposed sensitive uses, especially in environmental justice areas. (EP, ***new***)

Goal LU-3 **Staff, regulations and processes that support and allow flexible response to conditions and circumstances in order to achieve the Vision** (EP, exist)

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

Goal LU-5 **Integrated airport systems and facilities that minimize negative impacts to the community and maximize economic benefits.** (EP, exist)

LU-5.3 **Airport Impacts.** We work with agencies to maximize resources to mitigate the impacts and hazards related to airport operations – their homes. (EP, exist)

Actions

LU-2.1 **Development standards.** Review existing development and design standards and update as necessary to provide appropriate mitigation or buffers between existing uses, with a focus on additional buffering when new uses could negatively impact environmental justice areas. (EP, ***new***)

See also Action ER-4.2 Citywide emissions monitoring.

Housing Element

Principles

- Preserving, maintaining, improving, and creating distinct neighborhoods and the housing stock within them protects property values and provides a desirable place to live (H, exist).

Goals and Policies

Goal H-1 **Stable neighborhoods of quality housing, ample community services and public facilities, well-maintained infrastructure, and public safety that foster a positive sense of identity.** (H, exist)

H-1.5 **Neighborhood Identity.** We strengthen neighborhood identity through creating parks and recreational outlets, sponsoring neighborhood events, and encouraging resident participation in the planning and improvement of their neighborhoods. (H, CE, exist)

Goal H-2 **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, exist)

Policy H-2.2 **Historic Downtown.** We foster a vibrant historic downtown through facilitating a wide range of housing types and affordability levels for households of all ages, housing preferences, and income levels. (H, exist)

Goal H-4 **Increased opportunities for low- and moderate-income households and families to afford and maintain quality ownership and rental housing opportunities, including move-up opportunities. Inclusive communities, racial equity, fair housing choice, and access to opportunity.** (H, ***mod***)

H-4.1 **Preservation of Affordable Apartments.** We strive to facilitate the preservation of the affordability of publicly assisted apartments for lower-income households through financial assistance, technical assistance, rehabilitation, and collaborative partnerships. (H, exist)

H-4.2 **Homeownership Opportunities.** We increase and expand homeownership rates for lower- and moderate-income households by offering financial assistance, low-interest loans, and educational resources, and by working in collaboration with partnerships. (H, exist)

H-4.3 **Rental Assistance.** We support the provision of rental assistance for individuals and families earning extremely low, very low, and low income with funding from the state and federal government. (H, exist)

H-4.4 **Mixed-income Housing.** We encourage the integration of affordable housing in the Ontario Ranch, Ontario Airport Metro Center Area, and existing neighborhoods. (H, exist)

H-4.5 **Collaborative Partnerships.** We support collaborative partnerships of nonprofit organizations, affordable housing developers, major employers, and for-profit developers to produce affordable housing. (H, exist)

H-4.6 **Fair Housing.** We further fair housing by prohibiting discrimination in the housing market, lifting barriers that restrict access to housing, and providing education, support, and enforcement services to address discriminatory practices. (H, ***mod***)

Goal H-5 **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.** (H, exist)

H-5.1 **Senior Housing.** We support the development of accessible and affordable senior housing and provide financial assistance for seniors to maintain and improve their homes. (H, exist)

H-5.2 **Family Housing.** We support the development of larger rental apartments that are appropriate for families with children, including, as feasible, the provision of services, recreation, and other amenities. (H, exist)

H-5.3 **Disabled People.** We increase the supply of permanent, affordable, and accessible housing for people with disabilities, and provide assistance to allow them to maintain and improve their homes. (H, exist)

H-5.4 **Homeless People.** We partner with nonprofit partners to provide emergency shelters, transitional housing, permanent supportive housing, and supportive services for people who are homeless. (H, exist)

H-5.-5 **Supportive Services.** We financially support organizations, as feasible, that provide support services that meet the needs of those with special needs and further the greatest level of independence. (H, exist)

H-5.6 **Partnerships.** We collaborate with nonprofit organizations, private developers, employers, government agencies, and other interested parties to develop affordable housing and provide support services. (H, exist)

Actions

(Note that actions listed as programs in the Housing Element, full text available in the Housing Element Technical Report):

Program 6 **Neighborhood Stabilization.** Implements the City's Neighborhood Preservation Strategy Plan, which identifies revitalization strategies in key neighborhoods in northwest Ontario. (H, ***mod***)

Program 11 **Ontario Ranch.** Encourages development of affordable housing in future developments in Ontario Ranch, the high resource area in the city. (H, PF, ***mod***)

Program 23 **Public Housing.** Commits to expanding the use of Housing Choice Vouchers (aka Section 8 Vouchers) in high and moderate resource areas. (H, PF, ***mod***)

Program 24 **Homeownership Program.** Provide resources in multiple languages to reduce language barriers. (H, ***mod***)

Program 27 **Fair Housing Implementation.** Provide resources in multiple languages to reduce language barriers. (H, CE, ***mod***)

Parks and Recreation Element

Principles

- Well planned, managed and maintained parks provide opportunities for physical exercise and relaxation, which can lead to better health of members of the community (PF, PA, exist).

Goals and Policies

Goal PR-1 **A system of safe and accessible parks that meets the needs of the community.** (PA, PF, exist)

PR-1.1 **Access to Parks.** In all new residential development areas, we strive to provide a park and/or recreational facility within walking distance (¼ mile) of every residence and prioritize the establishment of parks in environmental justice areas that do not have adequate access to parks. (PA, PF, ***mod***)

PR-1.4 **Joint-use Opportunities.** In areas where there is a need but no City recreational facility, we explore joint-use opportunities. (e.g., school sites**).** (PA, PF, exist)

PR-1.7 **Special Needs / Universal Design.** We attempt to provide recreational opportunities at parks for people of all ages and abilities. (PA, PF, exist)

Goal PR-2 **A range of recreational programs provided by public, private, and nonprofit organizations that meet the needs of the community's varied interests, age groups, and abilities.** (PA, PF, exist)

PR-2.3 **Community Involvement.** We involve the local community in planning programs for neighborhood and community park facilities. (CE, exist)

PR-2.4 **Access to Programs**. We provide a range of recreational and physical exercise programs that are accessible to residents of all income levels throughout the community and prioritize establishing and maintaining equitable access for residents in environmental justice areas. (PA, PF, ***mod***)

Actions

PR-1.1 **Recreation and Parks Master Plan.** Implement recommendations as outlined in the 2021 Master Plan, with a priority on addressing the needs in environmental justice areas. This includes recommendations such as new and/or expanded facilities, new

and expanded programs and services, community and agency partnerships, and fee structures.

Environmental Resources Element

Principles

- Every resident of Ontario should have the opportunity to live in a community that is healthy and safe (EP, PA, ***new***).

Goals and Policies

Goal ER-1 **A reliable and cost-effective system that permits the City to manage its diverse water resources needs.** (EP, exist)

ER-1.5 **Water Resource Management.** Environmental justice areas are prioritized as we coordinate with local agencies to protect water quality, prevent pollution, address existing contamination, and remediate contaminated surface water and groundwater. (EP, ***new***)

Goal ER-4 **Improved indoor and outdoor air quality and reduced locally generated pollutant emissions.** (EP, exist)

ER-4.2 **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. (EP, exist)

ER-4.4 **Indoor Air Quality.** We will comply with State Green Building Codes relative to indoor air quality. We seek funding to improve indoor air quality for households with poor indoor air quality, with priority for lower income households in environmental justice areas. (EP, ***mod***)

ER-4.7 **Other Agency Collaboration.** We collaborate with other agencies within the South Coast Air Basin to improve regional air quality at the emission source, with a particular focus on sources that affect environmental justice areas in Ontario. (EP, ***mod***)

ER-4.8 **Tree Planting.** We protect healthy trees within the City and plant new trees to increase carbon sequestration and help the regional/local air quality. We expand the tree canopy in environmental justice areas to enhance air quality and reduce the "heat island" effect. (EP, ***mod***)

ER-4.9 **New Localized Air Pollution Sources Near Existing Sensitive Receptors.** We require new developments to conduct a Health Risk Assessment for land uses that generate more than 100 trucks per day or 40 trucks per day by trucks operating transportation refrigeration units (TRU's) within 1,000 feet from sensitive land uses (California Health and Safety Code § 42705.5(a)(5)). If the health risk assessment determines the new development poses health hazards that increase the

incremental cancer risk above the threshold established by the South Coast Air Quality Management District (AQMD), we will only approve permits upon the condition that adequate mitigation measures are proposed and implemented for potential impacts on the sensitive uses around the site and along the route within Ontario taken by the trucks to and from freeways. We require new developments that must perform a health risk assessment to conduct additional public outreach by sending notifications in multiple languages to all residents living within 500 feet, and encourage hosting a public meeting. (EP, ***new***)

Actions

ER-4.1 **Citywide and regional air quality planning.** Review existing and monitor the development of new air monitoring and emissions reduction plans prepared by the South Coast Air Quality Management District. Gather and evaluate measures and strategies in such plans for their applicability to and feasibility for Ontario. (EP, ***new***)

ER-4.2 **Citywide emissions monitoring.** Coordinate with the South Coast Air Quality Management District (SCAQMD) to monitor existing air measurements and recommend new air measurements and locations, with a specific focus on evaluating new measurements and locations in environmental justice areas. Coordinate with SCAQMD to provide monitoring information online to the public, including historical data and an explanation of trends, thresholds, and ongoing monitoring results. (EP, ***new***)

ER-4.3 **Community air quality planning.** Engage with the South Coast Air Quality Management District and local stakeholders to evaluate the next steps in pursuing a priority community designation and/or community air protection program incentives for eligible environmental justice areas of the city, with focus on areas with unique needs and highest pollution burden as identified in the latest available CalEnviroScreen tool. If such a designation or incentives are not awarded or available, seek grant funds for activities such as local air quality monitoring.

Also, explore ways to initiate data collection efforts for a community emissions reduction and/or community air monitoring plan, including the identification of information needed (new or updated), potential data sources and needed resources, and strategies to engage residents and collect information. (EP, ***new***)

ER-4.4 **Health risk assessments.** Draft and adopt ordinance to implement new requirements (Policy ER-4.9) for health risk assessments when considering specific uses near existing sensitive receptors. (EP, ***new***)

ER-4.5 **Trucks and cargo handling equipment.** Evaluate and implement strategies to reduce emissions associated with truck idling and cargo handling equipment near areas with existing and planned sensitive receptors, with a priority placed on facilities that have not yet finalized building permits and for those facilities in or adjacent to environmental justice areas. (EP, ***new***)

ER-4.6 **Healthy indoor options.** Explore options to incentivize or require the provision of indoor recreation space, particularly in environmental justice areas that experience high levels of exposure to air pollution. (PA, PF, ***new***)

ER-4.7 **Proactive engagement.** Collaborate with the South Coast Air Quality Management District and local stakeholders in environmental justice areas experiencing local air pollutions issues to outline objectives and strategies for monitoring air pollution. Augment existing outreach programs to improve public awareness of state, regional and local agencies' roles, and resources to identify, monitor, and address air quality and other environmental hazards in the community. (CE, EP, ***new***)

Community Economics Element

Principles

None.

Goals and Policies

Goal CE-1 **A complete community that provides for all incomes and stages of life.** (PF, PA, exist)

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 (H, ***mod***).

CE-1.12 **Circulation.** We continuously plan and improve public transit and non-vehicular circulation for the mobility of all, including those with limited or no access to private automobiles. (PF, PA, exist)

Actions

CE-1.1 **Small Business Assistance.** Collaborate with the County Economic Development Agency and California District of the Small Business Administration to expand and promote resources and assistance for small businesses, with a specific focus on those in environmental justice areas. (PF, ***new***)

See also actions associated with the Housing and Mobility Elements.

Safety Element

Principles

- It is the role of government to minimize exposure to natural and human-caused hazards. (EP, exist)

- A safe and healthy environment is necessary to build and maintain a sustainable, resilient, and prosperous Ontario. (EP, ***mod***)

Goals and Policies

Goal S-1 **Minimized risk of injury, loss of life, property damage, and economic and social disruption caused by earthquake-induced and other geologic hazards.** (EP, exist)

S-1.4 **Seismically Vulnerable Structures.** We conform to state law regarding unreinforced masonry structures and coordinate with not-for-profits to facilitate seismic retrofits in environmental justice areas and for low-income households. (H, ***mod***)

Goal S-3 **Reduced risk of death, injury, property damage and economic loss due to fires, accidents and normal everyday occurrences through prompt and capable emergency response.** (EP, exist)

S-3.5 **Emergency Notifications.** We maintain a public alert notification system that efficiently conveys information about imminent, developing, ongoing, and concluding emergency events to residents and visitors, working with network providers that translate information into other languages. (PF, ***new***)

Goal S-4 **An environment where noise does not adversely affect the public's health, safety, and welfare.** (EP, exist)

S-4.7 **Rail Noise Mitigation.** We require residential and mixed-use development of vibration-sensitive uses in areas within 200 feet of rail to evaluate for indoor vibration levels and mitigate any exceedances of the Federal Transit Administration vibration-annoyance criteria. (H, ***new***)

Goal S-6 **Reduced potential for hazardous materials exposure and contamination.** (EP, exist)

S-6.3 **Safer Alternatives.** We minimize our use of pesticides and other hazardous materials by choosing non-toxic alternatives that do not pose a threat to the environment, especially when it could affect public park facilities and open spaces. (EP, ***mod***)

S-6.4 **Safe Storage and Maintenance Practices.** We require that the users of hazardous materials be adequately prepared to prevent and mitigate hazardous materials releases. (EP, exist)

S-6.5 **Location of Hazardous Material Facilities.** We regulate facilities that will be involved in the production, use, storage, or disposal of hazardous materials, pursuant to federal, state, county, and local regulations, so that impacts to the environment and sensitive land uses are mitigated. We prohibit new hazardous waste facilities in close proximity to sensitive land uses and environmental justice areas. (EP, ***mod***)

S-6.6 **Location of Sensitive Land Uses.** We prohibit new sensitive land uses from locating within airport safety zones and near existing sites that use, store, or generate large quantities of hazardous materials. (EP, exist)

S-6.8 **Mitigation and Remediation of Groundwater Contamination.** We actively participate in local and regional efforts directed at both mitigating environmental exposure to contaminated groundwater and taking action to clean up contaminated groundwater once exposure occurs. (EP, exist)

Actions

S-1.1 **Seismic Retrofits.** Identify potential funding sources to facilitate seismic retrofits in environmental justice areas and for low-income households. (H, ***mod***)

S-4.1 **Vibration studies.** Update development regulations to require vibration-sensitive uses in areas within 200 feet of rail to evaluate for indoor vibration levels and mitigate any exceedances of the Federal Transit Administration vibration-annoyance criteria. (H, ***new***)

S-3.2 **Public Outreach.** Coordinate with network providers to ensure that residents and visitors, especially those in environmental justice communities, have access to emergency notifications. Information should be provided in multiple languages and formats appropriate for people with access and functional needs. (***new***, *numbering based on climate adaptation and resiliency*)

Mobility Element

Principles

- Access to convenient local and regional mobility options is essential to the City's growth and prosperity. (PF, exist)
- A comprehensive multimodal mobility system is vital to providing equitable access to jobs, schools, shopping, services, parks, and other key destination points for people of all abilities and incomes. (PF, ***mod***)
- Well designed and maintained roadways, sidewalks, and bikeways are essential for the safe and efficient movement of goods and people. (PF, ***mod***)

Goals and Policies

Goal M-1 **A system of roadways that meets the mobility needs of a dynamic and prosperous Ontario.** (PA, PF, exist)

M-1.4 **Complete Streets.** We work to provide a complete, balanced, context-aware, multimodal transportation network that meets the needs of all users of streets, roads, and highways, including motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public

transportation. We prioritize implementation of complete streets improvements in environmental justice areas to facilitate opportunities for residents to use active transportation systems. (PA, PF, ***mod***)

Goal M-2 **A system of trails and corridors that facilitate and encourage active modes of transportation.** (PA, PF, ***mod***)

M-2.1 **Active Transportation.** We maintain our Active Transportation Master Plan to create a comprehensive system of on- and off-street bikeways and pedestrian facilities that are safe, comfortable, and accessible and connect residential areas, businesses, schools, parks, and other key destination points. (PA, PF, ***mod***)

M-2.2 **Bicycle System.** We provide off-street multipurpose trails and Class II bikeways as our preferred paths of travel and use the Class III for connectivity in constrained circumstances. When truck routes and bicycle facilities share a right-of-way, we prefer Class I or Class IV bicycle facilities. We require new development to include bicycle facilities, such as bicycle parking and secure storage areas. (PA, PF, ***mod***)

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

M-2.4 **Network Opportunities.** We use public rights-of-way and easements such as, utility easements, levees, drainage corridors, road rights-of-way, medians, and other potential options to maintain and expand our bicycle and pedestrian network. In urban, mixed- use, and transit-oriented Place Types, we encourage the use of underutilized public and private spaces to expand our public realm and improve pedestrian and bicycle connectivity. (PA, PF, ***mod***)

Goal M-3 **A public transit system that is a viable alternative to automobile travel and meets basic transportation needs of the transit-dependent.** (PF, exist)

M-3.1 **Transit Partners.** We maintain a proactive working partnership with transit providers to ensure that adequate public transit service is available, cost-efficient, and convenient, particularly for residents in environmental justice areas. (PF, ***mod***)

M-3.6 **Metrolink Expansion.** We advocate expansion of Metrolink service to include the Downtown and the multimodal transit center. (PF, exist)

M-3.8 **Feeder Systems.** We work with regional transit agencies to secure convenient feeder service from the Metrolink station and the proposed multimodal transit center to employment centers in Ontario. (PF, exist)

M-3.11 **Transit and Community Facilities.** We require the future development of communitywide serving facilities to be sited in transit-ready areas that can be served and made accessible by public transit. Conversely, we plan (and coordinate with other transit agencies to plan) future transit routes to serve existing community facilities. (PF, exist)

Goal M-4 **An efficient flow of goods through the City that maximizes economic benefits and minimizes negative impacts.** (EP, PF, exist)

M-4.1 **Truck Routes.** We designate and maintain a network of City truck routes that provide for the safe and efficient transport of goods while minimizing negative impacts on local circulation and noise-sensitive land uses, as shown on Exhibit M-04, Truck Routes. We will minimize conflicts on truck routes through the design and implementation of buffers between travel lanes and pedestrian and bicycle facilities on designated truck routes. (PF, ***mod***)

M-4.2 **Regional Planning.** We work with regional and subregional transportation agencies and adjacent cities to plan and implement goods movement strategies, including regional truck routes, plans and projects that improve mobility, support the efficient movement of goods, and minimize negative environmental impacts. (EP, ***mod***)

M-4.4 **Environmental Considerations.** We support both local and regional efforts to reduce/eliminate the negative environmental impacts of goods movement through the planning and implementation of truck routing and the development of a plan to evaluate the future needs of clean fueling/recharging and electrified truck parking. (EP, ***mod***)

Actions

M-2.1 **Priority Improvements.** Refine the City's Capital Improvement Program (CIP) and implementation recommendations of the Active Transportation Master Plan (ATMP) to elevate the priority of improvements proposed in (or serving) environmental justice areas. Continue to identify additional improvements that should be added to complete networks, remove barriers, and create buffers for pedestrians and bicyclists along truck routes, with priority given to those in environmental justice areas. (PF, PA, ***mod***)

See also Action CD-2.2 Transit Stops and CD-2.3 Bus Rapid Transit.

M-3.1 **Expanded Bus and Light Rail Service.** Coordinate with Omnitrans and Metrolink to implement and update the agencies' strategic plans and long range transportation plans to prioritize improvements in and expansion of service in Ontario's environmental justice areas. In the next update of these plans, encourage each agency to increase the weighting of environmental justice factors in the prioritization of improvements and service expansion. (PF, ***new***)

M-4.1 **Clean Energy Plan for Trucks and Cargo Handling Equipment.** Develop and implement a plan to evaluate the future needs of clean fueling/recharging and electrified truck parking and onsite cargo handling equipment. Promote the creation of centralized truck parking areas that provide clean energy refueling stations and other support facilities while ensuring adjacent residential neighborhoods are not negatively impacted by trucking activities. Target locations that serve both the northern and southern industrial parts of the city, and

coordinate to provide truck parking and charging areas in neighboring jurisdictions that serve regional truck travel. Require proposed truck-intensive uses to provide robust onsite clean energy fueling and/or electric charging stations for trucks and onsite cargo handling equipment. For existing and proposed uses, to contribute toward centralized parking solutions (for larger facilities, which will overlap with their compliance with the South Coast Air Quality Management District's Indirect Source Rule). (EP, ***mod***)

Community Design Element

Principles

None.

Goals and Policies

Goal CD-1 A dynamic, progressive city containing distinct and complete places that foster a positive sense of identity and belonging among residents, visitors, and businesses. (H, PF, exist)

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

Goal CD-2 A high level of design quality resulting in neighborhoods, commercial areas, public spaces, parks, and streetscapes that are attractive, safe, functional, human-scale, and distinct. (PF, PA exist)

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

CD-2.16 Transit Stops. We require transit stops be conveniently located, well lit, safe, and clearly accessible to pedestrians, bicyclists, and people of all abilities. (PF, ***mod***)

Goal CD-3 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. (PF, PA, exist)

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. (PF, PA, ***new***)

Goal CD-5 **A sustained level of maintenance and improvement of properties, buildings, and infrastructure that protects the property values and encourages additional public and private investments.** (H, PF, exist)

CD-5.4 **Neighborhood Involvement.** We encourage active community involvement to implement programs aimed at the beautification and improvement of neighborhoods. (CE, exist)

Actions

CD-2.1 **Objective Development and Design Standards.** Prepare objective development and design standards to help streamline the approval and production of new housing, while creating a more walkable, vibrant, and unified community. (H, ***new***)

CD-2.2 **Transit Stops.** Coordinate with Omnitrans to implement and update the agency's Bus Stop Safety Improvement Plan, prioritizing improvements in Ontario's environmental justice areas. In the next update, encourage Omnitrans to increase the weighting of environmental justice factors in the evaluation, identification, and prioritization of improvements. (PF, PA, ***new***)

CD-2.3 **Bus Rapid Transit.** Coordinate with Omnitrans on street cross section designs for BRT corridors to influence street designs to maximize walkability and bicycle access/safety of the transit riders. (PF, ***new***)

Social Resources Element

Principles

- The health, wellbeing, education, and enrichment of its citizens are key components to making Ontario prosperous and a desirable place to live. (EP, PA, FA, exist)
- Access to healthcare, education, community services, and cultural resources encourages community engagement and healthy lifestyle choices. (PF, CE, exist)
- Coordination and collaboration with service providers is essential to a comprehensive system of high quality health, education, cultural activities, and community services in Ontario. (PF, CE, exist)
- A diverse range of community and cultural resources, programs, and facilities help make Ontario a more complete and prosperous community. (PF, exist)

Goals and Policies

Goal SR-1 **Residents have access to information, services and goods that improve their health and wellbeing.** (PF, CE, exist)

SR-1.1 **Partnering for Healthcare.** We work with healthcare providers, and local, regional, state, and federal agencies to attract and retain a diversity of affordable, quality healthcare and facilities for the entire community. (PF, exist)

SR-1.2 **Nutrition Choices.** We support the promotion of equitable access to affordable healthy food choices in the community, including community gardens, farmers markets, and cooking classes. (FA, ***mod***)

SR-1.3 **Health Education.** We promote equitable access to health education, including disease prevention, mental health, nutrition, and physical fitness. (PA, FA, ***mod***)

SR-1.4 **Physical Activity.** We encourage activities and community design that improve the physical fitness of our community members, with an emphasis on the provision of activities and facilities in environmental justice areas. (PA, PF, ***mod***)

Goal SR-2 **A range of educational and training opportunities for residents and workers of all ages and abilities that improves their life choices and provides a skilled workforce for our businesses.** (CE, exist)

SR-2.6 **Language.** We promote broad outreach in languages used by the community for proposed projects that could negatively affect environmental justice areas. (CE, ***new***)

SR-2.7 **Community Engagement.** We promote targeted outreach and education to historically underrepresented groups to encourage meaningful participation in decision-making process for projects whose outcomes will affect land use in environmental justice areas. (CE, ***new***)

Goal SR-4 **City libraries that connect community members of all ages and abilities to a broad range of programs, communication, and informational resources.** (CE, exist)

SR-4.5 **Focal Points of the Community.** We design and program Ontario's libraries as focal points of community engagement, including public outreach and community events. (CE, exist)

Goal SR-5 **Local heritage, entertainment, and cultural experiences that enrich the lives of Ontario's residents, workers, and visitors and serve to attract residents and businesses to the City.** (PF, exist)

SR-5.1 **Provision of Entertainment and Culture.** We support equitable access to a range of entertainment and cultural experiences such as public art, exhibitions, and performances. (PF, ***mod***)

Actions

SR-1.1 **Healthy Ontario.** Continue to pursue programs, incentives, grants, and partnerships to fund and conduct the activities and achieve the objectives of the Healthy Ontario Initiative, including those on prevention and wellness, healthcare

access and utilization, education and lifelong learning, and safe and complete neighborhoods. Augment the initiative to prioritize activities and objectives to address neighborhoods in environmental justice areas. (FA, PF, PA, ***mod***)

SR-1.2 **Collaboration.** Develop intentional, strategic partnerships with public, private, and nonprofit entities, such as the Community Healthy Improvement Association of Ontario (CHIA) and Center for Community Action and Environmental Justice (CCAEJ), to improve health outcomes by leveraging capacity, resources, and programs around mutually beneficial initiatives that promote health, equity, and civil engagement for residents, with a priority on those living in environmental justice area areas. (CE, PA, ***new***)

SR. 1.3 **Resident Satisfaction Survey.** Augment the City's resident satisfaction survey (conducted in English and Spanish) to address issues related to community health, pollution, parks, community engagement, and community services, with focused outreach for environment justice concerns and priority areas. Report findings of survey through the City's various media platforms and utilize input to update the Implementation Plan and Policy Plan, as necessary. (PA, PF, ***mod***)

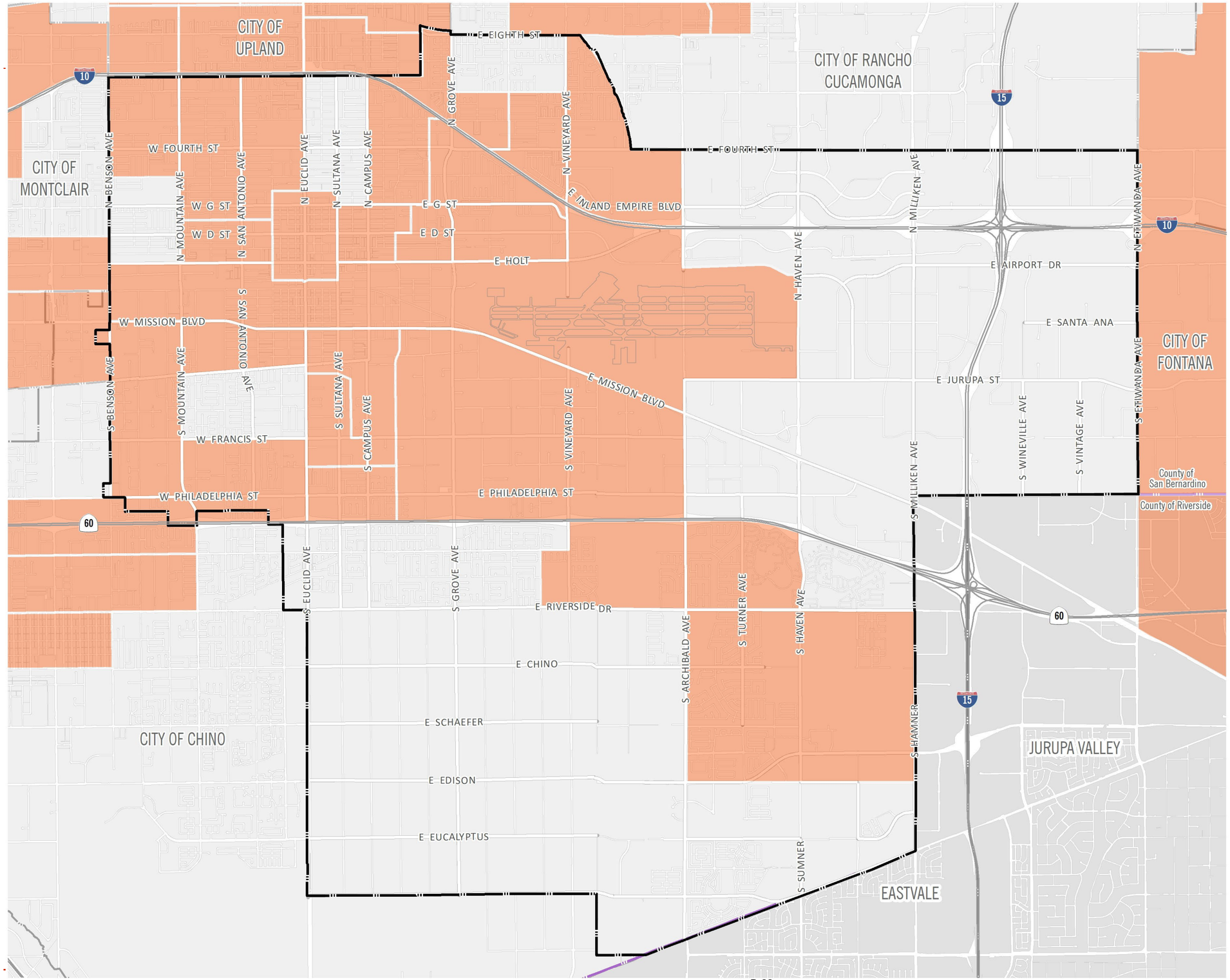
SR-1.4 **Community Centers.** Continue to implement the City's 2021 Recreation and Parks Master Plan and emphasize the creation of new community centers in environmental justice areas where residents are more than one-half mile from an existing community center. (PF, ***mod***)

SR-1.5 **Expanded Representation.** Expand representation of residents concerned about environmental justice issues by extending invitations to such residents/groups (focused especially on those who also live in environmental justice areas within the City) to participate in civic government activities. (CE, ***new***)

ENVIRONMENTAL RESOURCES

Figure ER-01

Environmental Justice Areas



- Environmental Justice Community
- Ontario City Boundary
- County Boundary

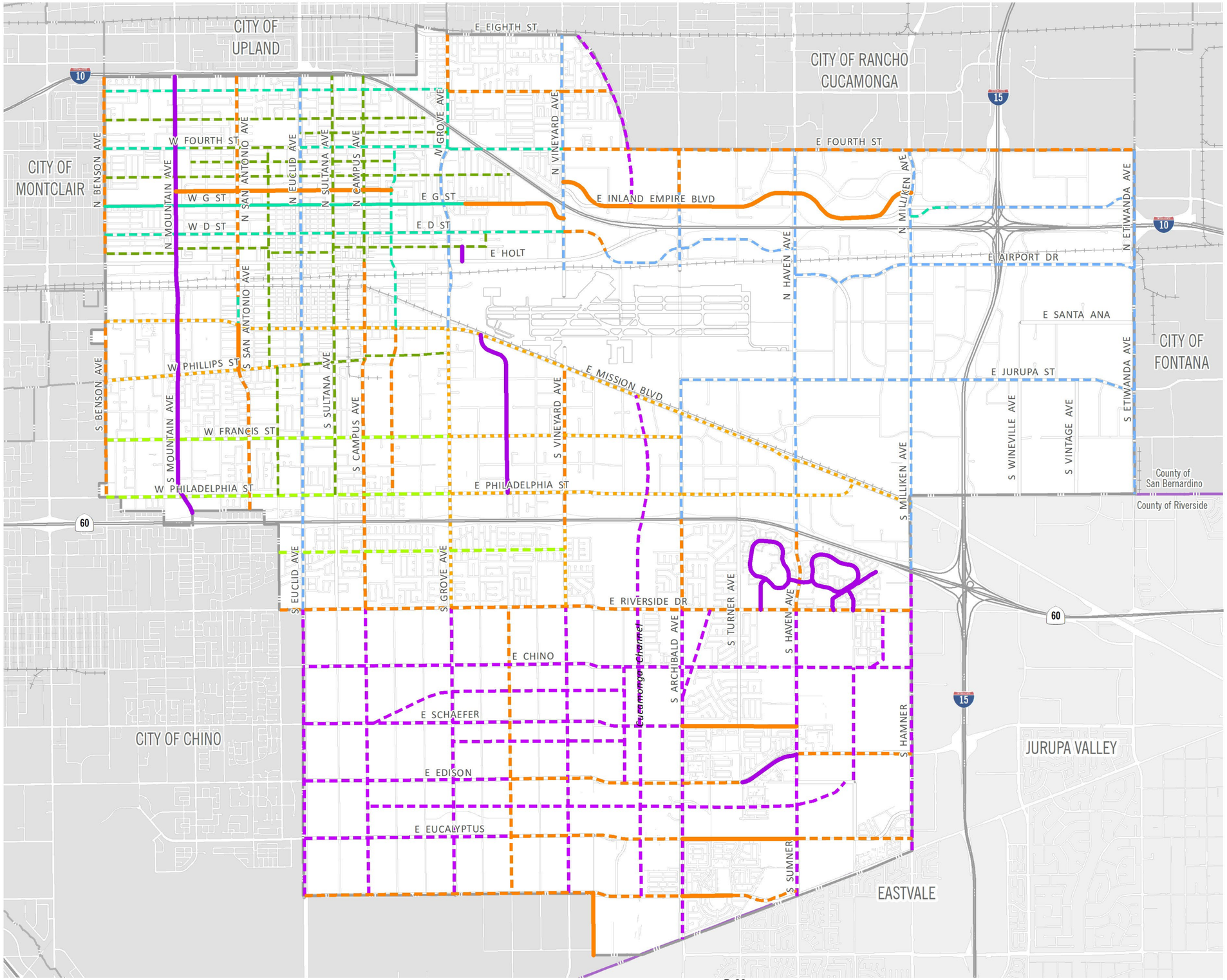
2·0·5·0 THE ONTARIO PLAN

0 2,500 5,000 10,000 FT

Source: CES4 2021 Date: 4/27/2022

MOBILITY

Figure M-02
Multipurpose Trails & Bikeways



- Ontario City Boundary
- County Boundary
- Rail Network

Existing Trail & Bike Network
- Multipurpose Trail (Class I)
- Bike Lane (Class II)
- Bike Route (Class III)

Proposed Trail & Bike Network
- MultipurposeTrail (Class I)
- Bike Lane (Class II)
- Buffered Bike Lane (Class II)
- Bike Lane (Class II)/Bike Route (Class III)
- Bike Boulevard (Class III)
- Bike Route (Class III)
- Additional Studies Required

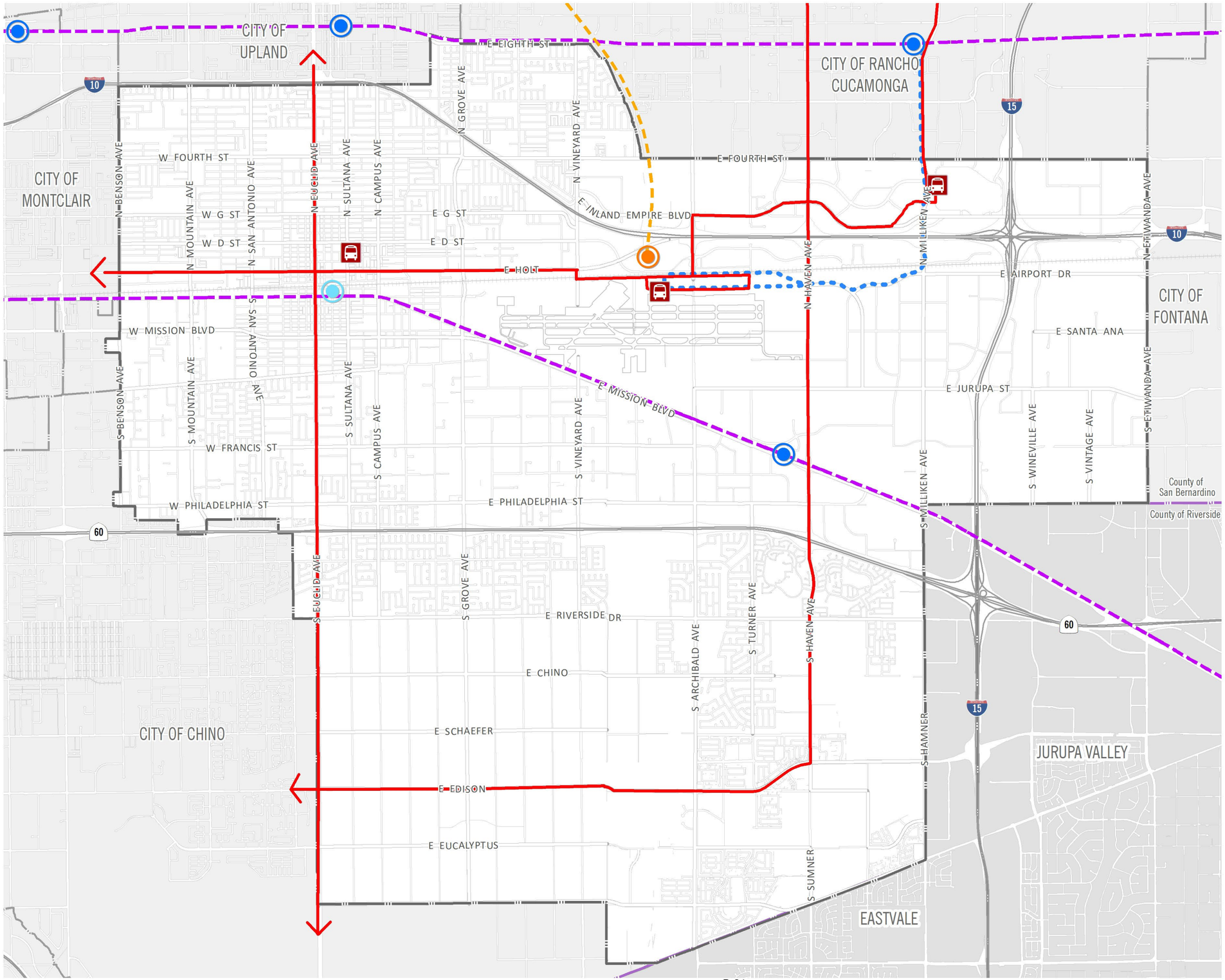
2·0·5·0 THE ONTARIO PLAN

0 2,500 5,000 10,000 FT

Source: The City of Ontario 2022 Date: 4/27/2022

MOBILITY

Figure M-03
Public Transit



Transit Centers
- Existing Bus Transfer Center
- Existing Metrolink Station
- Amtrak Station/Proposed Metrolink Station
- Future Multimodal Transportation Center
- BRT Corridor
- Metro Goldline Extension
- Metrolink
- Ontario Airport Loop
- Railroad
- Ontario City Boundary
- County Boundary

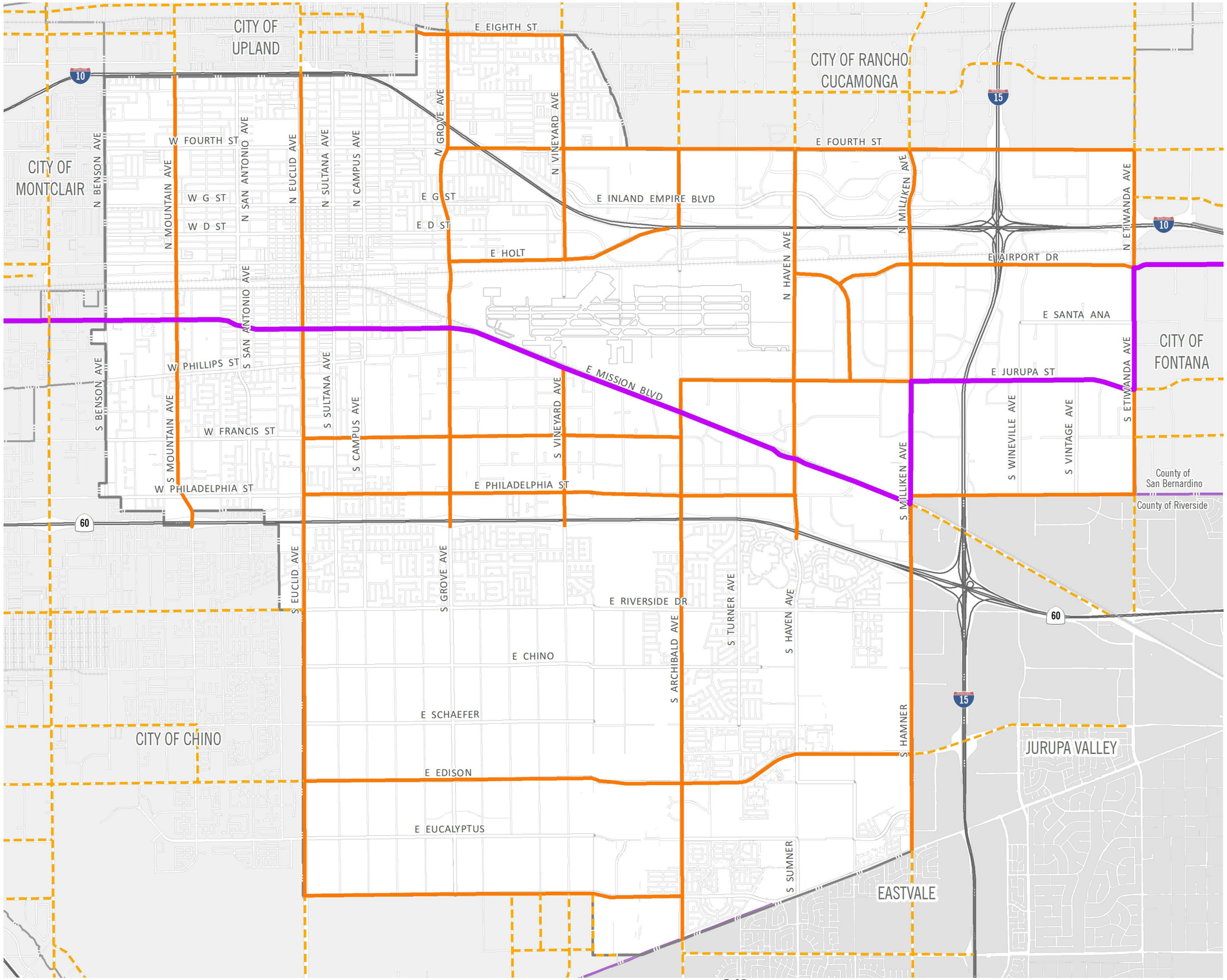
2·0·5·0 THE ONTARIO PLAN

0 2,500 5,000 10,000 FT

Source: The City of Ontario 2020 Date: 4/29/2022

MOBILITY

Figure M-04
Truck Routes



State DOT Network
Truck Route
Adjacent Agency Truck Route
Ontario City Boundary
County Boundary

2·0·5·0 THE ONTARIO PLAN

0 2,500 5,000 10,000 FT

Source: The City of Ontario 2020 Date: 4/27/2022

CLIMATE ADAPTATION RESILIENCY PRINCIPLES, GOALS, POLICIES, ACTIONS, AND FIGURES

Enacting Legislation

SB 379 introduced legislation that was signed into law in 2015 and mandates requires Ontario to address climate adaptation and resiliency in its Policy Plan and Implementation Plan. Specifically, the City must include three main components:

- A vulnerability assessment that identifies the risks that climate change poses to the local jurisdiction and the geographic areas at risk from climate change impacts.
- A set of adaptation and resilience goals, policies, and objectives based on the information in the vulnerability assessment for the protection of the community.
- A set of feasible implementation measures designed to carry out the identified goals, policies, and objectives.

The goal of this requirement is to enable the community to prepare for, respond to, withstand, and recover from disruptions created or caused by climate change. The City of Ontario is enacting policies related to flooding, fire and rescue and related services, wind related hazards, emergency management, and energy resiliency.

The final draft Vulnerability Assessment and adopted Hazard Mitigation Plan are (or will be) incorporated into the Policy Plan by reference, with copies of each document available on the City website (Vulnerability Assessment and Local Hazard Mitigation Plan).

Structure and Indicators

The following content represents principles, goals, and policies from the draft Policy Plan Safety Element and actions/objectives from the draft Implementation Plan. The City opted to address climate adaptation and resiliency exclusively in the Safety Element. While there may be instances where other goals and policies in the Policy Plan may help reinforce or implement the Safety Element, no other goals or policies directly address climate adaptation and resiliency in a sufficient manner as to warrant inclusion in this document.

All content is labeled to indicate whether the content is currently adopted, proposed for substantive modification, or proposed as entirely new (see abbreviation list below). Appendix B of the Draft SEIR compares the Policy Plan goals and policies as currently adopted and as proposed.

Status indicators:

- Currently adopted, no substantive changes (exist)
- Currently adopted, proposed for substantive modification (***mod***)
- Proposed as entirely new or proposed for such modifications as to essentially replace what is currently adopted (***new***)

Safety Element

Principles

- It is the role of government to minimize exposure to natural and human-caused hazards. (exist)
- A safe and healthy environment is necessary to build and maintain a sustainable, resilient, and prosperous Ontario. (exist)
- Reduction in the loss of life, injury, private property damage, infrastructure damage, economic losses and social dislocation can be achieved through planning, preparedness, and response. (exist)
- Interdepartmental and inter-jurisdictional coordination and collaboration are necessary to be resilient to everyday emergencies and major disasters. (exist)

Flooding

Goals and Policies

Goal S-2 **Minimize risk of injury, loss of life, property damage and economic and social disruption caused by flooding and inundation hazards.** (exist)

S-2.1 **Entitlement and Permitting Process.** We require hydrological studies prepared by a state-certified engineer when new development is located in a 100-year or 500-year floodplain to assess the impact that the new development will have on the flooding potential of existing development down-gradient. (***mod***)

S-2.2 **Floodplain Mapping.** We require any new development partially or entirely in 100-year flood zones to provide detailed floodplain mapping for 100- and 200-year storm events as part of the development approval process. (***mod***)

S-2.3 **Facilities that Use Hazardous Materials.** We comply with state and federal law and do not permit facilities using, storing, or otherwise involved with substantial quantities of onsite hazardous materials to be located in the 100-year flood zone or 500-year flood zone unless all standards of elevation, floodproofing, and storage have been implemented to the satisfaction of the Building Department. (***mod***)

S-2.4 **Prohibited Land Uses.** We prohibit the development of new essential and critical facilities in the 100-year floodplain and discourage the development of new essential and critical facilities in the 500-year floodplain unless all standards of elevation and flood proofing demonstrate that a facility can be safe and operational during a flood event, implemented to the satisfaction of the Building Department. (***mod***)

S-2.5 **Stormwater Management.** We maintain the storm drain system to convey a 100-year storm, when feasible, and encourage environmental site design practices to

minimize flooding and increase groundwater recharge, including natural drainage, green infrastructure, and permeable ground surfaces. (***mod***)

S-2.6 **Use of Flood Control Facilities.** We encourage joint use of flood control facilities as open space or other types of recreational facilities. (exist)

S-2.7 **Collaboration Between Agencies.** Collaborate with the San Bernardino County Flood Control District and other state and federal agencies to maintain flood-control infrastructure to minimize flood damage. (***new***)

Actions

S-2.1 **Entitlement and Permitting.** Update the City's entitlement and permitting process to require hydrological studies that assess the 100-year and 500-year flood zones to assess the impact that the new development will have on the flooding potential of existing development down-gradient. Additionally update the entitlement and permitting process to require mapping for 200-year floodplains. (***mod***)

S-2.2 **Floodplain Mapping.** Seek grant funds to map the 200-year floodplain in Ontario outside of the entitlement process. (***mod***)

S-2.3 **Public Outreach.** Augment the City's public outreach efforts to disseminate information on flooding, flood control on private property, floodplains, and flood preparedness to the community through the City website, social media, and at City offices. (***mod***)

S-2.4 **Floodproofing Existing Buildings.** Seek grant funds to encourage property owners in 200-year (when mapped) or 500-year flood zones to floodproof existing structures. (***new***)

S-2.5 **Open space in 200-year floodplains.** Coordinate with developers to encourage passive recreation or parkland in 200-year floodplains or floodways (when mapped). (***new***)

S-2.6 **Green and Natural Infrastructure.** Coordinate with developers to incorporate the use of existing (or restoration of) natural features and ecosystem processes and low impact development techniques to increase permeable surfaces and promote sustainable management of open space and parks. This may include, but is not limited to, aquatic or terrestrial vegetated open space, systems and practices that use or mimic natural processes, and other engineered systems, to provide clean water, conserve ecosystem values and functions, promote drainage, and provide a wide array of benefits to people and wildlife. (***mod***)

Fire and Rescue and Related Services

Goals and Policies

Goal S-3 **Reduced risk of death, injury, property damage and economic loss due to fires, accidents and normal everyday occurrences through prompt and capable emergency response.** (exist)

S-3.3 **Fire and Emergency Medical Services.** We maintain sufficient fire stations, equipment and staffing to respond effectively to emergencies and meet the needs of the community and state requirements. (***mod***)

S-3.5 **Emergency Notifications.** We maintain a public alert notification system that efficiently conveys information about imminent, developing, ongoing, and concluding emergency events to residents and visitors, working with network providers that translate information into other languages. (***new***)

Actions

S-3.1 **Firefighting services and water supply.** Collaborate with regional water providers and surrounding fire protection agencies to ensure adequate water supply, equipment, and personnel for firefighting in the region given future projections regarding prolonged drought and the potential increase in the number and severity of wildfires in the surrounding area (that Ontario Fire Department fights through automatic and mutual aid agreements). (***mod***)

S-3.2 **Public Outreach.** Coordinate with network providers to ensure that residents and visitors, especially those in environmental justice communities, have access to emergency notifications. Information should be provided in multiple languages and formats appropriate for people with access and functional needs. (***new***)

Emergency Management

Goals and Policies

Goal S-8 **Disaster resilient, prepared community through effective emergency/disaster preparedness, response, mitigation, and recovery.** (exist)

S-8.1 **State and Federal Mandates.** We maintain emergency management programs that meet the requirements of the State of California Standardized Emergency Management System (SEMS) and the National Incident Management System (NIMS). (exist)

S-8.2 **Emergency Management Plans.** We maintain, update, and adopt the Emergency Operations Plan (EOP) and incorporate, by reference the City's Hazard Mitigation Plan (HMP). (exist)

S-8.3 **Emergency/Disaster Training Exercises.** We conduct training and exercises to prepare for and evaluate emergency/disaster response and recovery procedures. (exist)

S-8.4 **Interagency Collaboration.** We maintain partnerships, including automatic aid agreements, with fire protection, police and sheriff departments, and emergency management agencies in San Bernardino and Riverside County to strengthen emergency response. (***new***)

S-8.5 **Interdepartmental Coordination.** We utilize all City departments to help support emergency/disaster preparedness, response, mitigation, and recovery. (exist)

S-8.6 **Community Outreach.** We provide education to the community to promote personal, family, and community emergency preparedness to both natural and human-generated hazards. (exist)

S-8.7 **Extreme Heat and Air Quality.** We work to ensure that all community members are informed about and have access to community cooling centers and clean air centers during extreme heat events or wildfires, with a focus on serving environmental justice communities. We support the development of extreme heat emergency response policies and practices to address these critical health risks in the community. (***new***)

S-8.8 **Regional Partnerships for Climate Adaptation.** We partner with local governments in San Bernardino County, Riverside County, and Inland Southern California Climate Collaborative to develop regional climate change adaptation strategies and programs. (***new***)

S-8.9 **Backup Power in Critical Facilities.** We require backup power be maintained in critical facilities. We encourage backup power solutions that include renewable energy components. (***new***)

Actions

S-8.1 **Evacuation Assessment Plan.** Prior to or concurrently with the update of the City's Hazard Mitigation Plan, conduct an evacuation time assessment to comply with state law (enacted through Assembly Bill 747), accounting for natural and human-generated hazards, existing and proposed traffic evacuation volumes at buildout. (***new***)

S-8.2 **Evacuation Routes.** Review and update, as necessary, standards so that new development has at least two egress/ingress options, key signage that is visible to emergency responders during extreme weather events, signage that identifies evacuation routes, and adequate water supply for structural suppression. (***new***)

S-8.3 **Evacuation assistance program.** Coordinate with Omnitrans, Metrolink, and other transit providers to develop an evacuation assistance program for those with little mobility and those without a vehicle. (***new***)

S-8.4 **Extreme Heat Response Plan.** Develop an extreme heat response plan that includes establishment of community cooling centers and temperature triggers for when they will open, weatherization of City buildings, and cooling strategies for persons engaged in outdoor work and persons experiencing homelessness. (***new***)

S-8.5 **Resilience Hub and Cooling Centers.** Establish a network of equitably located resilience hubs and cooling centers throughout the City. Ensure that such facilities are located outside of areas at risk of hazards (to the extent possible), offer refuge from extreme heat and poor air quality, and are equipped with renewable energy generation, backup power, and backup water supplies. Such facilities should be in easily accessible locations and be available to all community members. (***new***)

S-8.6 **Cooling Transit Areas.** Coordinate with Omnitrans, Metrolink, and Amtrak to increase shading and heat-mitigating materials on pedestrian walkways, outdoor waiting areas, and transit stops/stations. (***new***)

S-8.7 **Critical Facilities.** Review procedures and update as necessary, to ensure that future critical facilitates are located outside of hazards zones. If not feasible, ensure new critical facilities are designed to remain functional during hazardous events and identify funding sources to harden and improve existing facilities to remain functional during hazardous events. (***new***)

S-8.8 **Community Emergency Response Team (CERT).** Increase participation in CERT through program by expanding promotion efforts and course offerings, encouraging CERT participation for City employees, and exploring partnerships (e.g., partner with school districts to offer CERT training to high school students). (***new***)

Energy Resiliency

Goals and Policies

Goal S-9 **Incorporate energy efficient practices and renewable energy systems to improve air quality, comfort, and energy reliability during temporary power outages.** (***new***)

S-9.1 **Solar Energy.** We support and may incentivize the installation of residential and commercial solar panels and battery storage systems that can provide electricity during power outages. (***new***)

S-9.2 **Renewable Energy.** Renovate existing city-owned facilities and plan future facilities to include renewable energy generation capacity and battery storage as part of an effort to make public facilities and services greener and more resilient to power outages. (***new***)

S-9.3 **Energy Efficiency Retrofits.** We support and may incentivize retrofits to residential and commercial buildings that improve energy efficiency and insulation from extreme temperatures, giving priority towards low-income applicants. (***new***)

Actions

S-9.1 **Energy independence.** Coordinate with developers to encourage the integration of battery storage systems that can provide backup electrical service during temporary power outages. (***new***)

S-9.2 **Renewable Energy.** Renovate existing city-owned assets and design future city facilities to incorporate renewable energy generation systems, battery storage systems, and energy-efficient design and features, as feasible. (***new***)

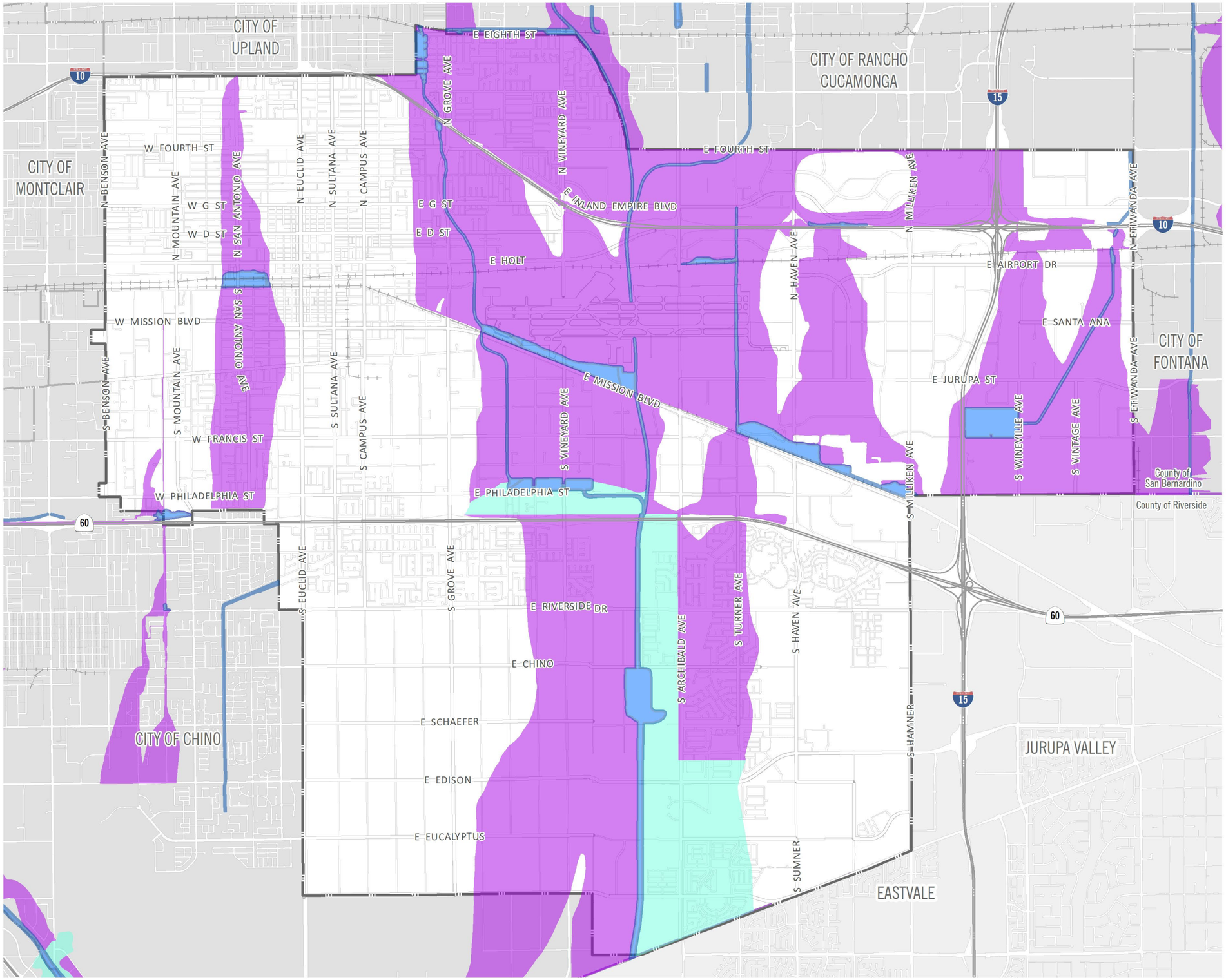
S-9.3 **Weatherization Program.** Expand funding resources through partnerships and grant programs for low-income households and businesses to conduct weatherization and structural retrofits that will increase community resilience.

Documents Incorporated by Reference

Local Hazard Mitigation Plan

Vulnerability Assessment Report

Figure S-03
Flood Hazard Zones



- Ontario City Boundary
- County Boundary
- Rail Network

Flood Zone

- FEMA 100-Year Floodplain
- FEMA 500-Year Floodplain
- Area with Reduced Flood Risk Due to Levee

2·0·5·0 THE ONTARIO PLAN

0 2,500 5,000 10,000 FT

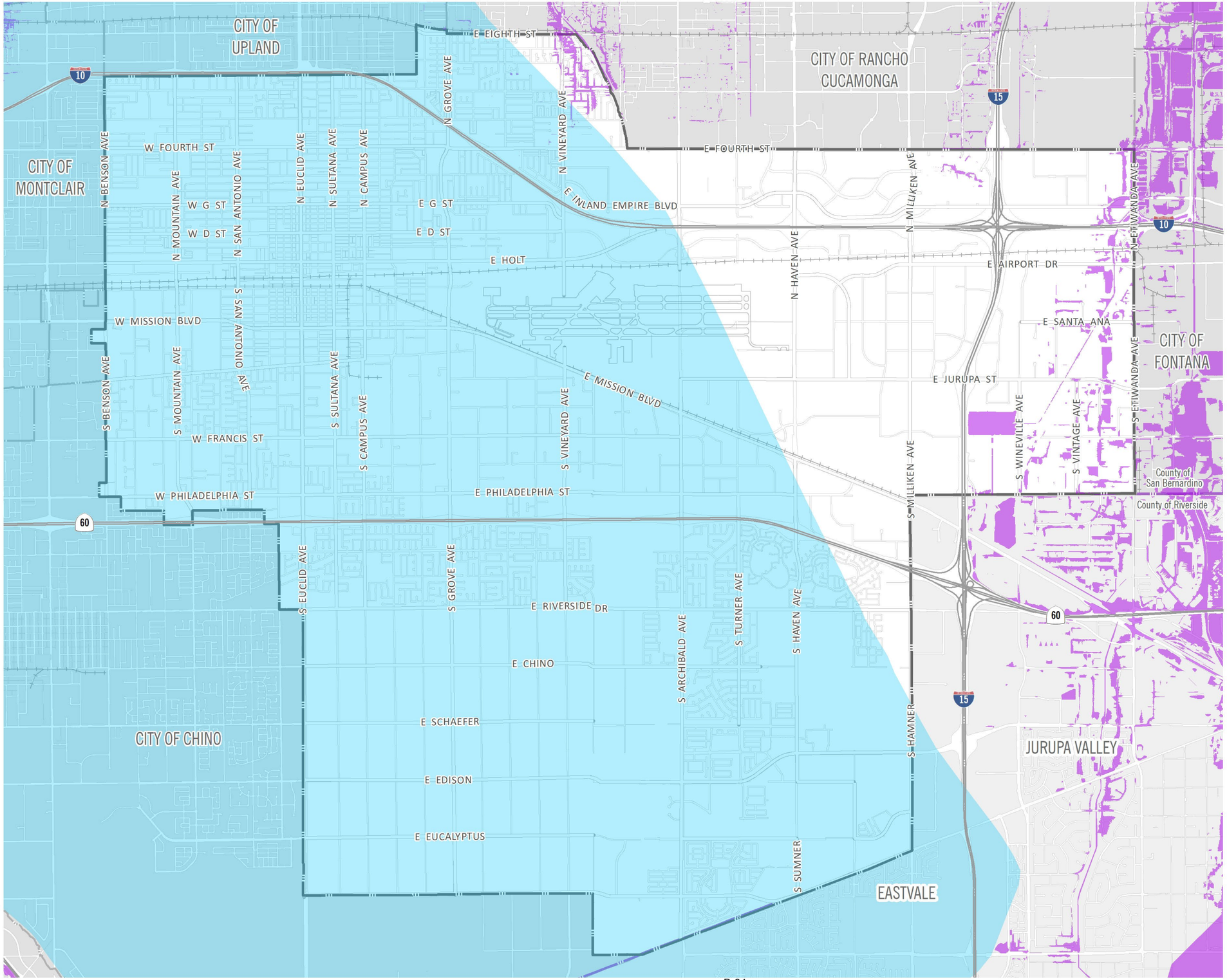
Source: The City of Ontario 2021

Date: 4/27/2022

SAFETY

Figure S-04

Dam Inundation Zones



Potential Inundation from San Antonio Dam

Potential Inundation from Debris Basins

Ontario City Boundary

County Boundary

Rail Network

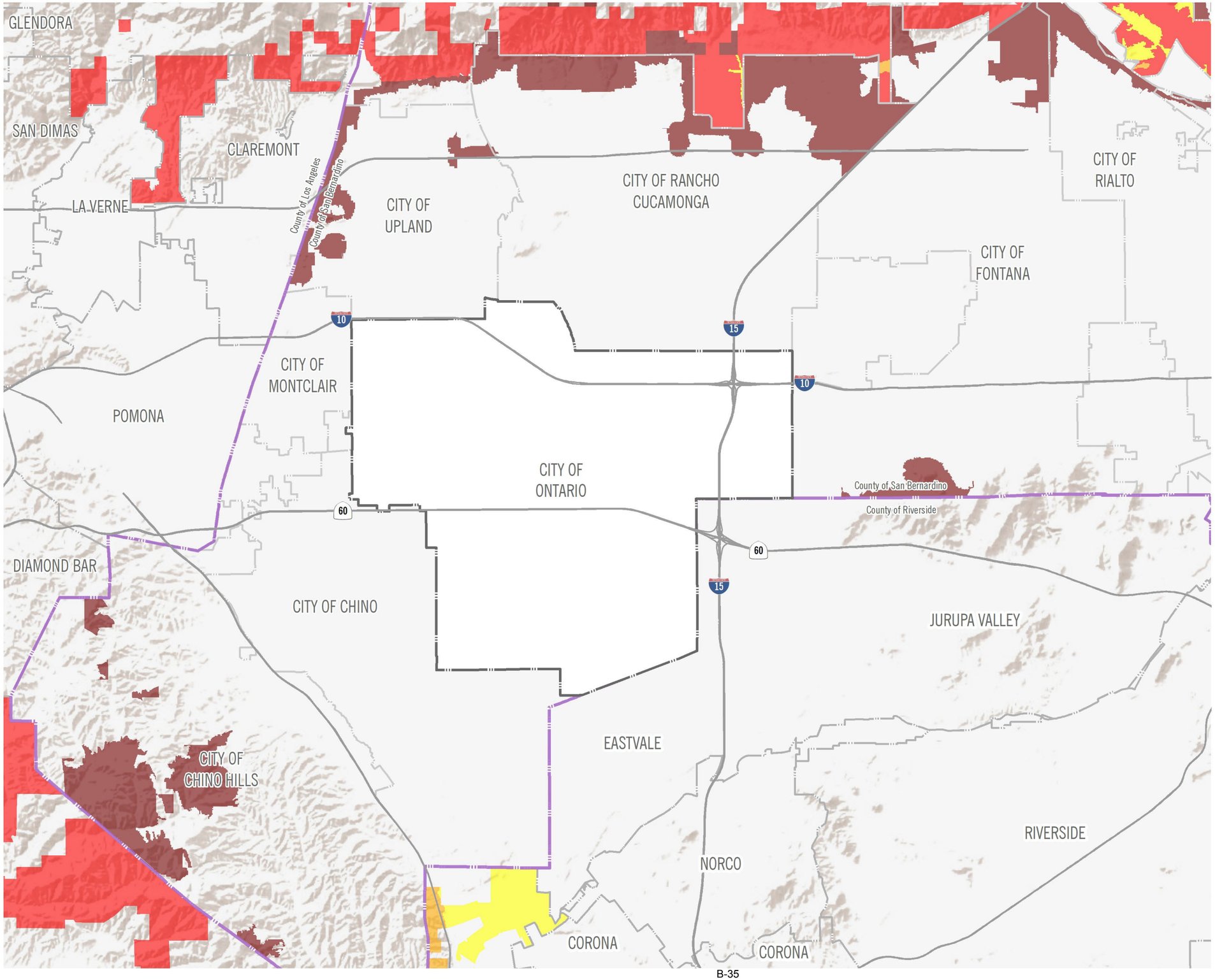
2·0·5·0 THE ONTARIO PLAN

0 2,500 5,000 10,000 FT

Source: DWR 2021

Date: 4/27/2022

Figure S-05
Fire Hazard Severity Zones



Ontario City Boundary

County Boundary

Fire Hazard Severity Zone in Local Responsibility Area

Hazard Class

Very High

Fire Hazard Severity Zone in State Responsibility Area

Hazard Class

Very High

High

Moderate

2 · 0 · 5 · 0 THE ONTARIO PLAN

0 2,5005,000 10,000 FT

Source: CalFire 2007

Date: 4/27/2022

SAFETY

Figure S-08
Critical Facilities

Ontario City Boundary
County Boundary

Critical Facilities
- City Hall
- EOC
- Police Headquarters
- Convention Center
- Fire Station
- New Fire Station
- Airport
- Hospital
- Library
- Public & Private Schools
- Park

CITY OF UPLAND
CITY OF MONTCLAIR
CITY OF RANCHO CUCAMONGA
CITY OF FONTANA
CITY OF CHINO
JURUPA VALLEY
EASTVALE
County of San Bernardino
County of Riverside

E EIGHTH ST
W FOURTH ST
E FOURTH ST
E INLAND EMPIRE BLVD
W G ST
E G ST
W D ST
E D ST
E HOLT
E AIRPORT DR
E SANTA ANA
W MISSION BLVD
E MISSION BLVD
E JURUPA ST
W FRANCIS ST
W PHILADELPHIA ST
E PHILADELPHIA ST
E RIVERSIDE DR
E CHINO
E SCHAEFER
E EDISON
E EUCALYPTUS

N BENSON AVE
N MOUNTAIN AVE
N SAN ANTONIO AVE
N EUCLID AVE
N SULTANA AVE
N CAMPUS AVE
N GROVE AVE
N VINEYARD AVE
N HAVEN AVE
N MILLIKEN AVE
N ETIWANDA AVE
S BENSON AVE
S MOUNTAIN AVE
S SAN ANTONIO AVE
S SULTANA AVE
S CAMPUS AVE
S VINEYARD AVE
S EUCLID AVE
S GROVE AVE
S ARCHIBALD AVE
S TURNER AVE
S HAVEN AVE
S MILLIKEN AVE
S WINEVILLE AVE
S VINTAGE AVE
S ETIWANDA AVE
S HAMNER
S SUMNER

10
15
60

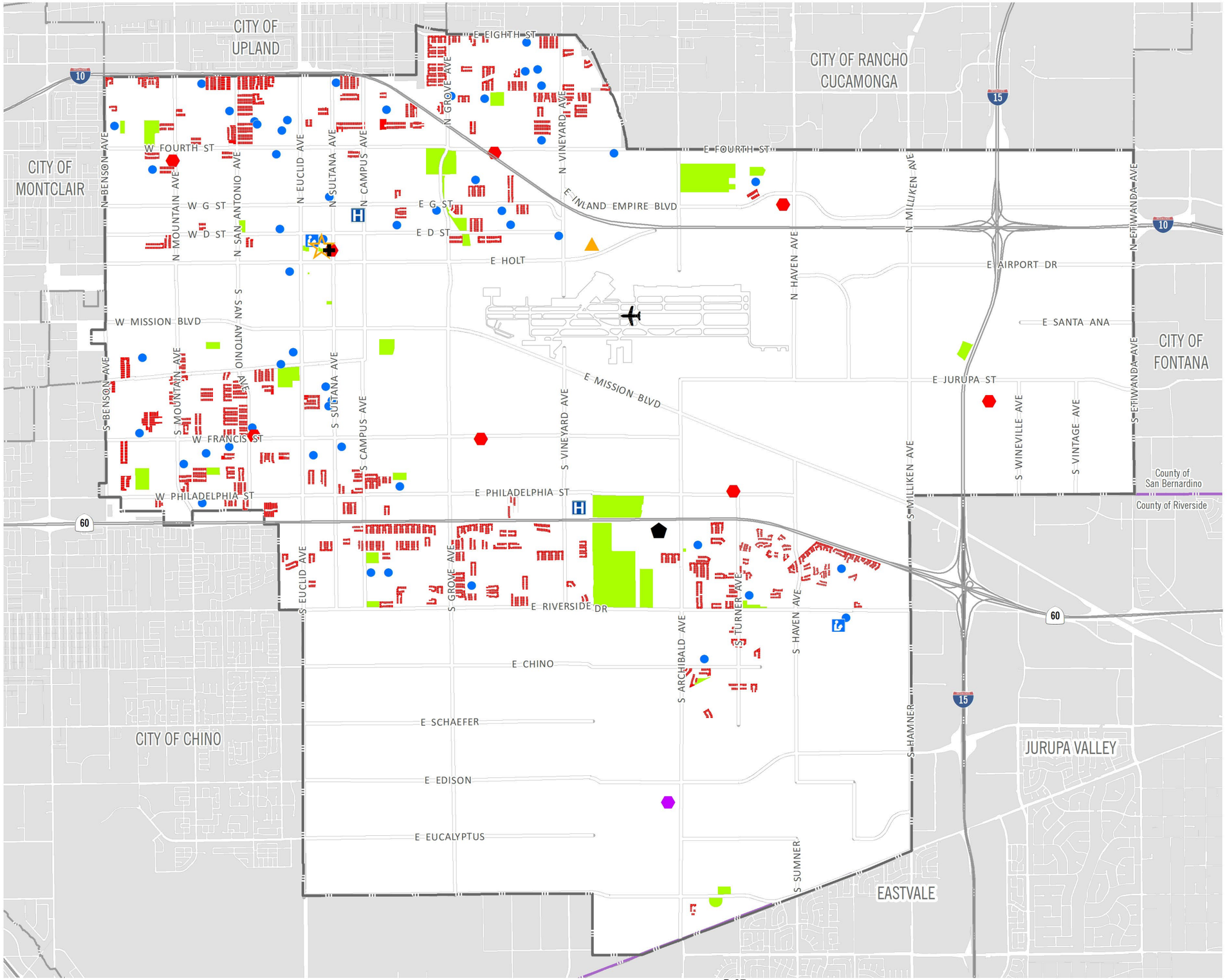
2·0·5·0
THE ONTARIO PLAN

0 2,500 5,000 10,000 FT

Source: The City of Ontario 2021
Date: 4/28/2022

SAFETY

Figure S-09
Evacuation Constrained Areas



- Ontario City Boundary
- County Boundary
- Residential Parcel with Evacuation Constraint

Critical Facilities

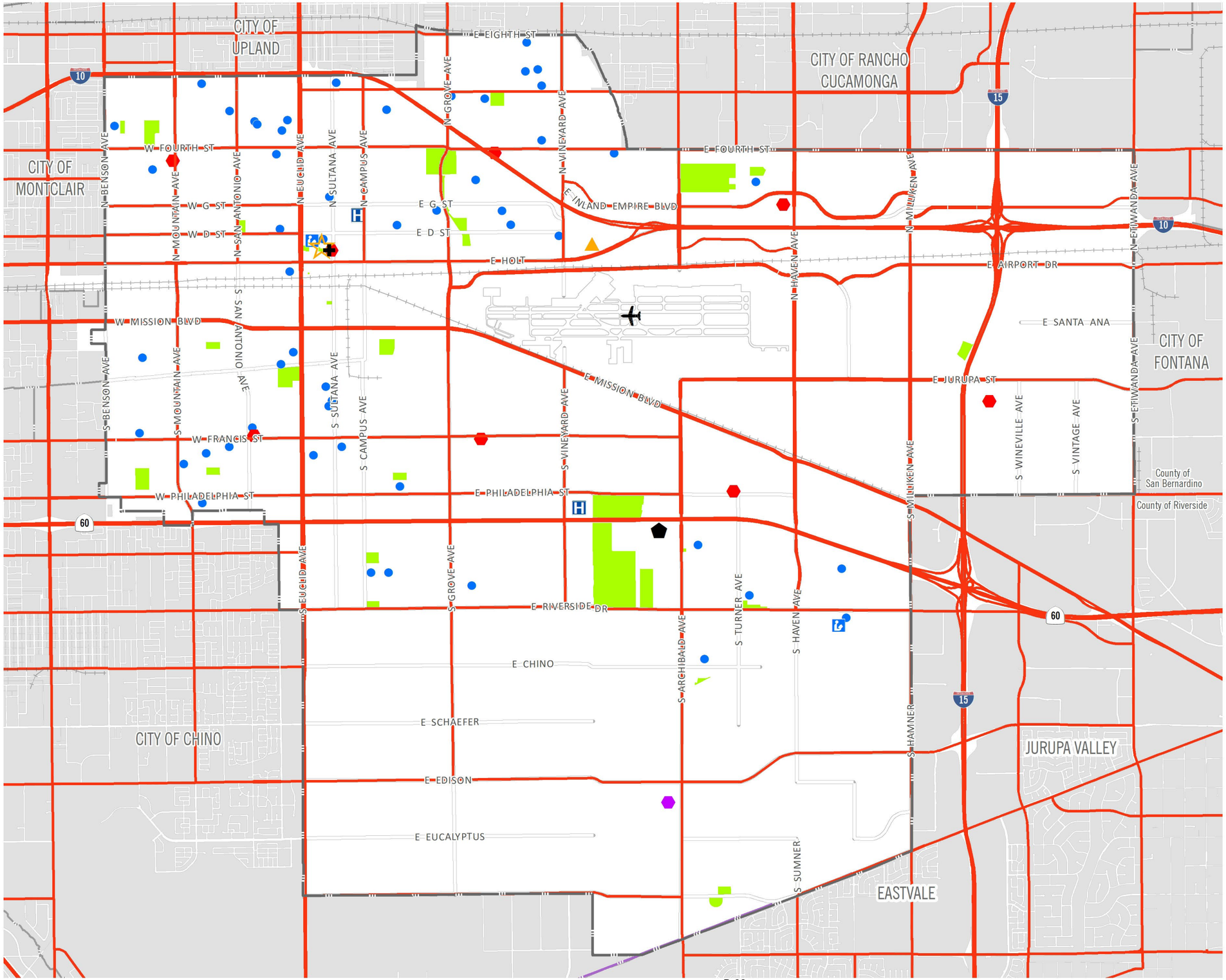
- City Hall
- EOC
- Police Headquarters
- Convention Center
- Fire Station
- New Fire Station
- Airport
- Hospital
- Library
- Public & Private Schools
- Park

2·0·5·0 THE ONTARIO PLAN

0 2,500 5,000 10,000 FT

Source: The City of Ontario 2021 Date: 4/28/2022

Figure S-10
Evacuation Routes



Ontario City Boundary
County Boundary
Evacuation Routes

Critical Facilities

City Hall
EOC
Police Headquarters
Convention Center
Fire Station
New Fire Station
Airport
Hospital
Library
Public & Private Schools
Park
Rail Network

2·0·5·0 THE ONTARIO PLAN

0 2,500 5,000 10,000 FT

Source: The City of Ontario 2021 Date: 4/28/2022

CEQA FINDINGS OF FACT AND
STATEMENT OF OVERRIDING CONSIDERAITONS
REGARDING THE
FINAL SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT
FOR THE ONTARIO PLAN 2050
SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT
STATE CLEARINGHOUSE NO. 2021070364

Exhibit B

I. SUMMARY OF FINDINGS

The City Council hereby finds that it has been presented with the Supplemental Environmental Impact Report (SEIR), which it has reviewed and considered, and further finds that the SEIR is an accurate and objective statement that has been completed in full compliance with the California Environmental Quality Act (CEQA) and the State CEQA Guidelines. The City Council finds that the EIR reflects the independent judgment and analysis of the City. The City Council declares that no evidence of new significant impacts or any new information of "substantial importance" as defined by State CEQA Guidelines Section 15088.5, has been received by the City after circulation of the Draft SEIR that would require recirculation. Therefore, the City Council hereby certifies the SEIR based on the entirety of the record of proceedings.

II. PROCEDURAL COMPLIANCE WITH CALIFORNIA ENVIRONMENTAL QUALITY ACT

The City published a Draft SEIR on May 9, 2022. A Final SEIR was prepared in summer 2022 in compliance with CEQA requirements. The Final SEIR has been prepared in accordance with CEQA and the CEQA Guidelines, as amended. As authorized in State CEQA Guidelines Section 15084(d)(2), the City retained a consultant to assist with the preparation of the environmental documents. City staff from multiple departments, representing the Lead Agency, have directed, reviewed, and modified where appropriate all material prepared by the consultant. The Final SEIR reflects the City's independent analysis and judgement. The key milestones associated with the preparation of the EIR are summarized below. As presented below, an extensive public involvement and agency notification effort was conducted to solicit input on the scope and content of the EIR and to solicit comments on the results of the environmental analysis presented in the Draft SEIR.

A. PUBLIC NOTIFICATION AND OUTREACH

In conformance with CEQA, the State CEQA Guidelines, and the City of Ontario CEQA Guidelines, the City of Ontario conducted an extensive environmental review of the Proposed Project.

- Completion of a Notice of Preparation (NOP) on July 20, 2021. The public review period was extended from July 20, 2021, to August 19, 2021. The NOP was published in the *Inland Valley Daily Bulletin* on July 6, 2021. The NOP was posted at the San Bernardino County Clerk's office on July 19, 2020. Copies of the NOP were made available for public review at the City of Ontario and the City's website.

- In accordance with Executive Order N-54-20, suspending open meeting requirements consistent with COVD-19 public health concerns, completion of the scoping process where the public was invited by the City to participate in a virtual scoping meeting held August 5, 2021, at 6:00 PM via Zoom. The notice of a public scoping meeting was included in the NOP.

- Preparation of a Draft SEIR, which was made available for a 45-day public review period beginning May 9, 2022, and ending June 23, 2022. The scope of the Draft SEIR was determined based on the CEQA Guidelines Appendix G Checklist, comments received in response to the NOP, and comments received at the scoping meeting conducted by the City of Ontario. Chapter 5, *Environmental Analysis*, of the Draft SEIR describes the issues identified for analysis in the Draft SEIR. The Notice of Availability (NOA) for the Draft SEIR was sent to interested persons and organizations, sent to the State Clearinghouse in Sacramento for distribution to public agencies, posted at the City of Ontario, and published in the *Inland Valley Daily Bulletin*. The NOA was posted at the San Bernardino County Clerk's office and published in the *Inland Valley Daily Bulletin* on May 9, 2022. Additionally, copies of the Draft SEIR were made available for review at the City Hall and Ovitt Family Community Library as well as on the City's website.

- Preparation of a Final SEIR, including the responses to comments to the Draft SEIR. The Final SEIR was released for a 10-day agency review period prior to certification of the Final SEIR.

- Public hearings on the Proposed Project, including a Planning Commission study session, hearing, and a City Council hearing.

In summary, the City conducted all required noticing and scoping for the Proposed Project in accordance with Section 15083 of the CEQA Guidelines, and conducted the public review for the EIR, which exceeded the requirements of Section 15087 of the CEQA Guidelines.

B. FINAL ENVIRONMENTAL IMPACT REPORT AND CITY COUNCIL PROCEEDINGS

The City prepared a Final SEIR, including Responses to Comments to the Draft SEIR. The Final SEIR/Response to Comments contains comments on the Draft SEIR, responses to those comments, revisions to the Draft SEIR, and appended documents. A total of 45 comment letters were received. Of the 45 comment letters, 2 letters were from public agencies and/or tribes, and 43 letters were from residents and/or organizations.

The Final SEIR found that prior to mitigation, implementation of the Proposed Project will result in potentially significant impacts to Cultural Resources, Geology and Soils, and Tribal Cultural Resources (TCRs). However, mitigation measures have been developed to avoid or reduce all of these impacts to levels considered less than significant. The Final SEIR also found that despite the implementation of recommended mitigation measures, impacts to Air Quality, Cultural Resources, Noise, and Transportation were significant and unavoidable. A Statement of Overriding Considerations was prepared for the Council's consideration.

Members of the public can view searchable agendas for scheduled City Council meetings and access agenda-related City information and services directly on the following website: https://www.ontarioca.gov/Agendas/CityCouncil.

The Final SEIR document will be posted for viewing and download with the previously posted Draft SEIR prior to the City's consideration of the Final SEIR and project recommendations on the City's website.

A date for consideration of the Final SEIR and project recommendations at the City Council was set for the Proposed Project and notice of the meeting was provided consistent with the Brown Act (Government Code Sections 54950 et seq.). The City Council will take testimony on the Proposed Project and may continue on its calendar to a subsequent meeting date in its discretion.

C. RECORD OF PROCEEDINGS

For purposes of CEQA and these Findings, the Record of Proceedings for the Proposed Project consists of the following documents and other evidence, at a minimum:

- The NOP, NOA, and all other public notices issued by the City in conjunction with the Proposed Project.
- The Draft SEIR and Final SEIR for the Proposed Project.
- All written comments submitted by agencies or members of the public during the public review comment period on the Draft SEIR.
- All responses to written comments submitted by agencies or members of the public during the public review comment period on the Draft SEIR.
- All written and verbal public testimony presented during a noticed public hearing for the Proposed Project.
- The Mitigation Monitoring and Reporting Program.
- The Statement of Overriding Considerations.
- The reports and technical memoranda included or referenced in the Final SEIR.
- All documents, studies, EIRs, or other materials incorporated by reference in the Draft SEIR and Final SEIR.
- The Resolutions adopted by the City in connection with the Proposed Project, and all documents incorporated by reference therein, including comments received after the close of the comment period and responses thereto.
- Matters of common knowledge to the City, including but not limited to federal, state, and local laws and regulations.

- Any documents expressly cited in these Findings.
- Any other relevant materials required to be in the record of proceedings by Public Resources Code Section 21167.6(e).

D. CUSTODIAN AND LOCATION OF RECORDS

The documents and other materials that constitute the administrative record for the City's actions related to the Proposed Project are at the City of Ontario's City Hall – 303 East B Street, Ontario, CA 91764. The City Planning Department is the custodian of the administrative record for the project. Copies of these documents, which constitute the record of proceedings, are and at all relevant times have been and will be available upon request at the offices of the Planning Department. This information is provided in compliance with Public Resources Code Section 21081.6(a)(2) and Guidelines Section 15091(e).

E. PROJECT DESCRIPTION

The Proposed Project, The Ontario Plan 2050 (TOP 2050), is an update to The Ontario Plan (TOP or Approved Project) to guide the City's development and conservation for the next 30 years through 2050. The Proposed Project is a focused effort, with particular emphasis on technical refinements to the Policy Plan to comply with state housing mandates; conform with new state laws related to community health, environmental justice, climate adaptation, resiliency, and mobility; bring long-term growth and fiscal projections into alignment with current economic conditions; and advance the Tracking and Feedback system and Implementation Plan.

TOP is the City's policy and implementation framework that guides the long-term growth and improvement of the Ontario community through six interrelated components of city governance:

A **Vision** that provides a sense of purpose and mission for city governance and sets the tone for the other components of TOP. The Vision's central theme is a sustained, community-wide prosperity that continuously adds value and yields benefits.

A **Governance Manual** that establishes a set of goals and policies to promote consistent City leadership based on the principles of regional leadership, transparency, long-term value, accountability, and inclusivity.

A **Policy Plan** that serves as the City's legally required general plan and that states long-term goals, principles, and policies to achieve Ontario's Vision through nine elements: land use, housing, mobility, safety, environmental resources, parks and recreation, community economics, community design, and social resources.

A list of **City Council Priorities** that shape the City's ongoing annual budgeting process, with a focus on a variety of short- and long-term goals and objectives.

An **Implementation Plan** that identifies the actions needed to carry out TOP's policies. This includes initiatives by the City such establishing consistent land use zoning and creating objective development

and design standards, as well as decisions on public and private development projects and City activity programs.

A **Tracking and Feedback** system that charts the City's progress toward achieving the Policy Plan goals, providing data and analysis that enables decision makers to make strategic course corrections in response to changing circumstances and monitor ongoing operational effectiveness.

TOP 2050 is an update to TOP to guide the City's development and conservation for the next 30 years through 2050. The Proposed Project is a focused effort, with particular emphasis on technical refinements to the Policy Plan to comply with state housing mandates; conform with new state laws related to community health, environmental justice, climate adaption, resiliency, and mobility; bring long-term growth and fiscal projections into alignment with current economic conditions; and advance the Tracking and Feedback system and Implementation Plan. TOP 2050 fulfills the mandatory Regional Housing Needs Assessment (RHNA) obligation. TOP 2050 brings long-term growth and fiscal projections into alignment with current economic conditions as well as property owner and stakeholder requests, all in support of the vision for Ontario.

Table 1, *Comparison of Approved TOP to TOP 2050*, provides a statistical summary of the buildout potential of TOP 2050 compared to existing conditions and to the buildout potential under the currently approved TOP. As shown in this table, TOP 2050 would increase population, dwelling units, and nonresidential buildings but would result in a small decrease in employment. The decrease in employment at buildout is largely because of automation in the industrial sector, with large warehousing and logistics buildings expected to create fewer new jobs through 2050 than a similarly sized industrial building was expected to create when the current TOP was adopted in 2010.

Table 1 Comparison of Approved TOP to TOP 2050

Scenario	Units	Population	Nonresidential Square Feet	Employment
Existing 2021 Conditions[1]	52,466	179,597	156,065,382	131,999
Approved TOP	104,163	357,957	260,399,271	313,067
Proposed TOP	129,562	410,492	261,491,779	296,002
Net Difference (Proposed TOP -Approved TOP)	**25,399**	**52,535**	**1,092,508**	**-17,065**

Note:
[1] See Chapter 4, *Environmental Setting*, of the Draft SEIR for a summary of existing conditions.

F. PROJECT OBJECTIVES

Objectives for The Ontario Plan (TOP) 2050 will aid decision-makers in their review of the project and associated environmental impacts:

1. Provide a technical update to the current TOP that updates the goals and policies to enhance public safety and livability, align with updated economic forecasts, and comply with new state laws while maintaining the foundation, vision, and objectives of the current TOP.

2. Provide a streamlined, user-friendly, web-based TOP that is easily accessible to the public.

3. Designate the distribution, location, balance, and extent of land uses, including residential, retail, employment, open space, and public uses.

4. Link Ontario's community design goals to a broader context that includes economic development, land use, housing, community health, infrastructure, and transportation.

5. Improve the balance between jobs and housing in the San Bernardino County subregion to reduce vehicle miles traveled and associated air quality impacts, consistent with regional policies on jobs-housing balance.

6. Provide employment and housing opportunities for the San Bernardino Council subregion, consistent with the goals of the Southern California Association of Governments' Sustainable Communities Program.

7. Provide for high-intensity mixed-use urban centers along the I-10 corridor and in the Ontario Ranch that reduce vehicle trips and incorporate smart growth principles.

8. Foster the development of pedestrian and transit-oriented environments that create lively, appealing, and safe pedestrian areas, active during both daytime and evening hours.

9. Maintain Ontario's distinct neighborhoods and districts to foster a positive sense of identity and belonging among residents and businesses.

10. Establish a framework for using and managing the city's natural resources sustainably.

11. Provide for the security and safe transportation of goods and hazardous materials and maintain disaster preparedness and response and recovery systems to reduce loss of life, injury, private property damage, infrastructure damage, economic losses, and social dislocation.

12. Enhance the capacity for the people, businesses, and public agencies that are in or serve Ontario to be resilient in cases of severe and/or prolonged weather conditions, natural disasters, and emergencies.

13. Prioritize the improvement of areas most impacted by environmental justice issues, and enable Ontario residents to enjoy equal access to public facilities, civic engagement opportunities, nutritious foods, and safe and healthy environments.

14. Correlate the mobility system with the future land use patterns and buildout levels of Ontario and with other transportation planning efforts by local, state, and federal authorities.

15. Address a range of mobility options in Ontario, including vehicular, trucking, freight and passenger rail, air, pedestrian, bicycle, and transit.

III. CALIFORNIA ENVIRONMENTAL QUALITY ACT FINDINGS

A. INTRODUCTION

CEQA requires that a number of written findings be made by the lead agency in connection with certification of an environmental impact report (EIR) prior to approval of the project pursuant to Sections 15091 and 15093 of the CEQA Guidelines and Section 21081 of the Public Resources Code. This document provides the findings required by CEQA. The potential environmental effects of The Ontario Plan 2050 (Proposed Project) have been analyzed in a Draft SEIR (State Clearinghouse [SCH] 2021070364) dated May 2021. A Final SEIR (Final SEIR) has also been prepared that incorporates the Draft SEIR and contains comments received on the Draft SEIR, responses to the individual comments, revisions to the Draft SEIR including any clarifications based on the comments and the responses to the comments, and the Mitigation Monitoring and Reporting Program (MMRP) for the Proposed Project . This document provides the findings required by CEQA for approval of the Proposed Project.

Statutory Requirements for Findings

The CEQA (Pub. Res. Code Section 21000 et seq.) and the State CEQA Guidelines (Guidelines) (14 Ca. Code Regs Section 15000 et seq.) promulgated thereunder, require the environmental impacts of a project be examined before a project is approved. Specifically, regarding findings, Guidelines Section 15091 provides:

> (a) No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:
>
> 1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.
>
> 2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
>
> 3. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.
>
> (b) The findings required by subsection (a) shall be supported by substantial evidence in the record.

(c) The finding in subdivision (a)(2) shall not be made if the agency making the finding has concurrent jurisdiction with another agency to deal with identified feasible mitigation measures or alternatives. The finding in subsection (a)(3) shall describe the specific reasons for rejecting identified mitigation measures and project alternatives.

(d) When making the findings required in subdivision (a)(1), the agency shall also adopt a program for reporting on or monitoring the changes which it has either required in the project or made a condition of approval to avoid or substantially lessen significant environmental effects. These measures must be fully enforceable through permit conditions, agreements, or other measures.

(e) The public agency shall specify the location and custodian of the documents or other material which constitute the record of the proceedings upon which its decision is based.

(f) A statement made pursuant to Section 15093 does not substitute for the findings required by this section.

The "changes or alterations" referred to in Section 15091(a)(1) above, that are required in, or incorporated into, the project which mitigate or avoid the significant environmental effects of the project, may include a wide variety of measures or actions as set forth in Guidelines Section 15370, including:

(a) Avoiding the impact altogether by not taking a certain action or parts of an action.

(b) Minimizing impacts by limiting the degree or magnitude of the action and its implementation.

(c) Rectifying the impact by repairing, rehabilitating, or restoring the impacted environment.

(d) Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.

(e) Compensating for the impact by replacing or providing substitute resources or environments, including through permanent protection of such resources in the form of conservation easements.

As indicated above, Section 21002 requires an agency to "avoid or substantially lessen" significant adverse environmental impacts. Thus, mitigation measures that "substantially lessen" significant environmental impacts, even if not completely avoided, satisfy section 21002's mandate. (*Laurel Hills Homeowners Assn. v. City Council* (1978) 83 Cal.App.3d 515, 521 ["CEQA does not mandate the choice of the environmentally best feasible project if through the imposition of feasible mitigation measures alone the appropriate public agency has reduced environmental damage from a project to an acceptable

level"]; *Las Virgenes Homeowners Fed., Inc. v. County of Los Angeles* (1986) 177 Cal. App. 3d 300, 309 ["[t]here is no requirement that adverse impacts of a project be avoided completely or reduced to a level of insignificance . . . if such would render the project unfeasible"].)

While CEQA requires that lead agencies adopt feasible mitigation measures or alternatives to substantially lessen or avoid significant environmental impacts, an agency need not adopt infeasible mitigation measures or alternatives. (Pub. Resources Code, Section 21002.1(c) [if "economic, social, or other conditions make it infeasible to mitigate one or more significant effects on the environment of a project, the project may nonetheless be carried out or approved at the discretion of a public agency"]; see also State CEQA Guidelines, Section 15126.6(a) [an "EIR is not required to consider alternatives which are infeasible"].) CEQA defines "feasible" to mean "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors." (Pub. Resources Code, Section 21061.1.) The State CEQA Guidelines add "legal" considerations as another indicia of feasibility. (State CEQA Guidelines, Section 15364.) Project objectives also inform the determination of "feasibility." (*Jones v. U.C. Regents* (2010) 183 Cal. App. 4th 818, 828-829.) "'[F]easibility' under CEQA encompasses 'desirability' to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, and technological factors." (*City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 401, 417; see also *Sequoyah Hills Homeowners Assn. v. City of Oakland* (1993) 23 Cal.App.4th 704, 715.) "Broader considerations of policy thus come into play when the decision making body is considering actual feasibility[.]" (*Cal. Native Plant Soc'y v. City of Santa Cruz* (2009) 177 Cal.App.4th 957, 1000 ("Native Plant"); see also Pub. Resources Code, Section 21081(a)(3) ["economic, legal, social, technological, or other considerations" may justify rejecting mitigation and alternatives as infeasible] (emphasis added).)

Environmental impacts that are less than significant do not require the imposition of mitigation measures. (*Leonoff v. Monterey County Board of Supervisors* (1990) 222 Cal.App.3d 1337, 1347.)

The California Supreme Court has stated, "[t]he wisdom of approving . . . any development project, a delicate task which requires a balancing of interests, is necessarily left to the sound discretion of the local officials and their constituents who are responsible for such decisions. The law as we interpret and apply it simply requires that those decisions be informed, and therefore balanced." (*Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553, 576.) In addition, perfection in a project or a project's environmental alternatives is not required; rather, the requirement is that sufficient information be produced "to permit a reasonable choice of alternatives so far as environmental aspects are concerned." Outside agencies (including courts) are not to "impose unreasonable extremes or to interject [themselves] within the area of discretion as to the choice of the action to be taken." (*Residents Ad Hoc Stadium Com. v. Board of Trustees* (1979) 89 Cal.App.3d 274, 287.)

Findings

Having received, reviewed, and considered the EIR for the No. 2021070364, as well as other information in the record of proceedings on this matter, the City of Ontario Council adopts the following Findings (Findings) in its capacity as the legislative body for the City of Ontario (City), which is the CEQA Lead Agency. The Findings set forth the environmental and other bases for current and

subsequent discretionary actions to be undertaken by the City and responsible agencies for the implementation of the Proposed Project.

In addition, the City of Ontario City Council (City Council) hereby make findings pursuant to and in accordance with Section 21081 of the California Public Resources Code and State CEQA Guidelines Sections 15090 and 15091 and hereby certifies that:

(1) Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant environmental effect as identified in the final EIR.

(2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.

(3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

Project Environmental Report and Discretionary Actions

The Final SEIR addresses the direct, indirect, and cumulative environmental effects of construction and operation activities associated with the Proposed Project. The Final SEIR provides the environmental information necessary for the City to make a final decision on the requested discretionary actions for all phases of this project. The Final SEIR was also intended to support discretionary reviews and decisions by other responsible agencies.

Discretionary actions to be considered by the City may include, but are not limited to, the following:

- Approve the project; adopt the MMRP, finding that the MMRP is adequately designed to ensure compliance with the mitigation measures during project implementation; and determine that the significant adverse effects of the project either have been reduced to an acceptable level, or are outweighed by the specific overriding considerations of the project as outlined in the CEQA Findings of Fact, as set forth herein.

- Approve the Proposed Project and related discretionary actions.

Format

Section 15091 of the CEQA Guidelines requires that a Lead Agency make a finding for each significant effect for the project. This section summarizes the significant environmental impacts of the project, describes how these impacts are to be mitigated, and discusses various alternatives to the Proposed Project, which were developed in an effort to reduce the remaining significant environmental

impacts. All impacts are considered potentially significant prior to mitigation unless otherwise stated in the findings.

This remainder of this section is divided into the following subsections:

Section III B, Findings Regarding Environmental Impacts Not Requiring Mitigation, presents topical areas that would result in no impact or less than significant impacts in the Draft SEIR.

Section III C, Findings on Significant Environmental Impacts that can be Reduced to Less Than Significant, presents significant impacts of the Proposed Project that were identified in the Final SEIR, the mitigation measures identified in the MMRP, and the rationales for the findings.

Section III D, Significant Unavoidable Impacts that cannot be Mitigated to Below the Level of Significance, presents significant unavoidable impacts of the Proposed Project that were identified in the Final SEIR, the mitigation measures identified in the MMRP, and the rationales for the findings.

Section III E, Cumulative Impacts, presents the summary of cumulative impacts of the Proposed Project.

Section IV, Alternatives to the Proposed Project, presents alternatives to the project and evaluates them in relation to the findings set forth in Section 15091(a)(3) of the State CEQA Guidelines, which allows a public agency to approve a project that would result in one or more significant environmental effects if the project alternatives are found to be infeasible because of specific economic, social, or other considerations.

Section V, Additional CEQA Considerations, presents additional CEQA considerations including significant irreversible changes due to the Proposed Project and growth inducing impacts of the Proposed Project.

Section VI, Findings on Responses to Comments on the Draft SEIR and Revisions to the Final SEIR, presents the City's findings on the response to comments and revisions to Final SEIR, and decision on whether a recirculated Draft SEIR is necessary or not.

Section VII, Statement of Overriding Considerations, presents a description of the Proposed Project's significant and unavoidable adverse impacts and the justification for adopting a statement of overriding consideration.

Section VIII, Mitigation Monitoring Reporting Program, presents the Mitigation Monitoring and Reporting Program.

Section IX, Certification, identifies the requirements for certification of the SEIR.

B. FINDINGS REGARDING ENVIRONMENTAL IMPACTS NOT REQUIRING MITIGATION

Issues Deemed No Impact Or Less Than Significant Impact

Pursuant to CEQA Guidelines Section 15060(d) and 15063 that allow a lead agency to skip preparation of an Initial Study and begin work directly on the EIR process. As such, here, an NOP was issued without an accompanying Initial Study.

Findings on "No Impact" and "Less Than Significant Impacts"

Based on the environmental assessments in the Final SEIR, the City determined that the Proposed Project would have no impact or less than significant impacts, including direct, indirect, and cumulative impacts, for the environmental issues summarized below. The rationale for the conclusion that no significant impact would occur in each of the issue areas is based on the environmental evaluation in the listed topical EIR sections in Chapter 5 of the Draft SEIR, which include Environmental Setting, Environmental Impacts, Cumulative Impacts, and Mitigation Measures.

The EIR concluded that all or some of the impacts of the Proposed Project with respect to the following issues either will not be significant or will be reduced to below a level of significance by implementing project design features or existing plans, programs, and policies as detailed in Chapter 5 of the Draft SEIR. Those issues include the following topical areas in their entirety or portions thereof: Aesthetics, Agriculture and Forestry Resources, Air Quality, Biological Resources, Cultural Resources, Energy, Greenhouse Gas (GHG) Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Noise, Population and Housing, Public Services, Recreation, Transportation, Tribal Cultural Resources, Utilities and Service Systems, and Wildfire. CEQA Guidelines Section 15901 requires that an EIR may not be certified for a project which has one or more significant environmental effects unless one of three possible findings is made for each significance effect. Since the following environmental issue areas were determined to have no impact or a less than significant impact, no findings for these issues are required.

1. Aesthetics

Impact 5.1-1: Implementation of TOP 2050 would not substantially alter scenic vistas in Ontario. [Threshold AE-1]

Scenic vistas generally provide visual access or panoramic views to a large geographic area. Panoramic views are usually associated with vantage points over a section of urban or natural areas that provide a geographic orientation not commonly available. Examples of scenic or panoramic views might include an urban skyline, valley, mountain range, large open space, the ocean, or other bodies of water. The San Gabriel Mountains are the most prominent scenic vista in or around Ontario.

The 2010 Certified EIR concluded that the Approved Project would not substantially alter scenic vistas in the City, as proposed growth is primarily concentrated in undeveloped areas interspersed in existing residential areas. Land use change as a result of new development under the Approved Project would alter the visual appearance of the Ontario Ranch from rural agriculture to low and low-medium density

residential land uses and office/industrial mixed uses. However, the scale and design of the City would not deter views of the San Gabriel Mountains, which are the dominant scenic resource in the City of Ontario. Regulations such as the City's Municipal Code and policies as part of the Approved Project would ensure that increased development would not impact scenic vistas. Additionally, development within the low-lying areas of Ontario would not have the potential to alter scenic views provided by the backdrop of the San Gabriel Mountains as the peaks rise to 7,000 feet above mean sea level.

The Proposed Project would increase the number of housing units and population in comparison to the Approved Project, as shown in Table 3-4, *Comparison of Approved TOP to TOP 2050*, in Chapter 3, *Project Description*, of the Draft SEIR. TOP 2050 has minor changes in land use and buildout projections throughout the City, and the majority of changes are concentrated in four growth areas and the Ontario Ranch. Increased development under TOP 2050 would occur within the city limits and already urbanized areas of the City. As described in Chapter 3, *Project Description*, these land use changes are intended to improve growth areas by encouraging the use of alternative forms of transportation, promoting healthier communities through land use planning that encourages walking and biking, promoting vibrant communities, putting residents in proximity to resources (i.e., jobs, grocery stores, retail), and aligning growth with planned infrastructure improvements and regional transportation goals. In addition, Policy CD-1.5 would ensure that major north-south streets would be designed and redeveloped to feature views of the San Gabriel Mountains.

Accordingly, the Proposed Project would not result in significant impacts to scenic views in comparison with the Approved Project. Similarly, the scale and design of the City under TOP 2050 would not deter views of the San Gabriel Mountains. The Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project.

Finding. The Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to scenic resources within a state scenic highway. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.1-5)

Impact 5.1-2: Implementation of TOP 2050 would not alter scenic resources within a State scenic highway. [Threshold AE-2]

The Euclid Corridor and the Mission Boulevard Corridor are the primary scenic corridors in Ontario. These are not State-designated scenic highways, and Ontario does not have any State scenic highways through or in the vicinity of the City. The closest designated State scenic highway is a portion of State Route 142 in Chino Hills, approximately five miles west of the Ontario city limit. As such, the Proposed Project would have no impact on State scenic highways.

The Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project.

Finding. The Proposed Project would have no direct, indirect, and cumulative impacts relating to scenic resources within a state scenic highway. Accordingly, no changes or alterations to the Proposed

Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.1-6)

Impact 5.1-3: Implementation of TOP 2050 would not conflict with zoning or other regulations governing scenic quality. [Threshold AE-3]

The 2010 Certified EIR concluded that while buildout in accordance with the Approved Project would alter the visual appearance of the City, it would not substantially degrade the existing visual character or quality of the site and its surroundings.

An "urbanized area," as defined by CEQA Section 21071, is an incorporated city that either has a population of at least 100,000 persons, or if the population of that city and not more than two contiguous incorporated cities combined equals at least 100,000 persons. As described in Chapter 3, *Project Description*, of the Draft SEIR, the population of Ontario was approximately 179,597 as of 2021 (see also Table 4-1, *City of Ontario Existing Land Use*, in Chapter 4, *Environmental Setting*, of the Draft SEIR). Therefore, this impact analysis addresses whether, for an urbanized area, the Proposed Project would conflict with zoning or other regulations governing scenic quality.

TOP is also the primary planning document for the City of Ontario. As described in Chapter 3, *Project Description*, the Proposed Project is a focused effort intended to comply with State housing mandates; conform with new State laws on community health, environmental justice, climate adaptation, resiliency, and mobility; bring long-term growth and fiscal projections into alignment with current economic conditions; and advance the Implementation Plan and Tracking and Feedback system. The majority of updates created through the Proposed Project weave refinements throughout the existing structure of the Policy Plan.

TOP 2050 includes goals and policies to ensure that new development would be compatible with the existing community (Policy LU-2.6) and would be of quality design (Policies CD-2.1 through CD-2.9). Additionally, the Community Design Element includes policies to ensure that the urban environment is appealing (Policies CD-3.2, CD-3.3, and CD-3.5) and to preserve the historic neighborhood character (Policy CD-4.2). Adherence to the Land Use Element and Community Design Element policies described above would reduce visual impacts.

Additionally, future development under the Proposed Project would still be required to adhere to the City's Development Code, which includes general development requirements for development density, screening and setback, signing, landscaping, lighting, height limitations, and other aspects related to the aesthetic of the City. Finally, as described in Chapter 1, *Development Code Enactment and General Provisions*, of the City's Development Code, the Development Code is enacted to assist implementation of planning, zoning, development, subdivision, and environmental laws and the TOP and to achieve the proper arrangement of land uses envisioned in the TOP. Because it is the overriding planning document for the City, and because it is intended to improve consistency with existing regulations and conditions, the Proposed Project, as TOP 2050, would not have a significant impact with respect to being inconsistent with policies or regulations governing scenic quality. As such, the Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project.

Finding. The Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to existing visual character and quality of public views and to conflict with applicable zoning and other regulations governing scenic quality. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.1-7)

Impact 5.1-4: Buildout of the Proposed Project would generate additional light and glare, which would be minimized through adherence to the City of Ontario Development Code. [Threshold AE-4]

The 2010 Certified EIR concluded that development of the Approved Project would result in new sources of light or glare but with adherence to the design standards of the City of Ontario Development Code, impacts were less than significant.

New development would generate new sources of light and glare through increased urbanization and densification of the city, affecting day or nighttime views. Sources of light include nighttime street and building illumination, security lighting, nighttime traffic, and lighting associated with construction activities. Lighting introduced to undeveloped and open space areas has the potential to impact visual quality of the nighttime sky.

Like the Approved Project, TOP 2050 would result in additional sources of light or glare, especially in the Ontario Ranch area. However, the City of Ontario Development Code contains standards addressing lighting through its design policies. Adherence to the design standards of the City of Ontario Development Code would ensure that light and glare from new developments would be minimized and that significant impacts would not occur. Compared to the Approved Project, the Proposed Project does not introduce substantial new sources of light and glare, and impacts would be less than significant. Therefore, the Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project.

Finding. The Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to light and glare. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.1-7)

2. Agriculture and Forestry Resources

Impact 5.2-1: The Proposed Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance in Ontario to nonagricultural use. [Threshold AG-1]

The 2010 Certified EIR concluded that buildout of the Approved Project would result in significant and unavoidable impacts to Prime Farmland, Unique Farmland, and Farmland of Statewide Importance because it converted all of the then-existing land under these categories to residential, commercial, mixed-use, and industrial land uses.

With implementation of the Approved Project, the City of Ontario no longer has land designated for agricultural use. Existing agricultural uses are still allowed to persist as non-conforming uses (see Policies ER-5.3 and ER-5.4). Additionally, the Approved Project re-designated agricultural land to nonagricultural land uses provided that equivalent Important Farmland is preserved elsewhere, or funds associated with the 1988 Park Bond Act are returned. Consequently, buildout of the Approved Project would ultimately result in the conversion of all existing Important Farmland within the City to nonagricultural uses.

Because the City of Ontario's land use plan no longer designates agricultural land uses in the City, and the current TOP is the baseline for this SEIR, the Proposed Project would not, itself, plan for the conversion of Prime Farmland, Unique Farmland, and Farmland of Statewide Importance to nonagricultural uses. Therefore, the Proposed Project would have no impact on land zoned for the purpose of agricultural uses. The Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project.

Finding. The Proposed Project would have no direct, indirect, and cumulative impacts relating to conversion of Farmland to nonagricultural use. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.2.12)

Impact 5.2-2: The Proposed Project would not conflict with existing zoning for agricultural use or a Williamson Act contract. [Threshold AG-2]

The 2010 Certified EIR concluded that the Approved Project would have a significant and unavoidable impact on a Williamson Act contract because the Approved Project would result in loss of agricultural use. There are two main categories for agricultural land under the City's zoning code, including Residential-Agriculture and Specific Plan Agriculture Preserve. Rural residential land use and Residential-Agriculture zoning allow low density housing and estates with some minimal agriculture use such as the keeping of chickens or horses; however, this zoning designation was not intended for large-scale farming/agricultural operations. Additionally, areas of Ontario Ranch are zoned as Specific Plan Agriculture Preserve under the Approved Project. The Agricultural Overlay Zone (or the Right to Farm Ordinance) requires that each Specific Plan address the appropriate transition of the area from agricultural uses to urban uses and include provisions for buffering between the proposed uses to protect agricultural and urban uses.

At the time of approval of the Approved Project, a number of Williamson Act contracts were designated for nonrenewal by the landowners and set to expire between 2009 and 2017. As shown in Figure 5.2-2, *Williamson Act Lands*, in Section 5.2, *Agriculture and Forestry Resources*, of the Draft SEIR, some contracts have already expired since the Approved Project was adopted, but a number of contracts are still active for a total of 719 acres of Williamson Act contract land in the City.[1] Any land held in a Williamson Act contract would have to be filed for nonrenewal, and the contract would have to be allowed to expire before any development occurs on it. Buildout of the Proposed Project, like the Approved Project, would most likely require the cancellation or nonrenewal of these contracts.

[1] There are 18.78 acres set to expire in 2022, 275.52 acres set to expire in 2027, and 93.40 acres set to expire in 2028.

However, because buildout of the Approved Project would have resulted in the cancellation or nonrenewal of Williamson Act contracts, the Proposed Project would not result in further impacts to Williamson Act lands. As such, impacts from the Proposed Project in this respect would be less than significant. The Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project.

Finding. The Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to conflict with existing zoning for agricultural use or a Williamson Act contract. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.2.13)

Impact 5.2-3: The Proposed Project would not conflict with existing zoning for forest land, timberland, or timberland zoned Timberland Production, or result in the loss of forest land or conversion of forest land to nonforest use. [Thresholds AG-3 and AG-4]

At the time of the 2010 Certified EIR, impacts to forest land or timberland were not included in the CEQA Guidelines Appendix G checklist. Therefore, the 2010 Certified EIR did not identify any significant impacts related to forest or timberlands.

There are no land use designations or zoning for forest land, timberland, or timberland zoned Timberland Production in the City of Ontario. Consequently, the Proposed Project would not conflict with existing zoning for forest land, timberland, or timberland zoned Timberland Production.

Native habitats and vegetation communities are virtually absent throughout Ontario. Present plants in the Original Model Colony (OMC) primarily include turf, weeds, nonnative grasses, and nonnative trees and plants for landscaping, which have limited biological resource value. Low and medium residential and industrial uses make up the majority of land uses in Ontario Ranch, and (nonnative) vegetation communities primarily include surface water areas, flood control channel areas, agricultural fields, and developed areas. Therefore, there is no land in Ontario that would be considered forest land. Consequently, implementation of the Proposed Project would not result in loss or conversion of timberland to nonforest uses, and there would be no impact.

The Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project.

Finding. The Proposed Project would have no direct, indirect, and cumulative impacts relating to conflict with existing zoning for, or cause rezoning of, forestland, timberland, or timberland zoned Timberland Production and to loss of forestland or conversion to nonforest use. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.2.13)

Impact 5.2-4: The Proposed Project would not involve other changes that would result in conversion of Farmland to nonagricultural use or conversion of forest land to nonforest use. [Threshold AG-5]

The 2010 Certified EIR determined that conversion of agricultural uses in the City may cause farms and agricultural land uses outside the City to be converted to nonagricultural uses because of the nuisances related to agriculture and because of development pressures. When nonagricultural land uses are placed near agricultural uses, the odors, noises, and other hazards related to agriculture conflict with the activities and the quality of life of the people living and working in the surrounding areas. The 2010 Certified EIR identified that even though future development projects under the Approved Project would require environmental review in accordance with CEQA, including assessment of potential agricultural resources impacts, the development of the land in accordance with the Approved Project would create significant impacts on surrounding agricultural resources by encouraging its conversion.

The 2010 Certified EIR identified significant and unavoidable impacts to agricultural resources because buildout would result in all agricultural areas being converted to nonagricultural uses, and because buildout of the Approved Project would lead to cancellation or expiration of Williamson Act contracts. As discussed above, this could affect areas outside of the City as well. However, because former agriculture areas within Ontario are now already designated for nonagricultural uses and the current TOP is the baseline for this SEIR, the Proposed Project would not conflict with agricultural uses and would not result in conversion of farmland to nonagricultural use. Therefore, the Proposed Project would not result in significant impacts in this regard.

There is no forest land in Ontario, and therefore the Proposed Project would not result in conversion of forest land to nonforest use.

Consequently, the Proposed Project would not involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to nonagricultural use or conversion of forest land to non-forest use, and impacts would be less than significant. The Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project.

Finding. The Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to other changes that could result in conversion of Farmland to nonagricultural use or conversion of forest land to nonforest use. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.2.14)

3. Air Quality[2]

Impact 5.3-5: The Proposed Project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. [Threshold AQ-4]

The Certified EIR did not identified any significant odor impacts associated with the Approved Project. Growth within the City under TOP 2050 could generate new sources of odors. Nuisance odors from land uses in the South Coast Air Basin (SoCAB) are regulated under South Coast Air Quality Management District (AQMD) Rule 402, Nuisance, which states:

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

Industrial Land Uses

Buildout permitted under the Approved Project and the Proposed Project could include new sources of odors, such as compost facilities, landfills, solid-waste transfer stations, fiberglass manufacturing facilities, paint/coating operations (e.g., auto body shops), asphalt batch manufacturing plants, chemical manufacturing, and food manufacturing facilities. Similar to the Approved Project, areas where these types of uses could be developed under TOP 2050 would be generally limited to the areas designated Industrial (see Figure 3-5, *Proposed Land Use Plan*, in Chapter 3, *Project Description*, of the Draft SEIR). Future environmental review would be required for these types of industrial projects, which would ensure that sensitive land uses are not exposed to objectionable odors. Industrial land uses associated with TOP 2050 also would be required to comply with South Coast AQMD Rule 402. Therefore, impacts from potential odors generated from industrial land uses associated with TOP 2050 are considered less than significant. The Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project.

Residential and Other Land Uses

Like the Approved Project, residential and other nonresidential, nonindustrial land uses that would be accommodated by TOP 2050 could result in the generation of odors such as exhaust from landscaping equipment and from cooking. Unlike industrial land uses, these are not considered potential generators of odor that could affect a substantial number of people. Nuisance odors are regulated under South Coast AQMD Rule 402, which requires abatement of any nuisance generating a verified odor complaint. Therefore, impacts from potential odors generated from residential and other nonresidential land uses associated with TOP 2050 are considered less than significant. The Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project.

[2] Impacts 5.3-1, 5.3-2, 5.3-3, and 5.3-4 are addressed in Section E, *Significant and Unavoidable Significant Impacts that Cannot be Mitigated to Below the Level of Significance.*

Construction

Like the Approved Project, during construction activities of development projects that would be accommodated by TOP 2050, construction equipment exhaust and application of asphalt and architectural coatings would temporarily generate odors. Any construction-related odor emissions would be temporary and intermittent. Noxious odors would be confined to the immediate vicinity of the construction equipment in use. By the time such emissions reached any sensitive receptor sites, they would be diluted to well below any level of air quality concern. Short-term construction-related odors are expected to cease upon the drying or hardening of odor-producing materials. Therefore, impacts associated with construction-generated odors are considered less than significant. The Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project.

Finding. The Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to other emissions, such as those leading to odors. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.3.47)

4. Biological Resources

Impact 5.4-1: Compliance with existing regulations would ensure that implementation of TOP 2050 would not adversely affect sensitive species. [Threshold B-1]

The 2010 Certified EIR found that development in accordance with the Approved Project could result in the loss of sensitive species. However, the Approved Project did not have substantial adverse impacts on sensitive animal species after compliance with the requirements of the California Endangered Species Act (CESA) and Federal Endangered Species Act (FESA), including United States Fish and Wildlife Service (USFWS) requirements regarding critical habitat; mitigation fees paid by projects in Ontario Ranch; and acquisition and management of habitat using those fees.

Implementation of TOP 2050 would not directly result in removal of vegetation or wildlife in the City because the General Plan does not confer entitlements for development. Development in accordance with TOP 2050 could result in habitat modification and removal. Such development could also result in the introduction of nonnative species of weeds, insects, and domestic animals that could adversely impact sensitive species. Development projects considered for approval under TOP 2050 would be required to undergo independent CEQA review. Such projects would be required to comply with the federal and California Endangered Species Acts.

The following sensitive species have been observed in Ontario, and suitable habitat for each of these species is present in the City: great egret (*Ardea alba*), great blue heron (*Ardea Herodias*), snowy egret (*Egretta thula*), sharp-shinned hawk (*Accipiter striatus*), tricolored blackbird (*Agelaius tricolor*), double-crested cormorant (*Phalacrocorax auritus*), Cooper's hawk (*Accipiter cooperi*), burrowing owl, loggerhead shrike (*Lanius ludovicianus*), and long-billed curlew (*Numenius americanus*). Several additional species have been observed for which the City has suitable foraging habitat but limited or no suitable nesting habitat: ferruginous hawk, mountain plover (*Charadrius montanus*), northern harrier (*Circus cyaneus*), white-tailed kite (*Elanus leucurus*), merlin (*Falco columbarius*), prairie falcon (*Falco mexicanus*), peregrine falcon, and

white-faced ibis. Several sensitive bat species are considered to have possible roosting opportunities in the City and are listed in Table 5.4-2, *Sensitive Wildlife Species Known or With Potential to Exist in the City of Ontario*, in Section 5.4, *Biological Resources*, of the Draft SEIR.

No sensitive plant species have been observed in Ontario, and the only such species that are considered potentially present in the City have a low potential due to lack of suitable habitat. Therefore, implementation of TOP 2050 would not have substantial adverse impacts on sensitive plant species.

Nearly the entire City is developed with urban and agricultural uses, and there is very little native habitat remaining. Vacant land in the City may have low habitat value, however, because much of it is barren ground and does not support vegetation, and because many areas of vacant land are small, surrounded by developed urban uses, and isolated from other vacant land. There is nonetheless a chance that some sensitive species occur in remnant or disturbed habitats, and focused surveys may be warranted for individual sites that are the subject of development proposals. The assessment of the need for focused surveys would be carried out on a project-by-project basis in accordance with existing federal, state, and local regulations. This would apply equally to the OMC and Ontario Ranch.

Most potential biological resources in the City are in Ontario Ranch because the rest of the City is almost entirely built out. Some of the parts of Ontario Ranch that were previously used as dairies have undergone surveys for Delhi Sands Flower-Loving Fly (DSFLF), and the USFWS has determined that the likelihood of occupancy by DSFLF in these areas is low enough that further surveys would not be required; however, project applicants would need to consult with the USFWS on a case-by-case basis to determine survey requirements.

Parts of the closed Milliken Waste Disposal Site in the OMC are considered suitable for preservation or enhancement as burrowing owl habitat.

The settlement agreement for the City of Ontario Sphere of Influence General Plan Amendment governs mitigation for biological resources impacts in Ontario Ranch associated with potential impacts to the burrowing owl, the DSFLF, raptor foraging and wildlife habitat, loss of open space, actual and potential habitat and agricultural land, and sensitive species (listed and nonlisted). The terms of the settlement agreement were discussed in the "Local Regulations" section under "City of Ontario Sphere of Influence General Plan Amendment, Final EIR, and Settlement Agreement."

TOP 2050 includes policies to ensure that special-status species and habitat are protected through compliance with state and federal regulations (e.g., Policies ER-5.1 and ER-5.2). Projects under TOP 2050 that undergo independent CEQA review would be required to determine whether there is potential habitat on-site for sensitive species. If potential habitat were found on-site, focused surveys for those sensitive species potentially present would be required. If sensitive species were found, the project proponent would be required to consult with the CDFW regarding impacts to sensitive species and ensuing mitigation. Mitigation for impacts to sensitive species is often in the form of acquisition or restoration of habitat, on-site or off-site, at a ratio to the area of impacted land that would be determined by the CDFW or USFWS. For projects that are sited within critical habitat for a listed species and are proposed by federal agencies or involve federal permits or funding, the project proponent would be required under the FESA to consult with the USFWS regarding impacts and mitigation. Projects in Ontario Ranch would pay a mitigation fee that would be deposited into a trust

fund to be used for the acquisition, restoration, rehabilitation, and maintenance of lands deemed to have long-term conservation value.

TOP 2050 would have similar biological resources impacts as the current Approved TOP. This is because while the Proposed Project would increase land use intensity, TOP 2050 would not result in development of new, previously undeveloped areas of the City. Compliance with the requirements of the California and Federal Endangered Species Acts, including requirements of the USFWS regarding critical habitat; mitigation fees paid by projects in Ontario Ranch; and acquisition and management of habitat using those fees would reduce impacts on sensitive animal species from implementation of TOP 2050.

The Proposed Project would not result in new impacts or a substantial increase in the magnitude of impacts to special-status species compared to the Approved Project.

Finding. The Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to candidate, sensitive, or special status species. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.4.30)

Impact 5.4-2: Compliance with existing regulations would ensure that implementation of TOP 2050 would not have an adverse impact on riparian or sensitive habitats. [Threshold B-2]

Ontario is almost completely developed with urban and agricultural uses, with no large open areas of native habitat. Available open space consists of agricultural fields, parks and golf courses, and scattered vacant lots. The 2010 Certified EIR found that the Approved Project would not have substantial adverse impacts to surface water areas, or to riparian or aquatic vegetation in surface water areas or flood control channels. Detention basins would be designated Open Space–Non-recreation or Open Space–Parkland. Projects affecting riparian habitat would be required to mitigate potential impacts to riparian areas through the existing permitting process.

Surface water areas are assumed to contain sensitive natural communities if they support plants such as mulefat and willow, which also occur in sensitive communities listed in the California Natural Diversity Database as occurring in the region. Surface water areas in the City include detention basins and other man-made lakes, such as those in golf courses, as well as dairy manure water retention basins, irrigation ponds, and livestock watering ponds associated with agricultural uses in Ontario Ranch.

Detention basins would be designated Open Space–Non-recreation, except some of the basins in Cucamonga-Guasti Regional Park would be designated Open Space–Parkland. The basins would not be developed with other land uses.

Implementation of TOP 2050 would not result in direct vegetation removal in surface water areas in the City; however, projects approved pursuant to TOP 2050 could indirectly result in such removal. Projects that would result in impacts to surface water areas determined to be jurisdictional to the state would require CDFW approval pursuant to the Fish and Game Code (Section 1600 et. seq.) in the

form of Streambed Alteration Agreements. Such impacts would require mitigation, also subject to CDFW approval.

Policy ER-5.1 would support avoidance of adverse impacts to protected wetlands, waters of the United States, and waters of the State.

Compared to the Approved Project, TOP 2050 would have similar impacts to sensitive habitat because it would not result in development of new, previously undeveloped areas of the City even though it would result in an increase in land use intensity. Individual projects undergoing environmental review under CEQA would be required to determine whether there is potential habitat on-site for sensitive species. If sensitive species were found on-site, the project proponent would be required to consult with the CDFW regarding impacts to sensitive species and ensuing mitigation. Projects in Ontario Ranch would pay a mitigation fee that would be deposited into a trust fund to be used for the acquisition, restoration, rehabilitation, and maintenance of lands deemed to have long-term conservation value. In conclusion, projects affecting riparian habitat in the City would be required to mitigate potential impacts to riparian areas through the existing permitting process.

The Proposed Project would not result in new impacts or a substantial increase in the magnitude of impacts to riparian habitat or sensitive natural communities compared to the Approved Project.

Finding. The Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to riparian habitat or sensitive natural community. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.4.31)

Impact 5.4-3: Compliance with existing regulations would ensure that implementation of TOP 2050 would not have an adverse impact on jurisdictional waters. [Threshold B-3]

The 2010 Certified EIR found that the Approved Project would not have substantial adverse impacts on jurisdictional waters. Flood control channels and detention basins would be designated Open Space–Non-recreation or Open Space–Parkland. Projects that have the potential to result in impacts to waters of the state would be subject to approval by CDFW; United States Army Corps of Engineers (USACE); require a Section 404 permit under the Clean Water Act (CWA) or consultation with Environmental Protection Agency (EPA) for a Section 7 take permit, as applicable; and require mitigation in accordance with the applicable permits.

The Cucamonga Creek and Deer Creek channels and portions of the Lower Deer Creek, Day Creek, Etiwanda Creek, and West Cucamonga Creek channels, are owned and maintained by San Bernardino County; they are not subject to land use controls by the City of Ontario and would not be affected by TOP 2050. Remaining segments of the Lower Deer Creek, Day Creek, Etiwanda Creek, and West Cucamonga Creek channels in the City that are owned by the City of Ontario, would be designated Open Space–Non-recreation by TOP 2050 and would not be developed with other land uses. The Cucamonga, Ely, Wineville, and Chris detention basins are also owned and maintained by the County and would not be affected by TOP 2050.

Ontario Ranch contains dairy manure water retention basins, irrigation ponds, livestock watering, and man-made lakes. In addition, fields under cultivation or left fallow accumulate surface water in ponds or ditches. The CDFW may have jurisdiction over these water bodies, but they are not expected to come under USACE jurisdiction. Implementation of TOP 2050 would not result in direct impacts to waters of the State because TOP 2050 does not grant specific entitlements for development. Tributaries to any channels in the city, plus areas that are fed by surface waters, are considered waters of the State and are jurisdictional to CDFW. Projects resulting in impacts to waters of the State would be subject to approval by CDFW through Streambed Alteration Agreements and would require mitigation as determined by the CDFW for any consequent impacts.

Individual projects undergoing environmental review under CEQA would be required to determine whether there is potential habitat on-site for sensitive species. If sensitive species were found, the project proponent would be required to consult with the CDFW regarding impacts to sensitive species and ensuing mitigation. Projects in Ontario Ranch would pay a mitigation fee that would be deposited into a trust fund to be used for the acquisition, restoration, rehabilitation, and maintenance of lands deemed to have long-term conservation value.

Compared to the Approved Project, TOP 2050 would have similar impacts to jurisdictional waters. This is because the Proposed Project would result in an increase in land use intensity but would not result in development of new, previously undeveloped areas of the City. In conclusion, because projects that have the potential to result in impact to waters of the State would be subject to approval by CDFW and USACE, require a Section 404 permit under the CWA or consultation with the EPA for a Section 7 take permit, and mitigation would be required in accordance with the applicable permits, impacts to jurisdictional waters in the City associated with TOP 2050 would be less than significant.

The Proposed Project would not result in new impacts or a substantial increase in the magnitude of impacts to jurisdictional waters compared to the Approved Project.

Finding. The Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to state or federally protected wetlands. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.4.33)

Impact 5.4-4: Implementation of TOP 2050 would not adversely affect wildlife movement. [Threshold B-4]

The 2010 Certified EIR found that no regional wildlife movement corridors have been identified in the City. Therefore, the Approved Project did not result in substantial adverse effects to wildlife movement.

No regional wildlife movement corridors have been identified in the City, most of which is ill suited for the purposes of wildlife movement. The flood control channels and the Southern California Edison (SCE) corridors could serve as local corridors for movement within the City and between the San Gabriel Mountains to the north and the Prado Basin to the south. The segments of flood control channels in the City would be designated Open Space–Non-recreation under TOP 2050 and would

not be developed with other land uses. The SCE corridors would also be designated Open Space–Non-recreation. Therefore, implementation of TOP 2050 is not anticipated to substantially impair the use of flood control channels or SCE corridors in the City as wildlife movement corridors.

There are trees and shrubs scattered throughout the City that may be used for nesting or roosting by migrating birds. TOP 2050 would not grant specific entitlements for development; therefore, implementation of TOP 2050 would not directly impact vegetation that could be used by migrating birds. Such projects would be required to comply with the federal Migratory Bird Treaty Act. Therefore, TOP 2050 is not anticipated to have substantial adverse impacts to migratory birds. Furthermore, Policy ER-5.1 would encourage efforts to conserve flood control channels and transmission line corridors as wildlife movement corridors. Consequently, impacts would be less than significant.

Compared to the Approved Project, TOP 2050 would have similar impacts associated with wildlife movement corridors. Though the Proposed Project would increase land use intensity, it would not result in development of new, previously undeveloped areas of the City. Like the Approved Project, TOP 2050 would not result interfere with wildlife movement in a wildlife corridor.

The Proposed Project would not result in new impacts or a substantial increase in the magnitude of impacts to wildlife movement compared to the Approved Project.

Finding. The Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridor, and to the impediment of use of native wildlife nursery sites. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.4.33)

Impact 5.4-5: Development in accordance with TOP 2050 would require compliance with the requirements of the Delhi Sands Flower-Loving Fly Ontario Recovery Unit. [Thresholds B-5 and B-6]

The 2010 Certified EIR found that the Approved Project would not conflict with the requirements of the DSFLF Ontario Recovery Unit or critical habitat for the San Bernardino kangaroo rat. Since 2008, the critical habitat for the San Bernardino kangaroo rat is no longer in Ontario, so it is not evaluated in this discussion.

The Ontario Recovery Unit for the DSFLF includes 21.7 square miles of Ontario, mostly in the eastern and southwestern portions of the City, including portions of Ontario Ranch. Projects proposed within the Ontario Recovery Unit would be required to conduct focused surveys for DSFLF on the project site and consult with the USFWS regarding mitigation of impacts on any DSFLF found, pursuant to Section 7 of the FESA. In some of the parts of Ontario Ranch that were previously used as dairies, the USFWS has concluded from the findings of previous focused surveys that DSFLS is very unlikely to occur; therefore, no focused surveys for DSFLF areas are required in these areas. Projects proposed pursuant to TOP 2050 would need to ascertain requirements for focused surveys for DSFLF from the USFWS on a case-by-case basis.

There is one habitat conservation plan (HCP) in the City, a 19-acre area near the intersection of Greystone Drive and the eastern city boundary established to protect the DSFLF. The HCP area would remain designated Industrial under the Proposed Project. Any project proposed for development within this HCP pursuant to TOP 2050 would be required to consult with the USFWS regarding project impacts on DSFLF and mitigation of any such impacts. Therefore, TOP 2050 would comply with this HCP.

TOP 2050 would not grant specific entitlements for development and would not conflict with FESA requirements and USFWS regulations regarding critical habitat. Furthermore, Policy ER-5.1 of TOP 2050 would support efforts to conserve high-quality habitat for the DSFLF. Individual projects undergoing environmental review under CEQA would be required to determine whether there is a potential for habitat on-site for sensitive species. If sensitive species were found on-site, the project proponent would be required to consult with the CDFW regarding impacts to sensitive species and ensuing mitigation. Projects in Ontario Ranch would pay a mitigation fee that would be deposited into a trust fund to be used for the acquisition, restoration, rehabilitation, and maintenance of lands deemed to have long-term conservation value.

Compared to the Approved Project, TOP 2050 would have similar impacts regarding consistency with a habitat conservation plan. This is because the Proposed Project would increase land use intensity but would not result in development of new, previously undeveloped areas of the City. Like the Approved Project, TOP 2050 would not conflict with the DSFLF HCP.

The Proposed Project would not result in new impacts or a substantial increase in the magnitude of impacts to habitat conservation plan compared to the Approved Project.

Finding. The Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to conflict with local policies or ordinances protecting biological resources and to adopted habitat conservation plans or natural community conservation plans. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.4.34)

5. Cultural Resources[3]

Impact 5.5-3: Grading activities would not adversely impact human remains, if accidentally uncovered, because procedures are required under the Public Resources Code and California Health and Safety code. [Threshold C-3]

The 2010 Certified EIR found that grading activities in Ontario would comply with PRC Section 5079.98 so as not to disturb human remains.

There are known Native American gravesites and cemeteries in the City, including Bellevue Memorial Park on the north side of G Street, between Benson Avenue and Mountain Avenue. TOP 2050 in itself does not involve grading activities and would not directly disturb any human remains. However, long-

[3] Impacts5.5-1 is addressed in Section E, *Significant and Unavoidable Significant Impacts that Cannot be Mitigated to Below the Level of Significance.* Impact 5.5-2 is addressed in Section D*, Findings on Significant Environmental Impacts that Can be Reduced to a Less than Significant Level.*

term implementation of TOP 2050 would allow development and redevelopment, including grading, of sensitive areas, possibly disturbing human remains, including those outside of formal cemeteries.

California Health and Safety Code, Section 7050.5; CEQA Section 15064.5; and PRC Section 5097.98 mandate the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery. Specifically, the California Health and Safety Code requires that if human remains are discovered on a project site, disturbance of the site shall remain halted until the coroner has conducted an investigation into the circumstances, manner, and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in PRC Section 5097.98. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes or has reason to believe the human remains to be those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission. Although soil-disturbing activities associated with development in accordance with TOP 2050 could result in the discovery of human remains, compliance with existing law would ensure that significant impacts to human remains would not occur.

The Proposed Project would not result in new impacts or a substantial increase in the magnitude of impacts to human remains compared to the Approved Project.

Finding. The Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to human remains. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.5.20)

6. Energy

Impact 5.6-1: TOP 2050 would not result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation. [Threshold E-1]

The 2010 Certified EIR assessed the energy demand for electricity and gas services and concluded that the Approved Project would result in a less than significant impact to additional demand for electrical and gas services. The 2010 Certified EIR did not identify impacts associated with wasteful, inefficient, or unnecessary consumption of energy resources.

Short-Term Construction Impacts

Development projects constructed under the Proposed Project would create temporary demands for electricity. Natural gas is not generally required to power construction equipment, and therefore is not anticipated during construction phases. Electricity use would fluctuate according to the phase of construction. Additionally, it is anticipated that most electric-powered construction equipment would be hand tools (e.g., power drills, table saws, compressors) and lighting, which would result in minimal electricity usage during construction activities.

Development projects would also temporarily increase demands for energy associated with transportation. Transportation energy use depends on the type and number of trips, vehicle miles traveled (VMT), fuel efficiency of vehicles, and travel mode. Energy use during construction would come from the transport and use of construction equipment, delivery vehicles and haul trucks, and construction employee vehicles that would use diesel fuel or gasoline. The use of energy resources by these vehicles would fluctuate according to the phase of construction and would be temporary. It is anticipated that most off-road construction equipment, such as those used during demolition and grading, would be gas or diesel powered. In addition, all operation of construction equipment would cease upon completion of project construction.

Furthermore, the construction contractors would be required to minimize nonessential idling of construction equipment during construction in accordance with the California Code of Regulations Title 13, Article 4.8, Chapter 9, Section 2449. Such required practices would limit wasteful and unnecessary energy consumption. Moreover, future development projects accommodated under TOP 2050 would be similar to projects currently in development in Ontario. The types of land uses accommodated under TOP 2050 would also be similar to the land uses accommodated under the Approved Project. Thus, the construction processes for future development projects accommodated under the Proposed Project would be similar to the construction processes of current development projects and projects accommodated under the Approved Project.

TOP 2050 would not result in wasteful, inefficient, or unnecessary consumption of fuel use during construction. The Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to that of the Approved Project.

Long-Term Impacts During Operation

Operation of new development projects accommodated under the Proposed Project would create additional demands for electricity and natural gas compared to existing conditions. Operational use of electricity and natural gas would include heating, cooling, and ventilation of buildings; water heating; operation of electrical systems; use of on-site equipment and appliances; and lighting.

Nontransportation Energy

Electrical service to the City is provided by SCE through connections to existing off-site electrical lines and new on-site infrastructure. As shown in Table 5.6-4, *Year 2050 Forecast Electricity Consumption*, in Section 5.6, *Energy*, of the Draft SEIR, by horizon year 2050, electricity use in the City would decrease by 32,244,780 kilowatt-hours per year, or approximately 9 percent, from existing conditions.

As shown in Table 5.6-5, *Year 2050 Forecast Natural Gas Consumption*, in Section 5.6, *Energy*, natural gas use under the Approved Project totals 100,249,150 therms annually. By 2050, natural gas use in the City would increase by 3,624,970 therms annually, or approximately 4 percent, from existing conditions.

While the electricity demand would decrease and natural gas demand would increase for the City compared to existing conditions, developments accommodated under the Proposed Project would be required to comply with the current and future updates to the Building Energy Efficiency Standards and CALGreen, which would contribute in reducing the energy demands shown in Tables 5.6-4 and

5.6-5. New and replacement buildings in compliance with these standards would generally have greater energy efficiency than existing buildings. It is anticipated that each update to the Building Energy Efficiency Standards and CALGreen would result in greater building energy efficiency and move closer to buildings achieving zero net energy.

In addition to the Building Energy Efficiency Standards and CALGreen, TOP 2050 includes the goals and policies to increase energy efficiency and reduce wasteful, inefficient use of energy resources. The Environmental Resources Element policies focus on coordinating with agencies to pursue energy-efficient goals and strategies, promoting energy-efficient development patterns and site designs, and expanding renewable energy strategies (Environmental Resources Element policies ER-3.2, ER-3.3, ER-3.4, and ER-3.6). Policies ER-3.2 and ER-3.4 would require the best practices identified in green community rating systems to guide development in new communities and promote renewable energy sources for public- and private-sector development. Policy ER-3.3 would require energy-efficient building and site design strategies for future development projects. Policy ER-3.4 would require all new and substantially renovated City buildings of 10,000 square feet and greater to achieve Leadership in Energy and Environmental Design (LEED) Silver Certification standard. Encouraging sustainable and energy-efficient building practices and using more renewable energy strategies will further reduce energy consumption in the City and move closer to achieving zero net energy.

Transportation Energy

The growth accommodated under TOP 2050 would consume transportation energy from the use of motor vehicles (e.g., gasoline, diesel, compressed natural gas, and electricity). Table 5.6-6, *Operation-Related Annual Fuel Usage*, in Section 5.6, *Energy*, shows the net change in VMT, fuel usage, and fuel efficiency of the Proposed Project compared to the Approved Project.

As shown in Table 5.6-6, when compared to the Approved Project, the Proposed Project would result in an overall increase in VMT and fuel usage for gasoline-, diesel-, compressed natural gas- and electricity-powered vehicles. Therefore, the Proposed Project would result in an increase in annual VMT and fuel usage for all vehicles, primarily due to the increase in projected population growth. Fuel efficiency will be the same as the Approved Project, and implementation of the Proposed Project would not result in less efficiency in transportation fuel usage.

The overall VMT shown in the table would be primarily attributable to the increase in population compared to the Approved Project. Although fuel efficiency between the Proposed Project and the Approved Project would be the same, the VMT per service personnel rate (VMT/SP) decreases under the Proposed Project (see Section 5.17, T*ransportation*, Table 5.17-4, *VMT Comparison of TOP 2050 to the Approved TOP*, criterion 1, of the Draft SEIR). A decrease in VMT/SP indicates fewer vehicle trips and shorter trip distances with the growing service population, which accounts for residents and employees who lives and/or works in Ontario. This could be caused by multiple factors, such as better jobs-housing ratio, implementation of more public transit options in the City, and amenities closer to where residents live.

Although VMT associated with electric vehicles and thus electricity usage would increase under the with-project horizon year 2050 scenario when compared to existing Approved Project, it is also anticipated that electric vehicles will improve in energy efficiency. In conjunction with the regulatory

(i.e., Renewables Portfolio Standard [RPS], Senate Bill [SB] 350, and SB 100) and general trend toward increasing the supply and production of energy from renewable sources, it is anticipated that a greater share of electricity used to power electric vehicles will be from renewable sources in future years (e.g., individual photovoltaic systems, purchased electricity from a community choice aggregation, and/or purchased electricity from SCE that is generated from renewable sources).

In addition to regulatory compliance that would contribute to more fuel-efficient vehicles and less demand in fuels, the Proposed Project includes policies that will contribute to minimizing overall VMT, and thus fuel usage associated with the City. These proposed policies focus on minimizing VMT through land use and transportation planning efforts that work in combination. TOP 2050 includes Mobility Element policy M-3.3 and Land Use Element policies LU-1.2, LU-1.4, LU-1.5, and LU-1.6. These policies focus on situating residential development near commercial land uses to promote public transit use. Placing residential and nonresidential uses near each other to create self-sustaining communities and neighborhoods and offering mixed-used developments could result in shorter distances traveled between where people work and live and to amenities. The shorter distances reduce VMT by reducing the average vehicle trip distance traveled. It also encourages people to forego vehicle travel altogether and either bike, walk, or take public transportation, which would also contribute to minimizing VMT.

Furthermore, proposed policies under TOP 2050 include improving public transportation and active transit (e.g., biking and walking) infrastructure in the City (e.g., Mobility Element policies M-2.1, M-2.2, M-2.3, and M-2.4; Community Design Element policy CD-3.2). Improving the public transportation and active transit infrastructure in conjunction with creating more self-sustaining neighborhoods would encourage less travel by single-occupancy-passenger vehicle, which would further contribute to minimizing VMT. Moreover, TOP 2050 Environmental Resources Element policy ER-3.5 focuses on increasing the use of clean fuel and electric vehicles by purchasing more fuel-efficient alternative energy vehicles.

Summary

Overall, regulatory compliance (e.g., Building Energy Efficiency Standards, CALGreen, RPS, and Corporate Average Fuel Economy [CAFE] standards) will increase building energy efficiency and vehicle fuel efficiency and reduce building energy demand and transportation-related fuel usage. Additionally, the Proposed Project includes policies related to land use and transportation planning and design, energy efficiency, public and active transit, and renewable energy generation that will contribute to minimizing building and transportation-related energy demands overall and demands on nonrenewable sources of energy. Implementation of proposed policies under TOP 2050 and Community Climate Action Plan (CCAP) in conjunction with regulatory requirements would ensure that energy demand associated with growth under TOP 2050 would not be inefficient, wasteful, or unnecessary. Therefore, the Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project.

Finding. The Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to wasteful, inefficient, or unnecessary consumption of energy resources. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.6.13)

Impact 5.6-2: Implementation of TOP 2050 would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. [Threshold E-2]

The 2010 Certified EIR did not identify impacts related to consistency with plans for renewable energy or energy efficiency because this was not a threshold in the CEQA Guidelines Appendix G checklist at the time. Applicable plans relevant to the Proposed Project include the California RPS Program.

The state's electricity grid is transitioning to renewable energy under California's RPS Program. Renewable sources of electricity include wind, small hydropower, solar, geothermal, biomass, and biogas. In general, California has RPS requirements of 33 percent renewable energy by 2020 (SB X1-2), 40 percent by 2024 (SB 350), 50 percent by 2026 (SB 100), 60 percent by 2030 (SB 100), and 100 percent by 2045 (SB 100). SB 100 also establishes RPS requirements for publicly owned utilities that consist of 44 percent renewable energy by 2024, 52 percent by 2027, and 60 percent by 2030. The statewide RPS requirements do not directly apply to individual development projects, but to utilities and energy providers such as SCE, whose compliance with RPS requirements would contribute to the State of California objective of transitioning to renewable energy. The land uses accommodated under the Proposed Project would comply with the current and future iterations of the Building Energy Efficiency Standards and CALGreen.

Furthermore, TOP 2050 includes Environmental Resources Element policies ER-3.1, ER-3.2, ER-3.3, ER-3.4, ER-3.5, and ER-3.6 and Safety Element policies S-9.1, S-9.2, and S-9.3, which would support the statewide goal of transitioning the electricity grid to renewable sources and employ best practices regarding energy-saving standards. Therefore, implementation of TOP 2050 would not conflict with or obstruct implementation of California's RPS program. The Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project.

Finding. The Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to conflict with or obstruction of a state or local plan for renewable energy or energy efficiency. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.6.14)

7. Geology and Soils[4]

Impact 5.7-1: Development of TOP 2050 would adhere to the California Building Code to ensure residents, employees, or visitors in Ontario would not be adversely affected by potential seismic-related hazards. [Threshold G-1]

The 2010 Certified EIR found that policies of the Approved Project, and state regulations would ensure that the potential impacts from seismic-related hazards would be less than significant.

[4] Impact 5.7-6 is addressed in Section D*, Findings on Significant Environmental Impacts that Can be Reduced to a Less than Significant Level.*

Earthquakes

The Upper Santa Ana River Valley and vicinity contain a number of known earthquake faults, which are described above in Table 5.7-1, *Estimated Maximum Earthquake Magnitude and Associated Peak Ground Acceleration for Faults in and Near Ontario*, and shown on Figure 5.7-2, *Regional Faults and Fault Zones*, in Section 5.7, *Geology and Soils*, of the Draft SEIR. The City of Ontario is not within any Alquist-Priolo Earthquake Fault Zone. Of the faults listed, the southern section of the San Andreas Fault is estimated to be capable of generating the greatest magnitude earthquake, 8.0. The most intense peak horizontal ground acceleration that any of these faults is estimated to be capable of generating in Ontario is approximately 0.54 g by the Chino Fault, which passes approximately four miles from the southwestern City boundary. Projects considered for approval under TOP 2050 would be required to comply with seismic safety provisions of the California Building Code (CBC; Title 24, Part 2 of the California Code of Regulations). Such compliance would reduce hazards arising from ground shaking to less than significant.

Liquefaction

Based on the groundwater levels throughout the City being greater than 50 feet below ground surface, there is currently no potential for liquefaction.

Seismically Induced Settlement

The entire Ontario area is underlain by young, unconsolidated alluvial deposits and artificial fill that may be susceptible to seismically induced settlement (see Figure 5.7-1, *Geologic Map*, in Section 5.7, *Geology and Soils*, of the Draft SEIR). Implementation of TOP 2050 could indirectly increase the numbers of persons and structures in the City that could be subjected to earthquake-related hazards. Projects developed pursuant to TOP 2050 would be required to meet the most current seismic safety requirements in the CBC. Chapter 16 of the CBC contains requirements for design and construction of structures to resist loads, including earthquake loads. Chapter 18 contains requirements for excavation, grading, and fill; load-bearing values of soils; and foundations, footings, and piles. Compliance with those requirements would ensure that there would not be substantial impacts related to ground shaking, liquefaction, or seismic settlement. Furthermore, TOP 2050 includes the following policies regarding seismic-related 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.

- **S-1.2: Entitlement and Permitting Process.** We follow state guidelines and the California Building Code to determine when development proposals must conduct geotechnical and geological investigations.

- **S-1.3: Continual Update of Technical Information.** We maintain up-to-date California Geological Survey seismic hazard maps.

- **S-1.4**: **Seismically Vulnerable Structures.** We conform to state law regarding unreinforced masonry structures and coordinate with not-for-profits to facilitate seismic retrofits in environmental justice areas and for low-income households.

TOP 2050 would have similar seismic hazards as the current TOP. This is because while the Proposed Project would result in an increase in land use intensity, TOP 2050 would not result in development of new, previously undeveloped areas of the City. After compliance with the safety provisions of the CBC, implementation of TOP 2050 would have less-than-significant impacts from seismic hazards. The Proposed Project would not result in new impacts or a substantial increase in the magnitude of impacts to geology and soils compared to the Approved Project.

Finding. The Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to seismic-related hazards. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.7.19)

Impact 5.7-2: Implementation of TOP 2050 would not result in substantial soil erosion or the loss of topsoil. [Threshold G-2]

The 2010 Certified EIR found that policies of the Approved Project and state regulations would ensure that the potential impacts from erosion or the loss of topsoil would be less than significant.

Erosion

The young alluvial sediment and wind-blown sand underlying the City are generally granular, poorly consolidated, and very susceptible to erosion. Grading increases the potential for erosion by removing protective vegetation, changing natural drainage patterns, and constructing slopes. However, compliance with the CBC and review of grading plans for individual projects by the City Engineer would ensure no significant impacts would occur. In addition, construction activities on project sites larger than one acre are required to prepare a Stormwater Pollution Prevention Plan (SWPPP) that details Best Management Practices (BMPs) to reduce the potential for erosion during construction activities.

Furthermore, TOP 2050 includes the following policies regarding erosion and loss of topsoil:

- **ER-1.6: Urban Run-off Quantity.** We encourage the use of low impact development strategies, including green infrastructure, to intercept run-off, slow the discharge rate, increase infiltration, and ultimately reduce discharge volumes to traditional storm drain systems.

- **ER-1.7: Urban Run-Off Quality.** We require the control and management of urban runoff, consistent with Regional Water Quality Control Board regulations.

- **S-5.1: Dust Control Measures.** We require the implementation of Best Management Practices for dust control at all excavation and grading projects.

- **S-5.2: Grading in High Winds**. We prohibit excavation and grading during strong wind conditions, as defined by the Building Code.

TOP 2050 would have similar soil erosion as the current TOP. This is because while the Proposed Project would result in an increase in land use intensity, TOP 2050 would not result in development of new, previously undeveloped areas of the City. After compliance with the safety provisions of the CBC implementation of TOP 2050 would have less-than-significant impacts from soil erosion. The Proposed Project would not result in new impacts or a substantial increase in the magnitude of impacts to erosion and topsoil loss compared to the Approved Project.

Finding. The Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to erosion and loss of topsoil. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.7-20)

Impact 5.7-3: The City of Ontario would not exacerbate geologic hazards in the City, such as on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. [Threshold G-3]

The 2010 Certified EIR found that policies of the Approved Project, and state regulations would ensure that the potential impacts from geology and soils hazards would be less than significant.

Ground Subsidence

The thick alluvial deposits comprising the Chino Subbasin may be susceptible to compaction, with resulting subsidence at the surface, in the event of rapid groundwater withdrawal. Surface subsidence of up to 2.5 feet and ground fissuring from groundwater extraction have been reported in Chino. Projects considered for approval under TOP 2050 could expose structures or persons to potentially significant hazards from ground subsidence. However, compliance with the CBC and review of grading plans for individual projects by the City Engineer would ensure no significant impacts would occur.

Compressible Soils

The young sediments underlying the City are generally dry and loose in the upper few feet, and therefore are susceptible to compression. Much of the Ontario Ranch has been intensively farmed and is especially susceptible to compression. Developments approved pursuant to TOP 2050 could expose persons or structures to potentially significant hazards from compressible soils. However, compliance with the CBC and review of grading plans for individual projects by the City Engineer would ensure no significant impacts would occur. Furthermore, TOP 2050 includes policies regarding geology and soils hazards.

TOP 2050 would have similar geological hazards as the current TOP. This is because while the Proposed Project would result in an increase in land use intensity, TOP 2050 would not result in development of new, previously undeveloped areas of the City. After compliance with the safety provisions of the CBC implementation of TOP 2050 would have less-than-significant impacts from geologic hazards. The Proposed Project would not result in new impacts or a substantial increase in the magnitude of impacts to geology and soils compared to the Approved Project.

Finding. The Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to geologic hazards. Accordingly, no changes or alterations to the Proposed Project

were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.7-21)

Impact 5.7-4: Development associated with TOP 2050 would not be located on expansive soil, as defined in Table 18-1B of the Uniform building Code (1994), creating substantial direct or indirect risks to life or property. [Threshold G-4]

The 2010 Certified EIR found that policies of the Approved Project, and state regulations would ensure that the potential impacts from geology and soils hazards would be less than significant.

Expansive Soils

Expansive soils are likely in the southern parts of the City, where there are silts, sandy silts, and silty clays. Near-surface soils in the northern and central parts of the City are primarily granular, that is, silty sand, sand, and gravel; such sediments are usually nonexpansive or have very low expansion potential. Projects in the southern part of the City under TOP 2050 could expose persons or structures to potentially significant hazards from expansive soils. However, compliance with the CBC and review of grading plans for individual projects by the City Engineer would ensure no significant impacts would occur. Additionally, TOP 2050 includes policies regarding geology and soils hazards.

TOP 2050 would have similar impacts from expansive soils as the current TOP. This is because while the Proposed Project would result in an increase in land use intensity, TOP 2050 would not result in development of new, previously undeveloped areas of the City. After compliance with the safety provisions of the CBC implementation of TOP 2050 would have less-than-significant impacts from expansive soils. The Proposed Project would not result in new impacts or a substantial increase in the magnitude of impacts to geology and soils compared to the Approved Project.

Finding. The Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to expansive soils. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.7-21)

Impact 5.7-5: Implementation of TOP 2050 would not result in use of septic tanks or alternative waste water disposal systems that would not be supported by soils in the City. [Threshold G-5]

The 2010 Certified EIR found that policies of the Approved Project, and state regulations would ensure that the potential impacts from geology and soils hazards would be less than significant. Wastewater from Ontario is treated at wastewater treatment facilities owned and operated by the Inland Empire Utilities Agency (IEUA). Use of septic tanks would be limited to existing septic tanks, and new septic tanks would be constricted to areas not in practical proximity to existing sewer mains, dependent on approval by the Santa Ana Regional Water Quality Control Board (RWQCB) on a case-by-case basis. The Proposed Project would not result in new impacts or a substantial increase in the magnitude of impacts to geology and soils compared to the Approved Project.

Finding.. The Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to septic tanks and alternative waste water disposal systems. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.7-22)

8. Greenhouse Gas Emissions

Impact 5.8-1: Implementation of TOP 2050 with the CCAP is projected to result in emissions below those of the Approved Project and meet the GHG reduction target established under SB 32 and Executive Order S-03-05 and progress toward the State's carbon neutrality goal. [Threshold GHG-1]

The 2010 Certified EIR identified significant GHG emissions impacts associated with the Approved Project as a result of the magnitude of population and employment growth projected by SCAG and TOP. Development under the Proposed Project would contribute to global climate change through direct and indirect emissions of GHG from land uses within the city. A general plan does not directly result in development without additional approvals. Before any development can occur in the city, it must be analyzed for consistency with TOP 2050, zoning requirements, and other applicable local and State requirements; comply with the requirements of CEQA; and obtain all necessary clearances and permits.

Horizon Year 2050 Emissions Forecast

TOP 2050 is an update to TOP to guide the city's development and conservation through 2050. The Proposed Project is a focused effort, with particular emphasis on conducting technical refinements to the Policy Plan to comply with state housing mandates; conform with new state laws related to community health, environmental justice, climate adaption, resiliency, and mobility; and bring long-term growth and fiscal projections into alignment with current economic conditions. The community GHG emissions inventory for TOP 2050 compared to TOP is shown in Table 5.8-7, *GHG Emission Forecast,* in Section 5.8, *Greenhouse Gas Emissions*, of the Draft SEIR. As shown in this table, the increase in residential units and population associated with the Approved Project compared to the Proposed Project results in an increase in residential building energy use and a slight increase in solid waste and water/wastewater generation compared to the current TOP. However, the GHG emissions efficiency of the Proposed Project, expressed in GHG emissions per service population, improves compared to the Approved Project. Overall, GHG emissions associated with the Proposed Project would be slightly higher compared to those of the Approved Project in the absence of local measures identified in the CCAP and would not meet the 2050 GHG target of 2.0 $MTCO_2e$ per capita.

Table 5.8-7 includes reductions from state measures that have been adopted to reduce GHG emissions, including:

- The RPS requires increases in renewable electricity supplies.
- The Clean Car Standards require increased fuel efficiency of on-road vehicles and decreased carbon intensity of vehicle fuels.

- The updated Title 24 Building Energy Efficiency Standards require new buildings to achieve increased energy efficiency targets.
- The LCFS mandates reduced carbon intensity of fuels used in off-road equipment.
- The short-lived climate pollutants law (SB 1383) proposes a comprehensive strategy to reduce methane and other emissions of short-lived greenhouse gases through regulations on dairy operations and urban landfills, including higher diversion rates of food waste from landfills.

Local GHG Reduction Measures

The City of Ontario has been implementing the GHG reduction measures identified in the 2014 CCAP to reduce GHG emissions in the city.

To improve energy efficiency of municipal buildings and operations, the City launched the Smart Ontario initiative, which involves an energy audit, comprehensive upgrade of municipal utility infrastructure, and implementation of energy infrastructure improvements. As of March 2022, the City has retrofitted all citywide street lights with LED light fixtures and all interior and exterior light fixtures in city buildings (approximately 15,000); has replaced over 100 heating, ventilation, and air conditioning (HVAC) components in city facilities; and replaced 350 thermostats in all city buildings. The City has installed 1.8 megawatt solar photovoltaic systems at the Ontario Convention Center and the Ontario Police Department, generating 2,571,125 kilowatt-hours of energy in 2019. To reduce the GHG emissions of newly constructed city buildings, City policies support all new municipal buildings to be Leadership in Energy and Environmental Design (LEED) certified by the U.S. Green Building Council. In compliance with the California Building Standards Code of Title 24, in November 2019, the City passed an ordinance to amend the municipal code and adopt by reference the 2019 California Green Building Standards Code.

The City has also implemented numerous projects to reduce GHG emissions from the transportation sector, including the installation of 21 electric vehicle (EV) charging stations, adoption of an Active Transportation Master Plan, synchronization of 30 percent of traffic signals through the Traffic Management Center, and completion of pedestrian and bicycle infrastructure improvements through Safe Routes to School and Active Transportation Program grants. Future projects include a citywide e-scooter share program (launching in March 2023), the Multimodal Transportation Center (needs assessment completed in March 2022), and the West Valley Corridor Bus Rapid Transit, a zero-emission bus line (completion expected in 2024).

The Proposed Project includes implementation of the CCAP update. The 2022 update to the CCAP draws upon strategies from the 2014 CCAP and the San Bernadino GHG Reduction Plan, with new strategies to address current state regulations and local issues of concern. The CCAP identifies GHG emissions reductions targets for the City of Ontario that would ensure consistency with the State GHG reduction goals of EO S-03-05 and substantial progress toward the State's carbon neutrality goals under EO B-55-18. Table 5.8-8, *2022 CCAP GHG Reduction Measures*, in Section 5.8, *Greenhouse Gas Emissions*, of the Draft SEIR shows the GHG reduction measures and reductions associated with the local measures in the draft CCAP at buildout of TOP 2050 that would help achieve those reductions.

Table 5.8-9, *TOP 2050 GHG Emissions Reduction Target Analysis with the CCAP*, in Section 5.8, *Greenhouse Gas Emissions*, of the Draft SEIR shows that the City would achieve the GHG reduction targets for year 2050 with implementation of the CCAP.

Furthermore, TOP 2050 includes policies that would reduce GHG associated with development projects.

- Land Use Element policies LU-2.1 through LU-2.5 would regulate new development impacts on nearby sensitive land uses.
- Environmental Resources Element policies ER-1.1 through ER-1.8 would reduce GHG emissions from water use and wastewater generation.
  - Policies ER-2.1 through ER-2.3 would reduce GHG emissions from solid waste disposal.
  - Policies ER-3.1 through ER-3.6 would ensure that new development is energy efficient.
  - Policies ER-4.1 through ER-4.9 would reduce air pollution from new development.
- Community Design Element policy CD-2.7 would ensure that sustainability is considered in the design of new projects.
- Mobility Element policies M-1.4 (complete streets), M-3.1through M-3.11 (transit), and M-2.1 through M-2.4 (bicycle and pedestrian) would reduce VMT.

With implementation of the CCAP, TOP 2050 would result in a decrease in emissions from the Approved Project (see Table 5.8-10, *GHG Emissions Forecast with CCAP Implementation*, in Section 5.8, *Greenhouse Gas Emissions*, of the Draft SEIR). Further, as shown in Table 5.8-8, with implementation of the CCAP, the city would achieve the EO S-03-05 GHG emissions reduction targets, resulting in an 80 percent decrease in GHG emissions in the city by 2050 from existing conditions, and would make substantial progress toward the State's carbon neutrality goals under EO B-55-18. Therefore, TOP 2050, which includes the CCAP, would reduce GHG emissions impacts compared to the current TOP. The Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project.

Finding. The Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to the generation of greenhouse gas emissions that may have a significant impact on the environment. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.7-26)

Impact 5.8-2: Impact 5.8-2: Implementation of TOP 2050 would not conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing GHG emissions. [Threshold GHG-2])

The 2010 Certified EIR identified that the Approved Project was consistent with statewide strategies adopted for the purpose of reducing GHG emissions. Applicable plans adopted for the purpose of

reducing GHG emissions include CARB's Scoping Plan and SCAG's Connect SoCal. A consistency analysis with these plans is presented below.

CARB Scoping Plan

The CARB Scoping Plan is applicable to state agencies but is not directly applicable to cities/counties and individual projects (i.e., the Scoping Plan does not require local jurisdictions to adopt its policies, programs, or regulations to reduce GHG emissions). However, new regulations adopted by the State agencies from the Scoping Plan result in GHG emissions reductions at the local level. So local jurisdictions benefit from reductions in transportation emissions rates, increases in water efficiency in the building and landscape codes, and other statewide actions that affect a local jurisdiction's emissions inventory from the top down. Statewide strategies to reduce GHG emissions include the LCFS and changes in the corporate average fuel economy standards.

Project GHG emissions shown in Table 5.8-8 includes reductions associated with statewide strategies that have been adopted since AB 32 and SB 32. Development projects accommodated under TOP 2050 are required to adhere to the programs and regulations identified by the Scoping Plan and implemented by state, regional, and local agencies to achieve the statewide GHG reduction goals of AB 32 and SB 32. Future development projects would be required to comply with these state GHG emissions reduction measures because they are statewide strategies. For example, new buildings associated with land uses accommodated by implementing TOP 2050 would be required to meet the CALGreen and Building Energy Efficiency Standards in effect at the time when applying for building permits. Furthermore, as discussed under the discussion for Impact 5.8-1, TOP 2050 includes goals, policies, and programs that would help reduce GHG emissions and therefore help achieve GHG reduction goals. Impacts associated with the Approved Project and Proposed Project are similar. Implementation of TOP 2050 would not obstruct implementation of the CARB Scoping Plan, and impacts would be less than significant. The Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to that of the Approved Project.

SCAG's Connect SoCal

Connect SoCal is Southern California's regional transportation plan to achieve the passenger vehicle emissions reductions identified under SB 375. Connect SoCal was adopted in September 2020. Connect SoCal's "core vision" centers on maintaining and better managing the transportation network for moving people and goods while expanding mobility choices by locating housing, jobs, and transit closer together and increasing investment in transit and complete streets. Moreover, Connect SoCal identifies areas in the region that can house near-term and long-term growth and support a diverse economy and workforce. By integrating the Forecast Development Pattern with a suite of financially constrained transportation investments, Connect SoCal can reach the regional target of reducing GHGs from autos and light-duty trucks by 8 percent per capita by 2020, and 19 percent by 2035 (compared to 2005 levels) (SCAG 2020).

As demonstrated in Section 5.11, *Land Use and Planning*, and Section 5.17, *Transportation*, TOP 2050 would be consistent with the Connect SoCal goals. Mobility Element policies M-1.4 (complete streets), M-3.1through M-3.11 (transit), and M-2.1 through M-2.4 (bicycle and pedestrian) would reduce VMT per service population consistent with the regional goals. Furthermore, as discussed in Section 5.14,

Population and Housing, implementation of the Proposed Project would improve and maintain the jobs-housing balance in the City. Thus, TOP 2050 would provide for residents to both live and work in the City instead of commuting to other areas, which would contribute to minimizing VMT and reducing VMT per service population. Therefore, TOP 2050 would not interfere with SCAG's ability to implement the regional strategies in Connect SoCal, and no impact would occur. The Proposed Project would not result in new impacts or a substantial increase in the magnitude of impacts compared to the Approved Project.

Finding. The Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to conflict with applicable plans, policies, or regulations adopted for the purpose of reducing the emissions of greenhouse gases. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.8-27)

9. Hazards and Hazardous Materials

Impact 5.9-1: Implementation of TOP 2050 would involve the transport, use, and/or disposal of hazardous materials, but existing regulations and TOP 2050 Policies would ensure no adverse impacts on the environment. [Thresholds H-1, H-2, and H-3]

The 2010 Certified EIR identified that implementation of the policies in the Safety Element in addition to existing regulations would ensure less than significant impacts from transport, use, and/or disposal of hazardous materials.

TOP 2050 involves the designation of commercial, industrial, and residential land uses in Ontario, as well as continued redevelopment and large amounts of infill development. Development associated with TOP 2050 would result in a concentration of commercial, hospitality, office, and industrial uses around ONT and numerous mixed-use projects throughout the City. Implementation of TOP 2050 would increase the number of businesses and residents in the City, thereby increasing the amount of hazardous materials being transported, stored, and manufactured, and the number of people exposed to these materials. Buildout in accordance with TOP 2050 would result in an increase in the frequency of transport, use, and disposal of hazardous materials associated with commercial and industrial growth in Ontario, especially in the Ontario Ranch and around ONT. Though businesses and users are required by federal, state, and local regulations to properly transport, use, and dispose of hazardous material, it is possible that upset or accidental conditions may arise that result in the release of hazardous materials into the environment.

The City also has a number of pipelines and electrical lines that run through it. A major high-pressure distribution pipeline, operated by Kinder Morgan, serves ONT with jet fuel. Although this pipeline is registered with the EPA as a large-quantity generator of hazardous materials, the number of tons of material it generates is not known at this time. This pipeline and others running throughout the City are monitored by pipeline operators who are responsible for the upkeep of pipelines and the authorization of excavations around pipeline locations. Buildout of TOP 2050 would increase the exposure of people and the environment to potential hazards related to pipeline or electrical line

rupture. As with all development in California, development in Ontario would be required to follow the procedural requirements of the Underground Service Alert of Southern California, or DigAlert.

The City of Ontario has around 127 facilities or sites that generate, transport, treat, store, and/or dispose of hazardous waste, as recorded by the national Resource Conservation Recovery Act Envirofacts Database. Tables 5.9-1, *Hazardous Materials Sites in the City*, and 5.9-2, *EPA Hazardous Waste Transporters in Ontario in 2021*, in Section 5.9, *Hazards and Hazardous Materials*, of the Draft SEIR show the known contaminated sites and facilities in Ontario based on the Comprehensive Environmental Response, Compensation, and Liability Information System and EnviroStor databases. An increase in the transport of hazardous waste from an increased demand for transport, use, and disposal within or outside the City could result in more accidents leading to the release of hazardous materials. An increase in the transport of hazardous materials as a result of the proposed project would be limited to areas along interstates and rail lines, where commercial and industrial uses would be concentrated. Some transport of hazardous materials may occur near small commercial pockets proposed throughout various areas of the City.

Furthermore, demolition activities that have the potential to expose construction workers and/or the public to asbestos-containing materials or lead-based paint will be conducted in accordance with applicable regulations, including, but not limited to: South Coast AQMD's Rule 1403; California Health and Safety Code (Section 39650 et seq.); California Code of Regulations (Title 8, Section 1529); California Occupational Safety and Health Administration regulations (California Code of Regulations, Title 8, Section 1529 [Asbestos] and Section 1532.1 [Lead]); and Code of Federal Regulations (Title 40, Part 61 [asbestos], Title 40, Part 763 [asbestos], and Title 29, Part 1926 [asbestos and lead]).

In conclusion, current federal and state regulations, City ordinances, and TOP 2050 policies would regulate the handling of hazardous substances to reduce potential releases; exposure; and risks of transporting, storing, treating, and disposing of hazardous materials and wastes. Compared to the Approved Project, TOP 2050 would have similar impacts because the Proposed Project would result in an increase in land use intensity rather than development of new, previously undeveloped areas of the City that would require substantial landform modification. Therefore, like the Approved Project, additional hazardous waste transport, use, and/or disposal that would occur upon the buildout of TOP 2050 would be less than significant with adherence to the existing regulations. The Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project.

Finding. The Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to transport, use, and disposal of hazardous materials, to release of hazardous materials, and to emission and handling of hazardous materials, substances, or waste. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.9-37)

Impact 5.9-2: Land uses in Ontario are on a list of hazardous materials sites; however, existing regulations and Safety Element policies of TOP 2050 would ensure that development would not exacerbate existing hazards. [Threshold H-4]

The 2010 Certified EIR identified that implementation of the policies in the Safety Element in addition existing regulations ensured that development of the Approved Project would not exacerbate existing hazards associated with existing hazardous materials sites.

Development in accordance with TOP 2050 would involve redevelopment and reuse of some sites listed as hazardous materials sites on environmental databases.

The listings document the presence of hazardous materials on those sites but do not document hazardous releases. Redevelopment of these sites could potentially expose future residents and workers to hazards from known hazardous materials releases on and near the sites.

Site assessments for hazardous materials and remediation of hazardous materials releases would be required for redevelopment projects developed in accordance with TOP 2050 and the regulations and policies of the agency assigned to the site (i.e., Department of Toxic Substances Control, Water Quality Control Board, Certified Unified Program Agencies, EPA). There are several TOP policies that address development on and around known hazardous waste sites. These policies include:

- **LU-2.1: Land Use Decisions.** We minimize adverse impacts on adjacent properties when considering land use and zoning requests.
- **LU-2.3: Hazardous Uses.** We regulate the development of industrial and similar uses that use, store, produce, or transport toxic substances, air emissions, other pollutants, or hazardous materials.
- **LU-2.9: Methane Gas Sites.** We require sensitive land uses and new uses on former dairy farms or other methane-producing sites be designed to minimize health risks.
- **S-6.2: Response to Hazardous Materials Releases.** We respond to hazardous materials incidents and coordinate these services with other jurisdictions.
- **S-6.5: Location of Hazardous Material Facilities.** We regulate facilities that will be involved in the production, use, storage, or disposal of hazardous materials, pursuant to federal, state, county, and local regulations, so that impacts to the environment and sensitive land uses are mitigated. We prohibit new hazardous waste facilities in close proximity to sensitive land uses and environmental justice areas.
- **S-6.6: Location of Sensitive Land Uses.** We prohibit new sensitive land uses from locating within airport safety zones and near existing sites that use, store, or generate large quantities of hazardous materials.

- **S-6.8: Mitigation and Remediation of Groundwater Contamination.** We actively participate in local and regional efforts directed at both mitigating environmental exposure to contaminated groundwater and taking action to clean up contaminated groundwater once exposure occurs.

- **S-6.9: Remediation of Methane.** We require development to assess and mitigate the presence of methane, per regulatory standards and guidelines.

Compared to the Approved Project, TOP 2050 would have similar impacts because the Proposed Project would result in an increase in land use intensity rather than development of new, previously undeveloped areas of the City that would require substantial landform modification. Therefore, like the Approved Project, buildout of TOP 2050 would not expose people to substantial hazards from hazardous materials sites listed on environmental databases. The Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project.

Finding. The Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to location on a site which is included on a list of hazard materials. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.9-39)

Impact 5.9-3: TOP 2050 is within the airport influence area of the Ontario International Airport and Chino Airport; however, land uses are consistent with the airport safety zones. [Threshold H-5]

Airport safety hazards include hazards posed to aircraft and hazards posed by aircraft to people and property on the ground. With proper land-use planning, aircraft safety risks can be reduced, primarily by avoiding incompatible land uses. The Federal Aviation Administration (FAA) and California Department of Transportation (Caltrans) Division of Aeronautics provide guidance for land use safety near airports. With adherence to these guidelines, high concentrations of people are not exposed to potential airplane accidents along runways or near airports while airplanes are departing and arriving. There are also guidelines on the placement of housing, schools, and other sensitive land uses near airports because of the noise pollution caused by airplanes. The 2010 Certified EIR identified that the Approved Project would have a less than significant impact associated with consistency with the ONT Airport Land Use Compatibility Plan (ALUCP) and the Caltrans 2011 California Airport Land Use Planning Handbook for Chino Airport. Ontario International Airport – Inter Agency Collaborative (ONT-IAC) made a determination of consistency for the Approved Project with the ALUCP, and no comments from Chino Airport were received.

Ontario International Airport

ONT has the capacity to provide regional air traffic for domestic and international commercial and cargo service, and the necessary support facilities for major and smaller airlines. It operates as a medium-hub, full-service airport serving major US cities and international cities with an average of 67 daily departures. The City of Ontario prepared an ALUCP for ONT in accordance with the Caltrans Division of Aeronautics' California Airport Land Use Planning Handbook.

The Land Use Element of TOP 2050 states that all new developments surrounding ONT should be consistent with the adopted ALUCP and should meet standards and recommendations of Part 77 of the FAA, adopted through Ordinance 2758 in the Ontario Municipal Code. A consistency determination analysis for the ONT was prepared by the City and submitted to ONT-IAC and found that TOP 2050 is consistent with ALUCP for ONT. Therefore, like the Approved Project, TOP 2050 is consistent with the ALUCP for ONT because the general land use designations within the airport influence area are the same.

Chino Airport

The Chino Airport is predominantly a recreational airport. Because the airport is not planned for expansion and would remain primarily recreational, and only lower elevation buildings surround it and would continue to surround it upon project implementation, the Chino Airport poses no unique hazards. Buildout of TOP 2050 would involve development within the Chino Airport influence area. The proposed land uses include Medium Density Residential, Mixed Use, Business Park, Industrial, and Open Space–Recreation.

Projects accommodating TOP 2050 in this area would be required to meet the conditions of the Chino Airport Authority and the 2011 Caltrans Airport Land Use Planning Handbook, including those determining appropriate land uses, maximum population density, maximum site coverage, height restrictions, and required notification/disclosure areas based on the noise contours and runway protection, approach, and Part 77 zones of the adopted Chino Airport Master Plan. Additionally, implementation of TOP 2050 would result in a beneficial impact for land use compatibility near Chino Airport as a result of the change from residential and business park to warehouse/industrial land uses.

The Airport Planning section of TOP 2050 Land Use Element includes policies that would ensure airport planning compatibility and consistency. These policies include:

- **LU-5.1: Coordination with Airport Authorities.** We collaborate with FAA, Caltrans Division of Aeronautics, airport owners, neighboring jurisdictions, and other shareholders in the preparation, update, and maintenance of airport-related plans.

- **LU-5.2: Airport Planning Consistency.** We coordinate with airport authorities to ensure The Ontario Plan is consistent with state law, federal regulations, and/or adopted master plans, and airport land use compatibility plans for ONT and Chino Airport.

- **LU-5.3: Airport Impacts.** We work with agencies to maximize resources to mitigate the impacts and hazards related to airport operations – their homes.

- **LU-5.4: ONT Growth Forecast.** We support and promote an ONT that accommodates 30 million annual passengers and 1.6 million tons of cargo per year, as long as the impacts associated with that level of operations are planned for and mitigated.

- **LU-5.5: Airport Compatibility Planning for ONT.** We create and maintain the Airport Land Use Compatibility Plan for ONT.

- **LU-5.6: Alternative Process.** We fulfill our responsibilities and comply with state law with regard to the Alternative Process for proper airport land use compatibility planning.

- **LU-5.7: ALUCP Consistency with Land Use Regulations.** We comply with state law that requires general plans, specific plans, and all new development to be consistent with the policies and criteria set forth within an Airport Land Use Compatibility Plan for any public-use airport.

- **LU-5.8: Chino Airport.** We will support the creation and implementation of the Airport Land Use Compatibility Plan for Chino Airport.

- **M-5.2. Land Use Compatibility with Regional Transportation Facilities.** We work with ONT, railroads, Caltrans, SBCTA, and other transportation agencies to minimize impacts.

Consequently, TOP 2050 ensures compatibility with ONT and Chino Airport.

The Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project.

Finding. The Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to safety hazard or excessive noise for people residing or working in the project area located within an airport land use plan. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.9-41)

Impact 5.9-4: Implementation of TOP 2050 would not impair implementation of or physically interfere with an adopted emergency response plan. [Threshold H-6]

The 2010 Certified EIR found that the Approved Project would not interfere with an emergency evacuation plan. According to the Vulnerability Analysis conducted as part of TOP 2050, the threat of flood is Ontario's greatest hazard as large portions of the City are within the flood zone. The majority of the population growth associated with TOP 2050 would occur in Ontario Ranch. As identified in the City's Roadway Classification map (see Figure 5.17-3, *Roadway Classifications*, in Section 5.17, *Transportation*, of the Draft SEIR), there is substantial improvements in transportation infrastructure planned to accommodate the increase in population in the City in the event of an emergency. A review of emergency access is included as part of the City's Design Review process. According to the City's 2018 Local Hazard Mitigation Plan (LHMP), interstate highways would serve as major emergency response and evacuation routes (see Figure 5.17-6, *Evacuation Routes*, in Section 5.17, *Transportation*, of the Draft SEIR). Additionally, the Ontario Fire Department (OFD) reviews development applications to ensure that adequate emergency accessibility is provided based on local and state guidance. The Proposed Project would not result in new impacts or a substantial increase in the magnitude of impacts compared to the Approved Project.

Finding. Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to impairment of or interference with adopted emergency response plans or emergency evacuation plans. Accordingly, no changes or alterations to the Proposed Project were required to

avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.9-41)

Impact 5.9-5: TOP 2050 would not result exacerbate wildfire risks in Ontario. [Threshold H-7]

The 2010 Certified EIR found that the Approved Project would result in less than significant risks from wildfire hazards. The City is outside of the state responsibility area, and California Department of Forestry and Fire Protection (CAL FIRE) has determined that the City contains no areas subject to very high wildfire risk (see Figure 5.20-2, *Fire Hazard Severity Zones*, in Section 5.20, *Wildfire*, of the Draft SEIR). However, the City recognizes that even though fuel loading is light and fire risk comes primarily from urban fires, not wildfires, there is some risk related to wildfires.

There are many resources available to address wildland fires should they arise, including the CAL FIRE 2019 Strategic Fire Plan for California, the California Fire Code (CFC), County of San Bernardino Multi-jurisdiction Hazard Management Plan (MJHMP), the Ontario LHMP, and fire services from the OFD. With adherence to these building practices, development and infrastructure associated with TOP 2050 would not exacerbate risk or result in post-wildfire hazards (e.g., landslides, mudflows, and flooding).

In addition, the Safety Element contains the following policies to prevent wildfire hazards and support the community during wildfire events:

- **S-3.4: Special Team Services.** We maintain effective special rescue services.
- **S-3.6: Interagency Cooperation.** In order to back up and supplement our capabilities to respond to emergencies, we participate in the California Fire Rescue and Mutual Aid Plan.
- **S-3.8: Fire Prevention through Environmental Design.** We require new development to incorporate fire prevention consideration in the design of streetscapes, sites, open spaces, and buildings.
- **S-3.9: Resource Allocation.** We analyze fire data to evaluate the effectiveness of our fire prevention and reduction strategies and allocate resources accordingly.
- **S-8.3: Emergency/Disaster Training and Exercises.** We conduct training and exercises to prepare for and evaluate emergency/disaster response and recovery procedures.
- **S-8.5: Interdepartmental Coordination.** We utilize all City departments to help support emergency/disaster mitigation, preparedness, response, mitigation, and recovery.
- **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.

The Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to that of the Approved Project.

Finding. The Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to wildland fires. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.9-42)

10. Hydrology and Water Quality

Impact 5.10-1: The Proposed Project would not violate water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. [Threshold HYD-1]

The 2010 Certified EIR identified less than significant impacts related to water quality from development activities associated with the Approved Project. Nearly the entire OMC is developed, and implementation of TOP 2050 would not substantially alter the amount of developed land in the OMC. Most of Ontario Ranch, however, is agricultural land which is designated for future urban use development by the current TOP and TOP 2050.

Construction

Clearing, grading, excavation, and construction activities associated with TOP 2050 have the potential to impact water quality through soil erosion and increasing the amount of silt and debris carried in runoff. Additionally, the use of construction materials, such as fuels, solvents, and paints, may present a risk to surface water quality. Finally, the refueling and parking of construction vehicles and other equipment on-site during construction may result in oil, grease, or related pollutant leaks and spills that may discharge into the storm drain system.

To minimize these potential impacts, future development associated with TOP 2050 would require compliance with the State Water Resources Control Board (SWRCB) Construction General Permit (CGP) Water Quality Order 2009-0009-DWQ as amended by Order No. 2010-0014-DWQ and 2012-006-DWQ. The SWRCB mandates that projects that disturb one or more acres of land must obtain coverage under the Statewide CGP. The CGP also requires that prior to the start of construction activities, the project applicant must file permit registration documents (PRDs) with the SWRCB, which includes a notice of intent, risk assessment, site map, annual fee, signed certification statement, and SWPPP.

A SWPPP requires the incorporation of BMPs to control sediment, erosion, and hazardous materials contamination of runoff during construction and prevent contaminants from reaching receiving water bodies. The construction contractor is always required to maintain a copy of the SWPPP at the site and implement all construction BMPs identified in the SWPPP during construction activities. Prior to the issuance of a grading permit, the project applicant is required to provide proof of filing of the PRDs with the SWRCB, which include preparation of SWPPP.

In addition, the City of Ontario requires that an erosion and sediment control plan be submitted prior to grading plan approval and the issuance of a grading permit. Implementation of the erosion control plan would address any potential erosion issues associated with proposed grading and site preparation activities associated with future buildout under TOP 2050.

Submittal of the PRDs and implementation of the SWPPP and the erosion control plan throughout the construction phase of the Proposed Project would address anticipated and expected pollutants of concern as a result of construction activities. The Proposed Project would comply with all applicable water quality standards and waste discharge requirements. As a result, water quality impacts associated with TOP 2050 construction activities would be less than significant.

Operation

Pollutants from the post-construction phases of projects include sediment, metals, nutrients, pesticides, and hydrocarbons. TOP 2050 includes policies ER-1.5, ER-1.6, and ER-1.7 direct the City to reduce pollutants in the City's stormwater system. Projects approved under TOP 2050 would be required to control pollutants in discharges of stormwater from postconstruction activities under National Pollutant Discharge Elimination System (NPDES) Permit No. CAS618036 through preparation of a Water Quality Management Plan (WQMP) identifying BMPs for prevention of stormwater pollution during the post-construction phase, including site-design, source-control, and/or treatment BMPs.

Site design BMPs are measuring for reducing or eliminating runoff—such as maximizing permeable areas and natural drainage systems such as swales and using stormwater detention and retention basins. Source control BMPs are designed to minimize the potential for pollutants to contact stormwater, which would limit the potential for water quality impacts downstream. Structural source control measures minimize stormwater pollution by such means as paving trash storage areas and fueling areas with impervious surfaces and grading such areas to redirect run-on. Nonstructural source control measures are intended to minimize stormwater pollution through such means as education of owners, tenants, and occupants; employee training; activity restrictions, including prohibiting the discharging of fertilizers, pesticides, or waste to streets or storm drains; and a spill contingency plan. Treatment control BMPs (single or in combination) remove pollutants of concern from on-site runoff. All treatment BMPs would be designed in accordance with the procedures and spreadsheets in the "San Bernardino County Technical Guidance Document for WQMPs."

TOP 2050 would continue policies of the Approved Project to reduce pollutants from entering the City's stormwater system, and future development projects associated with TOP 2050 would be required to control pollutants in discharges of stormwater from post-construction activities through WQMP preparation and implementation. Therefore, water quality standards and waste discharge requirements would not be exceeded, and surface water and groundwater quality would not be degraded.

The Proposed Project would not result in a new or a substantial increase in the magnitude of impacts related to water quality associated with development activities compared to the Approved Project.

Finding. The Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to surface or groundwater quality. Accordingly, no changes or alterations to the

Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.10-21)

Impact 5.10-2: The Proposed Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin. [Threshold HYD-2]

The 2010 Certified EIR identified less than significant impacts related to groundwater recharge and supply for the Approved Project. Buildout of TOP 2050 is forecast to increase residential units by 25,399 and increase nonresidential square footage by 1,092,508 square feet compared to the Approved Project. Future development would increase the amount of impermeable surfaces in the City and reduce the amount of permeable surfaces available for groundwater recharge.

Nearly all of the OMC is developed with urban uses and not available for groundwater recharge. Therefore, most of the increase in impermeable surfaces in the City would result from development of the Ontario Ranch in accordance with land use designations in TOP 2050. Planned drainage improvements in Ontario Ranch would increase the capability of conveying stormwater to the county's existing regional storm drain system and minimize the potential for flooding to occur in City streets. Many of these projects have already been completed, as documented in Table 5.19-10, *Proposed Storm Drain Improvements*, in Section 5.19, *Utilities and Service Systems*, of the Draft SEIR. Projects considered for approval under the Approved Project and TOP 2050 would have to meet the following requirements for limiting impacts to groundwater recharge:

- BMPs for compliance with NPDES regulations, for instance, preservation of existing vegetation.
- Preparation of project-specific hydrology studies estimating project impacts on drainage, in accordance with procedures in the *San Bernardino County Technical Guidance Document for WQMPs* (2013).

TOP 2050 contains policies that would promote infiltration of runoff and groundwater recharge, including Policies ER-1.5 and ER-1.6. Policy ER-1.6 encourages use of Low Impact Development (LID) strategies to intercept runoff, slow the discharge rate, increase infiltration, and ultimately reduce discharge volumes to traditional storm drain systems. Potential LID strategies that could be implemented by development in the City include bioretention, dry wells, filter strips, grassed swales, infiltration trenches, inlet pollution removal devices, permeable pavement, permeable pavers, rain barrels and cisterns, soil amendments, tree box filters, vegetated buffers, and vegetated roofs.

In compliance with the Chino Basin Watermaster'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, which requires permitting from San Bernardino County Health Department. A copy of the permit and Form DWR 188 Well Completion Form shall be provided to

the City's Community Development Engineering Department and the Ontario Municipal Utilities Company (OMUC) 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 for that use prior to issuance of permits for any construction activity. Upon approval, the developer shall enter into an agreement with the City and pay any applicable fees.

Future urban development in Ontario Ranch would be served by domestic water provided by the City. Approximately 46 percent of the City's water supply is groundwater pumped by the City from the Chino Groundwater Basin; groundwater pumping is managed by OMUC. so that domestic demands do not exceed the safe yield for the basin, consistent with the Chino Basin Watermaster's Optimum Basin Management Program, commonly called the "OBMP Peace Agreement". The City also recharges stormwater and recycled water into the Chino Groundwater Basin and therefore is entitled to groundwater recharge credits.

With the implementation of City policies that promote LID and infiltration for new development projects and compliance with the Chino Basin Watermaster's safe yield restrictions, the potential for the project to substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin is considered less than significant.

The Proposed Project would not result in a new or a substantial increase in magnitude of impacts that would impede sustainable groundwater management of the basin compared to the Approved Project. The Chino Groundwater Basin is adjudicated and is considered by Department of Water Resources to be a very low priority groundwater basin. Each water purveyor has an allotted amount of water that can be pumped from the basin so that the safe yield is not exceeded. The City has access to additional water supplies that can accommodate the proposed increase in growth with buildout of the TOP and would not interfere with sustainable management of the groundwater basin. Therefore, impacts would be less than significant.

Finding. The Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to impediment of sustainable groundwater management of the basin. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.10-23)

Impact 5.10-3: The Proposed Project would increase impervious surfaces but would not substantially increase the rate or amount of surface runoff in a manner which would impact water quality or cause flooding. [Threshold HYD-3]

The 2010 Certified EIR identified less than significant impacts related to increased surface runoff for the Approved Project.

Erosion and Siltation

Similar to the Approved Project, future development associated with TOP 2050 would involve site improvements that require grading, excavation, and soil exposure during construction, with the

potential for erosion or siltation to occur. If not controlled, the transport of these materials to local waterways could temporarily increase suspended sediment concentrations and release pollutants attached to sediment particles. To minimize this impact, the project would be required to comply with the requirements in the State's CGP, including preparation of a notice of intent and SWPPP prior to the start of construction activities. The SWPPP would describe the BMPs to be implemented during the project's construction activities. The implementation of the BMPs during the construction phase would include the following measures to minimize erosion and siltation:

- Minimize disturbed areas of the site.
- Install on-site sediment basins to prevent off-site migration of erodible materials.
- Implement dust control measures, such as silt fences and regular watering of open areas.
- Stabilize construction entrances/exits.
- Install storm drain inlet protection measures.
- Install sediment control measures around the site, including silt fences or gravel bag barriers.

In addition, the City of Ontario requires preparation of an erosion and sediment control plan and implementation of BMPs to control erosion, debris, and construction-related pollutants. This would further reduce the potential for erosion and siltation during the construction phase.

For post-construction, projects approved under TOP 2050 would be required to control stormwater discharges under NPDES Permit No. CAS618036 through preparation of a WQMP identifying BMPs for reducing or eliminating runoff. Additionally, TOP 2050 policies ER-1.5, ER-1.6, and ER-1.7 direct the City to incorporate strategies to capture, slow, or treat run-off that would reduce the potential for erosion and siltation during the operational phase of future development projects.

Collectively, implementation of BMPs outlined in SWPPPs, erosion and sediment control plans, WQMPs, and TOP 2050 policies would address anticipated erosion and siltation impacts. Therefore, the project would not result in substantial erosion or siltation on- or off-site.

Flooding On- and Off-Site

Buildout of TOP 2050 is forecast to increase residential units by 25,399 and increase nonresidential square footage by 1,092,508 square feet, compared to the Approved Project. Future development would increase the amount of impermeable surfaces in the City, which could result in future on- and off-site flooding. Future development projects would implement BMPs outlined in SWPPPs to reduce flooding impacts due to runoff during construction and BMPs included in WQMPs to reduce the potential for post-construction flooding impacts. The City's standard conditions of approval for new development also require the preparation of hydrology studies and drainage analyses that document the peak runoff rates from the developed site and evaluate the capacity of the storm drain system to accept these flow rates. Additionally, TOP 2050 policies ER-1.6, ER-1.7, S-2.1, S-2.5 and S-2.6 direct the City to incorporate strategies to capture, slow, or treat run-off and to reduce the flooding potential down-gradient of new development. These policies would reduce the potential for on- and off-site

flooding during the operational phase of future development projects. Therefore, the project would not result in flooding on- or off-site.

Surface Runoff and Capacity of Storm Drain System

There are three major regional drainage channels that convey stormwater runoff from the City's storm drain system—San Antonio Channel, Cucamonga Channel, and Day Creek Channel. There are also several flood retentions and spreading basins in the City that are used to retain flood flows and recharge the Chino Groundwater Basin.

Projects considered for approval under TOP 2050 would be required to prepare project-specific hydrology and hydraulic studies as required by the City. The methodology for these studies is provided in the San Bernardino County Hydrology Manual, which describes the approach for estimating stormwater runoff and peak flow rates, for the 100-year storm event.

In compliance with the Municipal Separate Storm Sewer System (MS4) Permit and San Bernardino County Stormwater Program, new development projects would also be mandated to install stormwater treatment BMPs that retain the 2-year, 24-hour rainfall event. Furthermore, the City, under TOP 2050 policy ER-1.6, would encourage the use of LID strategies to intercept runoff, slow the discharge rate, increase infiltration, and ultimately reduce discharge volumes to traditional storm drain systems. The City, through TOP 2050 policy S-2.5, would maintain and improve the storm drain system to minimize flooding, thus reducing the impacts of any increases in surface water flows that enter the storm drainage systems. Because new development in the City would be required to prepare a hydrology study and drainage analysis in accordance with the San Bernardino County Hydrology Manual, no significant impacts would occur.

Flood Flows

On the current FIRM for Ontario, only small portions of the City adjacent to flood control channels, detention basins, and creeks are in the 100-year floodplain (see Figure 5.10-2, *Flood Hazard Zones*, in Section 5.10, *Hydrology and Water Quality*, of the Draft SEIR). The western portion of Ontario Ranch is labeled Zone D—undetermined flood hazard—and no hazard analysis has been completed for this area. Thus, implementation of the Approved Project and TOP 2050 could result in development in areas subject to flooding.

Under TOP 2050 policies, the City would take the following actions to reduce impacts of potential developments within 100-year flood zones:

- **S-2.1: Entitlement and Permitting Process.** We require hydrological studies prepared by a State-certified engineer when new development is located in a 100-year or 500-year floodplain to assess the impact that the new development will have on the flooding potential of existing development down-gradient.

- **S-2.2: Floodplain Mapping.** We require any new development partially or entirely in 100-year flood zones to provide detailed floodplain mapping for 100- and 200-year storm events as part of the development approval process.

- **S-2.3: Facilities that Use Hazardous Materials.** We comply with state and federal law and do not permit facilities using, storing, or otherwise involved with substantial quantities of onsite hazardous materials to be located in the 100-year flood zone or 500-year flood zone unless all standards of elevation, floodproofing, and storage have been implemented to the satisfaction of the Building Department.

- **S-2.4: Prohibited Land Uses.** We prohibit the development of new essential and critical facilities in the 100-year floodplain and discourage the development of new essential and critical facilities in the 500-year floodplain unless all standards of elevation and flood proofing demonstrate that a facility can be safe and operational during a flood event, implemented to the satisfaction of the Building Department.

- **S-2.5: Stormwater Management.** We maintain and improve the storm drain system to convey a 100-year storm, when feasible, and encourage environmental site design practices to minimize flooding and increase groundwater recharge, including natural drainage, green infrastructure, and permeable ground surfaces.

In addition to these policies, the Ontario Municipal Code, Chapter 13, *Flood Damage Prevention Program*, requires that a development permit be obtained prior to development in a special flood hazard area to ensure that the site is reasonably safe from flooding and flood hazards. The City requires that all new structures in a special flood hazard area have elevations above the base flood elevation. Therefore, with implementation of existing policies, the potential for the project to impede or redirect flood flows is considered less than significant.

The Proposed Project would not result in a new or a substantial increase in magnitude of impacts related to flood hazards compared to the Approved Project.

Finding. The Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to alteration or addition of impervious surfaces. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.10-26)

Impact 5.10-4: The Proposed Project would not exacerbate risk of flood hazards, tsunamis, or seiches or risk release of pollutants due to inundation. [Threshold HYD-4]

The 2010 Certified EIR identified less than significant impacts related to flood hazards, tsunamis, seiches, or dam inundation with the Approved Project. As shown on Figure 5.10-2, *Flood Hazard Zones*, in Section 5.10, *Hydrology and Water Quality*, of the Draft SEIR, only small portions of the City are in the 100-year floodplain, adjacent to flood control channels, detention basins, and creeks. Under TOP 2050 policies, the City would take the following actions to reduce impacts of potential developments within 100-year flood zones:

- **S-2.2: Floodplain Mapping.** We require any new development partially or entirely in 100-year flood zones to provide detailed floodplain mapping for 100- and 200-year storm events as part of the development approval process.

- **S-2.3: Facilities that Use Hazardous Materials.** We comply with state and federal law and do not permit facilities using, storing, or otherwise involved with substantial quantities of onsite hazardous materials to be located in the 100-year flood zone or 500-year flood zone unless all standards of elevation, floodproofing, and storage have been implemented to the satisfaction of the Building Department.

The western and southern portions of the City are in the dam inundation zone of San Antonio Dam (see Figure 5.10-3, *Dam Inundation Zones*, in Section 5.10, *Hydrology and Water Quality*, of the Draft SEIR). The dam is owned and operated by the USACE and functions as a flood control and debris dam for San Antonio Creek. Additionally, there are several debris basins in the surrounding areas that impact the northern and eastern parts of the City. The probability of dam failure is very low, and Ontario has never been impacted by a major dam failure. In addition, dam owners are required to maintain emergency action plans that include procedures for damage assessment and emergency warnings. An emergency action plan (EAP) identifies potential emergency conditions at a dam and specifies preplanned actions to help minimize property damage and loss of life should those conditions occur. EAPs contain procedures and information that instruct dam owners to issue early warning and notification messages to downstream emergency management authorities, such as the OFD. In addition, flooding would be minimal if any of the debris basins were to fail. Because the likelihood of catastrophic failure of the San Antonio Dam is very low and the City has EAP notification procedures, impacts of release of pollutants due to dam inundation are considered less than significant.

There are no large bodies of water that would result in a seiche during seismic activity. Additionally, the reservoirs/aboveground water tanks within the City are enclosed, thereby minimizing the possibility of a seiche. The project site is inland and approximately 30 miles from the ocean and is not at risk of flooding due to tsunamis.

Therefore, impacts associated with the release of pollutants due to inundation would be less than significant. The Proposed Project would not result in a new or a substantial increase in magnitude of impacts related to flood hazards compared to the Approved Project.

Finding. The Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to risk of release of pollutants due to project inundation. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.10-27)

Impact 5.10-5: The Proposed Project would not obstruct or conflict with the implementation of a water quality control plan or sustainable groundwater management plan. [Threshold HYD-5]

The 2010 Certified EIR identified less than significant impacts related to water quality or groundwater issues. The City's groundwater supplies are from the Chino Groundwater Basin, which is adjudicated and managed by the Chino Basin Watermaster. The Chino Basin is exempt from legislative requirements under the Sustainable Groundwater Management Act because it is an adjudicated basin and is not required to prepare a groundwater sustainability plan. Adjudicated basins have determined

the safe yield for the basin and have assigned individual pumping allocations to limit groundwater production to the safe yield.

Adherence to the State CGP, implementation of the SWPPP, and adherence to the City's Erosion and Sediment Control Plan requirements would ensure that surface and groundwater quality are not adversely impacted during construction. Projects approved under TOP 2050 would be required to comply with the Santa Ana River Basin Plan and to control pollutants in discharges of stormwater from postconstruction activities under NPDES Permit No. CAS618036 through preparation of a WQMP identifying BMPs for prevention of stormwater pollution during the post-construction phase, including site-design, source-control, and/or treatment BMPs. Therefore, the project would not obstruct or conflict with the RWQCB's Basin Plan or any groundwater management plan, and impacts would be less than significant.

The Proposed Project would not result in a new or a substantial increase in magnitude of impacts related to consistency with a water quality control plan or sustainable groundwater management plan.

Finding. The Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to conflict with or obstruction of a water quality control plan or sustainable groundwater management plan. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.10-27)

11. Land Use and Planning

Impact 5.11-1: Project implementation would not divide an established community. [Threshold LU-1]

The 2010 Certified EIR found that the Approved Project's land use plan would not divide an established community.

Implementation of TOP 2050 would guide future growth within the City of Ontario. Table 3-1, *Approved TOP Buildout Projections,* and Table 3-4, *Comparison of Approved TOP to TOP 2050*, in Chapter 3, *Project Description*, of the Draft SEIR detail the buildout statistics associated with the current TOP and TOP 2050.

The changes in land use that would occur upon the implementation of TOP 2050 Land Use Plan would not result in the physical division of an established community. In the OMC, residential, commercial, and industrial land uses would remain similar to existing residential land uses. In Ontario Ranch, land use changes include residential to employment or mixed use, commercial to residential, and increased density residentials, but would not divide established communities. Most of the agricultural land uses in Ontario Ranch are in decline and the establishment of new urban developments would create a sense of community. The mixed-use designations would also bring entertainment, activity, and diversity to housing, retail, and workplace land uses in the City, which would help create attractive communities for local citizens and visitors. The Land Use Element of TOP 2050 contains policies and programs that encourage the preservation or enhancement of the existing, primarily residential community through infill development, open space opportunities, and development of compatible uses that would

reduce the amount of conflict between contradicting land uses and enhance the existing character of Ontario.

Additionally, the TOP 2050 Land Use and Housing Elements have specific policies that encourage neighborhood identity and preservation. Some of these policies include, but are not limited to:

- **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-1.2: Sustainable Community Strategy.** We integrate state, regional, and local Sustainable Community/Smart Growth principles into the development and entitlement process.
- **LU-1.3: Adequate Capacity.** We require adequate infrastructure and services for all development.
- **LU-2.1: Land Use Decisions.** We minimize adverse impacts on adjacent properties when considering land use and zoning request.
- **LU-2.2: Buffers.** We require new uses to provide mitigation or buffers between existing uses where potential adverse impacts could occur. Additional mitigation is required when new uses could negatively impact environmental justice areas.
- **LU-2.6: Infrastructure Compatibility.** We require infrastructure to be aesthetically pleasing and in context with the community character.
- **LU-2.7: Inter-jurisdictional Coordination.** We maintain an ongoing liaison with ONT, Caltrans, Public Utilities Commission, the railroads, and other agencies to help minimize impacts and improve the operations and aesthetics of their facilities.
- **LU-2.10: Sensitive Uses.** We monitor and share information with the community about stationary and non-stationary emission sources. We encourage siting and design of facilities to minimize health and safety risks on existing and proposed sensitive uses, especially in environmental justice areas.
- **LU-2.11: Context-Aware Transitions and Connections**. We require new development projects and land-planning efforts to provide context-aware and appropriate transitions and connections between existing and planned neighborhoods, blocks, sites, and buildings.
- **LU-3.1: Development Standards.** We maintain clear development standards that allow flexibility to achieve our Vision and provide objective standards that ensure predictability and deliver the intended physical outcomes.
- **LU-3.3: Land Use Flexibility.** We consider uses not typically permitted within a land use category if doing so improves livability, reduces vehicular trips, creates community gathering places and activity nodes, and helps create identity.

- **LU-4.2: Interim Development.** We allow development in urban, mixed-use, and transit-oriented Place Types that is not immediately reflective of our ultimate Vision for the Place Type, provided it can be modified or replaced when circumstances are right to support development aligned with the Place Type Vision. We will not allow development that impedes, precludes, or compromises our ability to achieve our Vision.

- **LU-4.3: Infrastructure Timing.** We require that the necessary infrastructure and services be in place prior to or concurrently with development.

- **LU-4.4: Shared Infrastructure.** We encourage and facilitate the use of shared infrastructure (including shared or managed parking) in urban, mixed-use, and transit-oriented Place Types.

- **H-1.2: Neighborhood Conditions.** We direct efforts to improve the long-term sustainability of neighborhoods through comprehensive planning, provision of neighborhood amenities, rehabilitation and maintenance of housing, and community building efforts.

- **H-1.5: Neighborhood Identity.** We strengthen neighborhood identity through creating parks and recreational outlets, sponsoring neighborhood events, and encouraging resident participation in the planning and improvement of their neighborhoods.

Consequently, TOP 2050 would avoid conflicting land uses and would not divide an established community.

The Proposed Project would not result in new impacts or a substantial increase in the magnitude of impacts to the division of a community compared to the Approved Project.

Finding. The Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to physical division of an established community. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.11-6)

Impact 5.11-2: Project implementation would not conflict with applicable plans adopted for the purpose of avoiding or mitigating an environmental effect. [Threshold LU-2]

The 2010 Certified EIR found that buildout of the Approved Project would not conflict with applicable plans adopted for the purpose of avoiding or mitigating an environmental effect.

TOP 2050 is meant to be a framework for planning and development in Ontario for the next 30 or more years. As described in Section 5.14, *Population and Housing*, of the Draft SEIR, buildout of TOP 2050 Land Use Plan would provide sufficient dwelling units, population, and employment capacity to exceed SCAG's projections for 2050.

The preparation of TOP 2050 and the City's vision must be consistent with the policies and regulations of existing regional and local plans that are meant to prevent environmental impacts related to population growth and land use conflicts.

Consistency with SCAG's Regional Plans and Policies

The consistency of TOP 2050 with SCAG's Connect SoCal is shown in Table 5.11-1, *Consistency with SCAG Connect SoCal*, in Section 5.11, *Land Use and Planning*, of the Draft SEIR. Connect SoCal is a major advisory plan prepared by SCAG that addresses important regional issues like housing, traffic/transportation, water, and air/quality. Connect SoCal serves as an advisory document to local agencies in the Southern California region for their information and voluntary use for preparing local plans and handling local issues of regional significance. Connect SoCal is advisory only and cannot be used for intergovernmental review. TOP 2050 is consistent with the majority of Connect SoCal's goals (see Section 5.14, *Population and Housing*, of the Draft SEIR for a discussion on consistency with SCAG demographic projections). The elements of TOP 2050 are the Community Design (CD), Community Economics (CE), Environmental Resources (ER), Housing (H), Land Use (LU), Mobility (M), Parks and Recreation (PR), Safety (S), and Social Resources (SR) Elements. Policies from these elements are included in the consistency table.

As summarized in the table above, implementation of TOP 2050 would not result in significant land use impacts related to SCAG's Connect SoCal.

Airport Plans

Airport operations and their accompanying noise and safety hazards require careful land use planning on adjacent lands to ensure the safety of residents and passengers, and to protect Ontario businesses and property owners from the potential hazards that could be created by airport operations. The FAA and Caltrans Division of Aeronautics provide guidance for land use safety near airports. With adherence to these guidelines, high concentrations of people are not exposed to potential airplane accidents along runways or near airports while airplanes are departing and arriving. There are also guidelines on the placement of housing, schools, and other sensitive land uses near airports because of the noise pollution caused by airplanes.

Ontario International Airport

ONT has the capacity to provide regional air traffic for domestic and international commercial and cargo service, and the necessary support facilities for major and smaller airlines. It operates as a medium-hub, full-service airport serving major US cities and international cities with an average of 67 daily departures. The City of Ontario has prepared an ALUCP for ONT in accordance with the Caltrans Division of Aeronautics' California Airport Land Use Planning Handbook.

The Land Use Element of TOP 2050 states that all new developments surrounding ONT should be consistent with the adopted ALUCP and should meet standards and recommendations of Part 77 of the FAA, adopted through Ordinance 2758 in the Ontario Municipal Code. A consistency determination analysis for the ONT was prepared by the City, submitted to the ONT-IAC Technical Advisory Committee, and found that TOP 2050 is consistent with ALUCP for ONT.

Chino Airport

Chino Airport is operated by the San Bernardino County Department of Airports and is designated a reliever airport for ONT and San Bernardino International Airport. It operates on 1,100 acres and serves private, business, and corporate tenants and customers from the Inland Empire. The Chino

Airport Master Plan was implemented by San Bernardino County in 2003. Buildout of TOP would involve development within the Chino Airport influence area. Land uses within the Chino Airport Overlay include Medium Density Residential, Mixed Use, Business Park, Industrial, and Open Space – Recreation.

Projects accommodating TOP 2050 in this area would be required to meet the conditions of the Chino Airport Authority and the 2011 Caltrans Airport Land Use Planning Handbook, including those determining appropriate land uses, maximum population density, maximum site coverage, height restrictions, and required notification/disclosure areas based on the noise contours and runway protection, approach, and Part 77 zones of the FAA. Additionally, implementation of TOP 2050 would result in a beneficial impact for land use compatibility near Chino Airport as a result of the change from residential and business park to warehouse/industrial land uses.

The Airport Planning section of the TOP 2050 Land Use and Mobility Elements include policies that would ensure airport planning compatibility and consistency. These policies include:

- **LU-5.1: Coordination with Airport Authorities.** We collaborate with FAA, Caltrans Division of Aeronautics, airport owners, neighboring jurisdictions, and other shareholders in the preparation, update, and maintenance of airport-related plans.

- **LU-5.2: Airport Planning Consistency.** We coordinate with airport authorities to ensure The Ontario Plan is consistent with state law, federal regulations, and/or adopted master plans, and airport land use compatibility plans for ONT and Chino Airport.

- **LU-5.3: Airport Impacts.** We work with agencies to maximize resources to mitigate the impacts and hazards related to airport operations – their homes.

- **LU-5.4: ONT Growth Forecast.** We support and promote an ONT that accommodates 30 million annual passengers and 1.6 million tons of cargo per year, as long as the impacts associated with that level of operations are planned for and mitigated.

- **LU-5.5: Airport Compatibility Planning for ONT.** We create and maintain the Airport Land Use Compatibility Plan for ONT.

- **LU-5.6: Alternative Process.** We fulfill our responsibilities and comply with state law with regard to the Alternative Process for proper airport land use compatibility planning.

- **LU-5.7: ALUCP Consistency with Land Use Regulations.** We comply with state law that requires 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.

- **LU-5.8: Chino Airport.** We will support the creation and implementation of the Airport Land Use Compatibility Plan for Chino Airport.

- **M-5.2: Land Use Compatibility with Regional Transportation Facilities.** We work with ONT, railroads, Caltrans, SBCTA, and other transportation agencies to minimize impacts.

Therefore, TOP 2050 ensures compatibility with ONT and Chino Airport.

The Proposed Project would not result in new impacts or a substantial increase in the magnitude of impacts to the conflict of applicable plans compared to the Approved Project.

Finding. The Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to conflict with land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.11-11)

12. Mineral Resources

Impact 5.12-1: Project implementation would not result in the loss of availability of a known mineral resource. [Thresholds M-1 and M-2]

There are two areas in Ontario that are designated Mineral Resource Zone 2 (MRZ-2), where significant mineral resources are known or are likely. The remainder of the City is designated Mineral Resource Zone 3 (MRZ-3), where the significance of mineral deposits is unknown. Development in an MRZ-3 area would not result in significant impacts because mineral resources of statewide or local importance are not identified on the California Geological Survey's Production-Consumption maps.

Prior to permitting a use that would threaten the potential to extract minerals in an MRZ-2 area, the City of Ontario is required under the Surface Mining and Reclamation Act to prepare a statement specifying its reasons for permitting the proposed use and to consider the importance of these minerals to their market region as a whole and not just their importance to the City.

Mineral Resource Sectors D-3 and D-5 have been completely developed, as have portions of D-2. As shown in Figure 3-5, *Proposed Land Use Plan Map*, in Chapter 3, *Project Description*, of the Draft SEIR, the Proposed Project would not change the existing land use designations for these areas. Additionally, the parts of the City that are designated MRZ-2 but are outside of Mineral Resource Sectors are developed with urban uses and would continue to be designated for urban uses by TOP 2050. Areas designated MRZ-2 outside of Mineral Resource Sectors are not available for extraction of mineral resources, and the Proposed Project would not result in changes to the existing conditions of these areas. Therefore, the Proposed Project would not result in the loss of availability of a known mineral resource in Ontario, and impacts to mineral resources would be less than significant.

Additionally, TOP 2050 includes a goal to protect mineral-resource-extraction activities that are compatible with adjacent development (see also Policy ER-5.5). The Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project.

Finding. The Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to availability of a known mineral resource and to the availability of locally-important mineral resource recovery site. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.12-6)

13. Noise[5]

Impact 5.13-2: Implementation of TOP 2050 would not result in long-term operation-related noise that would exceed established standards. [Threshold N-1]

Stationary Noise

The 2010 Certified EIR found TOP stationary-source noise impacts to be less than significant. TOP 2050 would also result in an increase in residential, commercial, industrial, and overall development and growth in Ontario. Primary stationary noise sources would be from landscaping, maintenance activities, air handline units (residential and commercial), and loading and unloading activities at commercial business parks and smaller retail stores. TOP 2050 would not result in new types of stationary noise sources than under the Approved Project. Furthermore, TOP 2050 includes Safety Element Policy S-4.1, Noise Mitigation, which utilizes the City's Noise Ordinance, building codes, and subdivision and development code regulations to reduce noise from future development projects. The Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project. Impacts would be less than significant.

Transportation Noise

The 2010 Certified EIR found that traffic noise associated with the Approved Project would result in a substantial noise increase in the vicinity of noise-sensitive receptors that would exceed the City's noise standards; impacts were significant and unavoidable.

Table 5.13-10, *TOP 2050 Net Traffic Noise Level Increases*, in Section 5.13, *Noise*, of the Draft SEIR shows the ADT volumes for the Approved Project, the Proposed Project, and the net Community Noise Equivalent Level (CNEL) change along study roadway segments. A graphical representation of the future contours is shown on Figure 5.13-4, *Future Noise Contours,* in Section 5.13, *Noise*, of the Draft SEIR.

As shown in this table, traffic noise increases with implementation of the Proposed Project would be below the tiered thresholds. Traffic noise on State Street east of Vine Street, Sultana Avenue, and Campus Avenue is anticipated to increase by up to 3.3 A-weighted decibel (dBA) CNEL where the Approved Project ambient environment based on traffic noise modeling is between 63.7 and 67.2 dBA CNEL. However, these East State Street segments are parallel and adjacent to railroad tracks where ambient noise measurement LT-2 was conducted. The traffic noise model does not take into consideration other noise sources such as rail. Based on ambient noise monitoring, the existing noise environment at East State Street, east of Vine Street, Sultana Avenue, and Campus Avenue is 87 dBA CNEL (see Table 5.13-5, *Long-Term Noise Measurement Summary*, in Section 5.13, *Noise*, of the Draft SEIR). The traffic noise contribution would be negligible when compared to rail noise in this location. Therefore, the Proposed Project traffic noise level increase along this roadway segment would not result in the exceedance of the significance threshold.

[5] Impacts 5.13-1, 5.13-3, and 5.13-4 are addressed in Section E, *Significant and Unavoidable Significant Impacts that Cannot be Mitigated to Below the Level of Significance.*

Additionally, TOP 2050 includes the following Safety Element Policies that would minimize traffic noise impacts:

- **S-4.2: Coordination with Transportation Authorities.** We collaborate with airport owners, FAA, Caltrans, SBCTA, SCAG, neighboring jurisdictions, and other transportation providers in the preparation and maintenance of, and updates to transportation-related plans to minimize noise impacts and provide appropriate mitigation measures.
- **S-4.4: Truck Traffic.** We manage truck traffic to minimize noise impacts on sensitive land uses.
- **S-4.5: Roadway Design.** We design streets and highways to minimize noise impacts.

The Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project. Traffic noise impacts would be less than significant.

Finding. The Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to long-term operation-related noise. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.13-32)

14. Population and Housing

Impact 5.14-1: TOP 2050 would directly result in population growth in the City of Ontario. [Threshold P-1]

The 2010 Certified EIR identified less than significant impacts associated with population and housing. One of the purposes of TOP 2050 is to adequately plan and accommodate future growth. Implementation of TOP 2050 accommodates population growth through land use designations, goals, and policies that provide a vision and guide growth in the City.

The proposed TOP includes minor changes in land use, with the majority of changes concentrated in four growth areas and the Ontario Ranch (defined as the area south of Riverside Drive and divided into the Ontario Ranch East and West by the Cucamonga Channel):

- Downtown Growth Area
- West Holt Growth Area
- East Holt Growth Area
- Ontario Airport Metro Center (OAMC)
- Ontario Ranch East
- Ontario Ranch West

Land use changes outside of these growth areas include converting shopping centers to mixed-use and increasing residential density in existing residential areas and religious properties. These land use changes are intended to improve growth areas by encouraging the use of alternative forms of transportation, promote healthier communities through land use planning that encourages walking and

biking, promote vibrant communities, put residents in proximity to resources (i.e., jobs, grocery stores, retail), and align growth with planned infrastructure improvements and regional transportation goals.

Table 5.14-8, *Buildout Comparison of Approved TOP to TOP 2050*, in Section 5.14, *Population and Housing*, of the Draft SEIR compares the buildout potential of TOP 2050 compared to the currently Approved Project. As shown in this table, TOP 2050 would increase population, dwelling units, and nonresidential buildings but would result in a small decrease in employment when compared to the Approved Project.

Table 5.14-9, *Buildout Comparison of Approved TOP and TOP 2050 to SCAG Projections*, in Section 5.14, *Population and Housing*, of the Draft SEIR compares the City's buildout projections for population, housing, and jobs to SCAG projections, and includes buildout projections under both the Approved Project and TOP 2050. SCAG projects the City to be jobs-rich, with a jobs-housing ratio of 2.2 in 2045. In comparison, the Proposed Land Use Plan under TOP 2050 would result in a slightly higher jobs-housing ratio of 2.3. TOP 2050 projections would represent a more balanced jobs-housing balance than the Approved Project, which would result in a jobs-housing ratio of 3.0. The City's jobs-housing ratio would therefore be more closely aligned to SCAG projections under TOP 2050 than under the Approved Project.

SCAG's Connect SoCal identifies several types of Priority Growth Areas in Ontario, including High-Quality Transit Areas, Transit Priority Areas, Neighborhood Mobility Areas, and Livable Corridors. TOP 2050 would promote growth consistent with these Priority Growth Areas, as proposed land use changes under TOP 2050 are intended to encourage walking and biking, put residents in proximity to resources, and align future growth in Ontario with planned infrastructure improvements and regional transportation goals. In addition, TOP 2050 includes several policies that promote strategic growth in support of sustainability goals.

- **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-1.2: Sustainable Community Strategy.** We integrate state, regional, and local Sustainable Community/Smart Growth principles into the development and entitlement process.

- **LU-1.3: Adequate Capacity.** We require adequate infrastructure and services for all development.

- **LU-1.5: Jobs-Housing Balance.** We coordinate land use, infrastructure, and transportation planning and analysis with the regional, county, and other local agencies to further regional and subregional goals for jobs-housing balance.

- **LU-4.3: Infrastructure Timing.** We require that the necessary infrastructure and services be in place prior to or concurrently with development.

- **H-2.1: Corridor Housing.** We revitalize transportation corridors by encouraging the production of higher density residential and mixed-uses that are architecturally, functionally, and aesthetically suited to corridors.

Although the increase in population, housing, and employment under TOP 2050 would exceed SCAG's regional forecasts for the City of Ontario, TOP 2050 would improve the job-housing balance when compared to the Approved Project. Furthermore, TOP 2050 accommodates future growth by providing for infrastructure and associated public services to accommodate the projected growth of the City (see also Section 5.10, *Hydrology and Water Quality*, Section 5.15, *Public Services*, Section 5.17, *Transportation*, and Section 5.19, *Utilities and Service Systems,* of the Draft SEIR). Lastly, TOP 2050 is consistent with SCAG's Connect SoCal (see Section 5.11, *Land Use and Planning*, of the Draft SEIR). Consequently, while buildout in accordance with the Proposed Land Use Plan would substantially increase both population and employment in the City, impacts would be less than significant.

The Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project.

Finding. The Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to population growth. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.14-11)

Impact 5.14-2: Buildout of TOP 2050 would not displace people or housing and would not necessitate the construction of replacement housing. [Threshold P-2]

One of the purposes of TOP 2050 is to adequately plan and accommodate future growth through the distribution, location, balance, and extent of land uses. Implementation of TOP 2050 would accommodate population growth through land use designations, goals, and policies that provide a vision and guide growth in the City. Land use changes under the Proposed Land Use Plan would increase opportunities for housing in the City—for example, by converting shopping centers to mixed-use and increasing residential density in existing residential areas and religious properties. The Proposed Land Use Plan would provide land use designations for a variety of housing types and provide for additional residential opportunities throughout Ontario. TOP 2050 includes the following policies supporting an increase in the provision of housing and diversity of housing opportunities in the City:

- **H-2.4: Ontario Ranch.** We support a premier lifestyle community in the Ontario Ranch, distinguished by diverse housing, highest design quality, and cohesive and highly amenitized neighborhoods.

- **H-2.6: Infill Development.** We support the revitalization of neighborhoods through the construction of higher-density residential developments on underutilized residential and commercial sites.

- **ER-4.1: Land Use.** We reduce GHG and other local pollutant emissions through compact, mixed-use, and transit-oriented development and development that improves the regional jobs-housing balance.

- **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.

The Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project.

Finding. The Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to displacement of people and housing. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.14-12)

15. Public Services

Impact 5.15-1: The Ontario Fire Department would expand in response to the demand for fire protection facilities and personnel caused by the introduction of new structures, residents, and workers into the City's boundaries upon buildout of the Proposed Project. [Threshold FP-1]

The 2010 Certified EIR did not identify any significant impacts to fire service and facilities from implementation of the Approved Project. As shown in Table 3-4, *Comparison of Approved TOP to TOP 2050,* in Chapter 3, *Project Description*, of the Draft SEIR, the Proposed Project would result in an increase in development and population in comparison to the Approved Project, which would result in increased demand on fire protection services. Based on correspondence with the OFD, existing conditions would not be adequate to meet such increased demands from the Proposed Project or the Approved Project.

The OFD's recommendation is that three additional fire stations would be needed in the Ontario Ranch to meet projected needs while maintaining response times and meeting National Fire Protection Association recommendations for levels of service. Currently, the OFD has three potential focus areas in the Ontario Ranch for site acquisition that could support new fire stations, although these are not definitive at this time. While the construction of future facilities could result in potential environmental impacts, future environmental review would occur once specific locations have been determined. Without a definitive location for the development of future facilities, analysis of potential impacts is too speculative to conduct. Future projects would be reviewed by the City and the OFD on an individual basis and would be required to comply with requirements in effect at the time building permits are issued, including the payment of development impact fees that contribute to funding for additional staffing, facilities, and equipment. The Governance Manual of TOP 2050 is meant to bring collaboration between City departments, programs, and other involved agencies to achieve the City's development goals in phases, working within the budget and infrastructure constraints of the City. Following this process and similar to the Approved Project, sufficient revenue would be available for necessary service improvements to provide for adequate fire facilities, equipment, and personnel upon buildout of the Proposed Project, and impacts would be less than significant.

The Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project.

Finding. The Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to fire protection services. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.15-3)

Impact 5.15-2: The Ontario Police Department would expand in response to the demand for police protection facilities and personnel caused by the introduction of new structures, residents, and workers into the City's boundaries upon buildout of the Proposed Project. [Threshold PP-1]

The 2010 Certified EIR identified less than significant impacts to police services and facilities. Buildout of the Proposed Project would result in increased population and development in comparison with the Approved Project, and would result in an increased demand on police protection services. According to correspondence with the Ontario Police Department (OPD) as part of this project, the OPD currently has enough staffing to meet current demands, but would require additional staffing as population increases to accommodate the Approved Project and Proposed Project. The OPD participates in mutual aid agreements with the San Bernardino County Sherriff and various jurisdictions surrounding Ontario to help participating jurisdictions when resources are inadequate to meet current service demands at a particular time.

Additionally, there are current plans to add a substation near the Entertainment District in Downtown Ontario, and the OPD anticipates needing to add a substation/multiuse facility in the Ontario Ranch. The development of these facilities would help to reduce impacts from increased population as part of the Proposed Project.

Future development under the Proposed Project would also be subject to development impact fees which pay for police services. Police services would receive adequate funding through the City's general fund to cover project needs, and the Governance Section of TOP 2050 would encourage collaboration between City departments, programs, and other involved agencies to achieve the City's development goals in phases that are within the fiscal and infrastructure limitations of the City. The police services required to cover the new development and population growth for Ontario would be assessed and acquired appropriately based on the needs of the City. It is possible that buildout of the Proposed Project would require additional facilities to support the OPD, the construction of which could result in potential environmental impacts. Such facilities would have to complete applicable environmental review under CEQA at that time, and locations and sizes of potential future facilities, if needed, is not known at this time. Without a definitive location for the development of future facilities, analysis of potential impacts is too speculative to conduct. Future projects would also be reviewed by the City of Ontario on an individual basis and required to comply with regulations in effect at the time building permits are issued. As with the Approved Project, the need for additional structures and personnel would be financed through the City's development impact fee program, and the impacts of the Proposed Project on police services would be less than significant.

Therefore, the Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project.

Finding. The Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to police protection services. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.15-7)

Impact 5.15-3: TOP 2050 would generate new students who would impact the school enrollment capacities of area schools, and construction of new schools and/or classroom facilities for additional students generated by buildout of the Proposed Project would be accommodated through assessment of school impact fees. [Threshold SS-1]

The 2010 Certified EIR identified impacts to school facilities and services as less than significant upon payment of SB 50 fees. As part of the development of this SEIR, the City reached out to the five school districts that serve residents of Ontario to obtain existing conditions information and information on potential impacts of the Proposed Project. Responses were received from four of the five school districts—Chaffey Joint Union High School District (CJUHSD), Chino Valley Unified School District (CVUSD), Mountain View School District (MVSD), and Ontario-Montclair School District (OMSD). Based on the responses received, CJUHSD schools have capacity to accommodate increased population projected as part of the Proposed Project. CVUSD and MVSD schools also have capacity to accommodate the Proposed Project. Current enrollment for all three of these school districts is below capacity, and the capacity of the schools in addition to any already planned construction projects would be able to accommodate the increased population of the Proposed Project.

The OMSD indicated that any increase in residential development will impact OMSD school facilities; however, further assessment would be needed to ensure accommodations for increased populations. While information provided by OMSD shows that most of its schools can accommodate the District's projections for the next 10 years, some schools would not be able to accommodate projected increased capacity over the next 10 years. As such, it is possible that OMSD would need additional facilities by the horizon year of the Proposed Project, 2050; Cucamonga School District could be similarly impacted by increased student populations.

Each school district that serves the City of Ontario assesses its needs individually based on student generation rates from residential development, and charges development impact fees accordingly. Residential development in Ontario under the Proposed Project would require payments to corresponding school districts, which would go towards the construction of new facilities when and if they are needed. School districts determine their own development impact fees, often dependent on student generation rates for that district. These payments accommodate the need for new facilities based on the increase in student population in each district.

Developers would be required to pay the impact fees levied by each school district, set within the limits of SB 50. This funding program has been found by the Legislature to constitute "full and complete mitigation of the impacts" on the provision of adequate school facilities (Government Code Section 65995[h]). SB 50 establishes three potential limits for school districts, depending on the availability of new school construction funding from the state and the particular needs of the individual school districts. The school districts serving Ontario qualify for Level 1 fees, in which each district

justifies their development fees for each land use and cannot request payment of development fees for school facility construction exceeding the amount of the statutory fees expressed in Education Code Section 17620. If school districts conduct a school facility needs assessment and qualify for participation in the State Funding Program by the State Allocation Board, among meeting other requirements, they can be eligible for Level 2 and Level 3 Fees.

The majority of school districts within Ontario have existing capacity to accommodate the buildout and population increase of the Proposed Project. Although the increased demand on school facilities would have the potential to impact one or more of the school districts that serve Ontario, payment of impact fees in compliance with SB 50 would reduce the impacts to an acceptable level. Therefore, the Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project.

Finding. The Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to school services. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.15-14)

Impact 5.15-4: The Ontario library system would expand in response to the demand for library services and facilities and personnel caused by the introduction of new structures, residents, and workers into the City's boundaries upon buildout of the Proposed Project. [Threshold LS-1]

The 2010 Certified EIR identified less than significant impacts to library services and facilities. Based on the analysis for library services in the 2010 Certified EIR, the Approved Project would result in the Ontario library system not reaching its goal of 0.6 square feet of library facilities per capita. Based on information in the library's most recent Library Facility Master Plan, it currently still does not meet this standard. However, the Facility Master Plan does outline strategies for the library to expand services as population in Ontario continues to increase. While the Proposed Project projects to a horizon year of 2050, which is 15 years further than the Library Facility Master Plan currently projects to, the City's library system would continue to evaluate library needs based on facilities, staffing, and resources provided as population continues to increase. To allow more resources for the City's population, the Ontario library system also offers interlibrary exchanges with the Inland Library System as well as with participating libraries throughout the country.

TOP 2050 policies that reduce impacts of the Proposed Project on library services include the following:

- **SR-4.1: Community Needs.** We identify and monitor community needs for library services, technology, and facilities, and tailor them to effectively meet those needs.

- **SR-4.2: Interagency Coordination.** We leverage relationships with outside agencies, educational institutions, and neighboring jurisdictions to share the library resources to the benefit of Ontario residents.

- **SR-4.4: Coordination with other Community Services.** We coordinate library programs with other recreational and community programs and facilities.

- **SR-4.5: Focal Points of the Community.** We design and program Ontario's libraries as focal points of community engagement, including public outreach and community engagement.

Buildout of the Proposed Project would result in an increase in demand for library services in the City of Ontario based on an increase in population. New facilities, books, and personnel would be necessary to maintain and reach adequate levels of service. Environmental impacts could result from the construction of future facilities; however, the location and size of potential future facilities is currently unknown, and each project would have to complete applicable environmental review under CEQA when it is determined. Future projects would also be reviewed by the City of Ontario on an individual basis and would be required to comply with requirements in effect at the time building permits are issued (i.e., payment of development impact fees). Since adequate services would be provided and payment of development impact fees would offset the costs associated with library services, impacts on library services would be less than significant. The Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project.

Finding. The Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to library services. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.15-18)

16. Recreation

Impact 5.16-1: Implementation of TOP 2050 would generate additional residents that would increase the use of existing park and recreational facilities, but park dedications and payment of in-lieu fees would ensure impacts are less than significant. [Threshold R-1]

The 2010 Certified EIR found that buildout of the Approved Project's Land Use Plan would generate additional residents, increasing the use of existing park and recreational facilities. However, it would not result in a significant impact, as development of park facilities would keep pace with the anticipated increase in population from buildout of the Approved Project.

Currently, the City of Ontario uses the established parkland standard of three acres per 1,000 residents but strives for five acres per 1,000 residents for parks in Ontario Ranch. The City has approximately 481 acres of parkland (see Table 5.16-1, *Recreational Facility Development Impact Fees,* in Section 5.16, *Recreation*, of the Draft SEIR). Based on a population of 179,597 (see Table 4-1 *City of Ontario Existing Land Use*, in Chapter 4, *Environmental Setting*, of the Draft SEIR), the City currently requires 539 acres of parkland.[6]

Buildout of TOP 2050 would generate additional residents in the City, most of whom would be concentrated in the southern portion of the City. Future growth in the City in accordance with buildout

[6] (179,597 people / 1,000) x 3.0 acres per person = 538.79

of TOP 2050 would increase the demand for parks and increase existing park usage. The Quimby Act is a funding mechanism for parkland acquisition. Under this Act and pursuant to the City's Municipal Code, residential subdivisions must dedicate parkland or pay in lieu fees to enable the City to acquire a ratio of three acres of parkland per 1,000 residents. Based on this ratio and a projected buildout population of 357,957 by 2050, the current TOP would result in a demand of 1,074 acres of parkland.[7] For the Proposed Project, which has projected buildout population of 410,492 by 2050, a total of 1,231 acres of parkland would be required at buildout.[8] As a result, the Proposed Project would result in an increased demand of 158 acres of parkland compared to the Approved Project.

TOP 2050 addresses the need for recreation and parkland to preserve natural assets and environmentally sensitive lands. The Parks and Recreation Element contains relevant policies and programs to acquire additional parkland; integrate new park and recreation facilities with existing and future trails, bikeways, and easements; and conduct regular reviews and updates of the City's parks and trails plans to keep pace with demographic trends and recreational needs of Ontario's residents. The policies and regulations are intended to meet the TOP's standard parkland acreage ratio. However, the extent to which the City of Ontario can plan and implement parks, trails, and other recreational facilities is related to the availability of funding. TOP 2050 would designate approximately 900 acres for recreational uses under the Open Space – Recreation (OS-R) land use designation. The Proposed Land Use Plan includes designation of a community park, the Great Park, near Eucalyptus Avenue and a public park southwest of the intersection of Grove Avenue and Riverside Drive as OS-R.

Based on TOP 2050's future buildout projections, the 900 acres designated OS-R falls short of the City's existing Park Dedications and In-Lieu Fee Regulations for parkland acquisition by 331 acres.[9] However, the City strives to have new development in Ontario Ranch provide an additional two acres per 1,000 residents for private parks in addition to the City's three acres per 1,000 residents for public parks. Ontario Ranch is estimated grow from the existing population of 22,286 to TOP 2050's population projection of 192,258, an increase of 169,972. This would mean an addition of approximately 340 acres of private parks.[10] Additionally, there are at least 180 acres of regional recreational facilities, joint-use agreements with school districts, and private recreational opportunities providing services that cannot be accommodated by existing facilities. Prado Regional Park also provides approximately 2,000 acres that would offset recreational demands.

TOP 2050 provides land use opportunities for public parks to be developed in line with future development. The proposed Parks and Recreation Element contains relevant goals, policies, and programs that support a regular review of the City's parks and trails plans to keep pace with demographic trends and recreational needs of Ontario's residents (see Policies PR-1.1 through PR-1.16). In addition, under TOP 2050's Parks and Recreation Element, Policy PR-1.5 strives to provide five acres of parkland per 1,000 residents, and Policy PR-1.6 provides a minimum of two acres of developed private park space per 1,000 residents in addition to the three acres per 1,000 persons standard.

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7 (357,957 people / 1,000) x 3.0 acres per person = 1,073.87
8 (410,492 people / 1,000) x 3.0 acres per person = 1,231.48
9 TOP 2050 parkland demand of 1,231.48 acres – 900 acres of parkland = 331.48
10 (169,972 people / 1,000) x 2.0 acres per person = 339.94

As a result, development of park facilities would keep pace with the anticipated increase in population from buildout of TOP 2050.

The Proposed Project would not result in new impacts or a substantial increase in the magnitude of impacts to the use of existing park and recreational facilities compared to the Approved Project.

Finding. The Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to substantial physical deterioration of recreational facilities. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.16-14)

Impact 5.16-2: Project implementation would result in environmental impacts to provide new and/or expanded recreational facilities but would not result in a significant impact. [Threshold R-2]

The 2010 Certified EIR found that implementation of the Approved Project would result in environmental impacts from the provision of new and/or expanded recreational facilities, but impacts would not be considered significant.

TOP 2050 guides growth in development within the City and is not a development project. The Proposed Project includes expansion of the equestrian and hiking trails and improved bikeways throughout the City. The City has 481 acres of parkland, and buildout of TOP 2050 would provide 900 acres. Including the Great Park, TOP 2050 would result in an additional 419 acres of park facilities. As a result of these planned park facilities, TOP 2050 may result in the construction of new or expansion of existing recreational facilities in Ontario. The majority of these facilities would be in Ontario Ranch, including the Great Park. Development and implementation of the Great Park may have an adverse physical effect on the environment, such as lighting, biological resources, noise, traffic, etc. However, it is speculative to determine the location of proposed park facilities in the City and impacts arising from development of individual park projects. Existing federal, state, and local regulations as well as goals, policies, and actions in TOP 2050 would mitigate potential adverse impacts to the environment that may result from buildout of TOP 2050, including expansion of parks, recreational facilities, and multiuse trails. Furthermore, subsequent environmental review would be required for development of park projects under the Proposed Land Use Plan. Consequently, TOP 2050 would not result in significant impacts in this regard.

The Proposed Project would not result in new impacts or a substantial increase in the magnitude of impacts to the use of existing park and recreational facilities compared to the Approved Project.

Finding. The Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to construction or expansion of recreational facilities. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.16-14)

17. Transportation[11]

Impact 5.17-1: The Proposed Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. [Threshold T-1]

The 2010 Certified EIR found that the recommended circulation plan of the Approved Project would comply with adopted policies, plans, and programs for alternative transportation. TOP 2050 includes additional goals and policies to address alternative transportation systems. Section 5.11, *Land Use and Planning*, of the Draft SEIR includes a consistency analysis with SCAG's Connect SoCal.

Transit

The Public Transit Plan (see Figure 5.17-2, *Public Transit*, in Section 5.17, *Transportation*, of the Draft SEIR) is focused on providing efficient connectivity and integration via coordinated bus transfer centers and multimodal terminals. Elements identified include collaborating with regional transit agencies to provide for more extensive and frequent basic local bus service, higher-speed bus rapid transit corridors for longer trips, more Metrolink trains in all directions, convenient transfer centers, and future land use patterns that are more suitable for transit users.

Additional alternative transportation elements include support for rail or high-speed rail systems and supporting feeder and distribution systems to move people to and from the rail stations.

TOP 2050 includes the following policies to encourage and provide access to the regional transit network.

- **M-3.1. Transit Partners.** We maintain a proactive working partnership with transit providers to ensure that adequate public transit service is available, cost-efficient, and convenient, particularly for residents in environmental justice areas.
- **M-3.2. Alternative Transit Facilities at New Development**. We require new development adjacent to an existing or planned transit stop to contribute to the creation of transit facilities, such as bus shelters, transit bays and turnouts, and bicycle facilities, such as secure storage areas.
- **M-3.3. Transit-Oriented Development.** We may provide additional development-related incentives to those inherent in the Land Use Plan for projects that promote transit use and reduce vehicle miles traveled.
- **M-3.4. Bus Rapid Transit (BRT) Corridors.** We work with regional transit agencies to implement BRT service and reduce vehicle miles traveled by targeting destinations and corridors with the highest number of potential riders.
- **M-3.5. Light Rail.** We support the extension of the Metro Rail Gold Line to Ontario, and will work to secure station locations at the proposed multimodal transit center.

[11] Impact 5.17-2 is addressed in Section E, *Significant and Unavoidable Significant Impacts that Cannot be Mitigated to Below the Level of Significance.*

- **M-3.6. Metrolink Expansion.** We advocate expansion of Metrolink service to include the Downtown and the multimodal transit center.

- **M-3.7. High-Speed Rail.** We encourage the development of high-speed rail systems that would enhance regional mobility in Southern California and serve the City of Ontario.

- **M-3.8. Feeder Systems.** We work with regional transit agencies to secure convenient feeder service from the Metrolink station and the proposed multimodal transit center to employment centers in Ontario.

- **M-3.9. Ontario Airport Metro Center Circulator.** We will explore the development of a convenient mobility system, including but not limited to shuttle service, people mover, and shared car system, for the Ontario Airport Metro Center.

- **M-3.10. Multimodal Transportation Center.** We intend to ensure the development of a multimodal transportation center near ONT airport to serve as a transit hub with amenities for transit riders, pedestrians, and bicyclists transitioning to local buses, BRT, the Gold Line, high-speed rail, the proposed Ontario Airport Metro Center Circulator, and other future transit modes. We support locations for the multimodal transportation center that are north of ONT airport, between Vineyard Avenue and Interstate 15.

- **M-3.11. Transit and Community Facilities.** We require the future development of community-wide serving facilities to be sited in transit-ready areas that can be served and made accessible by public transit. Conversely, we plan (and coordinate with other transit agencies to plan) future transit routes to serve existing community facilities.

Therefore, implementation of TOP 2050 would not interfere with or obstruct the implementation and usage of transit systems.

Nonmotorized Transportation

TOP 2050 would create a comprehensive system of on- and off-street bikeways that connect residential areas, businesses, schools, parks, and other destination points (see Figure 5.17-4, *Multipurpose Trails & Bikeways*, in Section 5.17, *Transportation*, of the Draft SEIR). The recommended strategies and approaches for transit and nonmotorized transportation would expand alternative transportation options in Ontario (see TOP 2050 Mobility Element). The City's goal is to provide an off-street multipurpose pedestrian and bicycle trail system, a Class II on-street striped bicycle system, and a Class III on-street signed bicycle system. The Class III bikeways would be used to connect multipurpose trails and Class II bikeways. In addition, development of mixed-use areas would provide more walkable communities and would require infrastructure improvements that encourage both walking and bicycle trips. Furthermore, mixed-use developments would reduce the distance traveled between services and amenities, and higher density areas would better utilize public transit and nonmotorized transportation due to the critical mass required to make these viable options for people. Overall, integrating these two approaches to transit and nonmotorized transportation in conjunction with the development of mixed-use areas would contribute to reducing VMT in Ontario.

TOP 2050 includes the following policies to enhance connectivity to the City's nonmotorized transportation network:

- **M-1.4. Complete Streets.** We work to provide a complete, balanced, context-aware, multimodal transportation network that meets the needs of all users of streets, roads, and highways, including motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation. We prioritize implementation of complete streets improvements in environmental justice areas to facilitate opportunities for residents to use active transportation systems.

- **M-2.1. Active Transportation.** We maintain our Active Transportation Master Plan to create a comprehensive system of on- and off-street bikeways and pedestrian facilities that are safe, comfortable, and accessible and connect residential areas, businesses, schools, parks, and other key destination points.

- **M-2.2. Bicycle System.** We provide off-street multipurpose trails and Class II bikeways as our preferred paths of travel and use the Class III for connectivity in constrained circumstances. When truck routes and bicycle facilities share a right-of-way we prefer Class I or Class IV bicycle facilities. We require new development to include bicycle facilities, such as bicycle parking and secure storage areas.

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

- **M-2.4. Network Opportunities.** We use public rights-of-way and easements, such as utility easements, levees, drainage corridors, road rights-of-way, medians, and other potential options to maintain and expand our bicycle and pedestrian network. In urban, mixed-use, and transit-oriented Place Types, we encourage the use of underutilized public and private spaces to expand our public realm and improve pedestrian and bicycle connectivity.

Therefore, implementation of TOP 2050 would not interfere with or obstruct the implementation and usage of nonmotorized transportation.

Connect SoCal

TOP 2050 is consistent with Connect SoCal, as shown in Section 5.11, *Land Use and Planning,* of the Draft SEIR. The goals of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) focus on transit, transportation and mobility, and protection of the environment and health of residents.

TOP 2050 proposes the following changes to the Mobility Element that have the potential to affect infrastructure projects identified in the RTP:

- **RTP ID 4A04220.** *Widen Schaefer Ave from Euclid Avenue to Haven Avenue from zero to four lanes.* TOP 2050 would eliminate the bridge connection on Schaefer Avenue between Ontario Avenue and Archibald Avenue. A VMT forecast with and without removal of the Schaefer Bridge was

conducted with the Boundary Method to determine whether this change would increase or decrease VMT. The results indicated that VMT in Ontario would decrease by 8,729 VMT per weekday within the city limits. This indicates that removing this project would result in a benefit to VMT in the City.

- **RTP ID 4160063.** *Widen State Street from Bon View Avenue to Grove Avenue from two to four lanes.* TOP 2050 would retain State Street as a two-lane facility.

- **RTP ID 4A07327.** *Widen four-lane bridge on Holt Boulevard over Cucamonga Creek to six lanes.* TOP 2050 would retain Holt Boulevard as a four-lane facility east of Vineyard Avenue.

- **RTP ID 2002160-20150201.** *Widen Grove Avenue between Fourth Street and State Street/Airport Drive from four to six lanes.* TOP 2050 would retain Grove Avenue as a four-lane facility north of State Street.

The Proposed Project would not result in a new or a substantial increase in magnitude of impacts related to consistency with transit, bicycle, and pedestrian plans compared to the Approved Project.

Finding. The Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to conflict with a program, plan, ordinance, or policy addressing the circulation system. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.17-23)

Impact 5.17-3: The Mobility Element adequately addresses potentially hazardous conditions (sharp curves, etc.), potential conflicting uses, and emergency access. [Thresholds T-3 and T-4]

The 2010 Certified EIR found that circulation improvements under the recommended circulation plan would be designed to adequately address potential hazardous conditions, potential conflicting uses, and emergency access.

The majority of the population growth associated with TOP 2050 would occur in Ontario Ranch. As identified in the City's Roadway Classification map (see Figure 5.17-3, *Roadway Classification*, in Section 5.17, *Transportation*, of the Draft SEIR), there is substantial improvements in transportation infrastructure planned to accommodate the increase in population in the City in the event of an emergency. The City has adopted roadway classification standards in Policy M-1.1 that include roadway design standards as part of TOP 2050, precluding the construction of any unsafe features.

- **M-1.1. Roadway Design and Maintenance.** We require our roadways to: 1) Comply with federal, state, and local design and safety standards; 2) Meet the needs of multiple transportation modes and users; 3) Handle the capacity envisioned in the City of Ontario Master Plan of Streets and Highways; 4) Be maintained in accordance with best practices; 5) Be compatible with the streetscape and surrounding land uses; and 6) Promote the efficient flow of all modes of traffic through the implementation of intelligent transportation systems and travel demand implementation strategies.

Additionally, a review of emergency access is included as part of the City's Design Review process. According to the City's 2018 LHMP, interstate highways would serve as major emergency response and evacuation routes (see Figure 5.17-5, *Evacuation Routes*). Additionally, the OFD reviews development applications to ensure that adequate emergency accessibility is provided based on local and state guidance.

The Proposed Project would not result in new impacts or a substantial increase in the magnitude of impacts to transportation hazards and emergency access compared to the Approved Project.

Finding. The Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to increased hazards due to a geometric design feature or incompatible uses and to inadequate emergency access. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.17-26)

18. Tribal Cultural Resources[12]

19. Utilities and Service Systems

Impact 5.19-1: Project-generated wastewater could be adequately treated by the wastewater service provider for the project and would not require the construction of new wastewater treatment facilities or the expansion of existing facilities or exceed wastewater treatment requirements of the Regional Water Quality Control Board. [Thresholds U-1, U-2 (part), and U-5]

The 2010 Certified EIR concluded that the Approved Project would generate additional wastewater, which would be adequately treated in accordance with the Santa Ana RWQCB and California Department of Public Health requirements.

The Proposed Project would result in an overall increase in the number of residential dwellings and nonresidential square footage compared to the Approved Project. The breakdown for the increases in wastewater flows is provided in Table 5.19-3, *Projected Wastewater Flow Rates,* in Section 5.19, *Utilities and Service Systems*, of the Draft SEIR.

Sewer Infrastructure

The Proposed Project would have the potential to increase sewer flows by 2.55 mgd within the City and by 166 mgd in the growth areas. The largest increase in wastewater flow rates would be in the OAMC at 18 percent; the second highest increase would be in the Ontario Ranch Great Park Corridor at 10 percent.

There are four proposed capital improvement projects in two of the growth areas:

[12] Impact 5.18-1 is addressed in Section D*, Findings on Significant Environmental Impacts that Can be Reduced to a Less than Significant Level.*

- **East Holt Corridor.** One project at the intersection of Holt Boulevard and Grove Avenue consists of replacing existing pipe with 12-inch and 15-inch pipe. The other project is construction of a new 21-inch sewer main to divert flow from Vineyard Avenue.

- **Ontario Airport Metro Center.** One project south of I-10 and west of Archibald Avenue would involve upsizing 8-inch diameter pipes to 12-inch pipes. The other project is along Old Guasti Road between Turner Avenue and Archibald Avenue and would upsize 8-inch pipes to 12-inch diameter pipes.

For the Ontario Ranch, sewer flows are anticipated to increase by 10 percent when comparing the current TOP to the proposed TOP. The City has confirmed that the sewer infrastructure in this area has been sized to accommodate sewer flows associated with the TOP 2050. Therefore, no adverse impacts on sewer infrastructure is anticipated in this area.

Additionally, the TOP 2050 has policies in place to require improvements to sewer infrastructure as part of new development and redevelopment projects and has processes in place to ensure that any sewer improvement projects are implemented prior to or during new development (LU-1.3, LU-4.3, and ER-1.8). The City also has the discretion to require additional sewer capacity studies for new development and redevelopment and is currently performing site-specific studies of certain areas of the sewer system. Based on the results of these studies, the City can require development fees to fund infrastructure improvements that are required for the proposed new developments.

The City regularly updates its Sewer Master Plan and capital improvement program (CIP) and has a process to assess local sewer impacts on a project-by-project basis. The draft 2020 Sewer Master Plan serves as an infrastructure planning tool to make decisions as to when CIP projects are warranted. The OMUC regularly provides and prioritizes sewer projects for inclusion in the latest CIP, which includes a budget for wastewater infrastructure improvements over a five-year planning horizon.

In summary, the City's wastewater collection system is adequate to convey the additional 2.55 mgd that would occur with implementation of the Proposed Project. The City has indicated that the sewer infrastructure will be able to accommodate sewer flows associated with the TOP 2050. A description of proposed regional and City improvements is provided in Tables 5.19-1, *IEUA Capital Projects,* and 5.19-2, *2021 Draft Sewer Master Plan: Recommended Capacity Improvement Projects*, in Section 5.19, *Utilities and Service Systems*, of the Draft SEIR. With funding from sewer connection/usage fees and the CIP budget, the City would continue to expand and improve the sewer infrastructure to accommodate new development and future growth. Therefore, there would be no significant impacts on wastewater infrastructure.

Wastewater Treatment Capacity

With respect to wastewater treatment, IEUA has two facilities that serve the City of Ontario: RP-1 and RP-5. The current combined capacity of these two facilities is 60.3 mgd and would increase to 66.5 mgd once the expansion project that is currently under construction at RP-5 is completed. IEUA can route flows to either of the two facilities as needed. In 2020, RP-1 treated an average wastewater flow of 25 mgd, and RP-2 treated an average wastewater flow of 8 mgd. Therefore, these two wastewater treatment plants (WWTPs) have a current combined treatment rate of 33 mgd. Current and future

WWTP capacities are summarized in Table 5.19-4, *IEUA WWTP Flow Rates and Capacities,* in Section 5.19, *Utilities and Service Systems*, of the Draft SEIR.

The excess capacity for the two facilities is 27.3 mgd under current conditions. After the expansion project at RP-5 is complete in 2025, excess capacity would increase to 33.5 mgd. There are additional plans to increase the treatment capacity of RP-5 to 30 mgd by 2040; the combined treatment capacity of both WWTPs would be 74 mgd.

The 2021 wastewater flow rate for Ontario is estimated to be 10.4 mgd, and the wastewater flow rate for the TOP 2050 buildout is estimated to be 37.1 mgd. The additional flow with implementation of the Proposed Project would be 26.7 mgd (37.1 – 10.4). Since the excess capacity of the two WWTPs in 2025 is 33.5 mgd, the additional flow rate from the Proposed Project of 26.7 mgd would not exceed the capacity of the wastewater treatment providers.

In addition, IEUA has seen a decrease in the volume of sewage flows of approximately 10 percent since 2013, even as the population has increased. This is a result of a decrease in indoor water consumption with the installation of more efficient plumbing fixtures and compliance with CALGreen Building Standards Code for new developments. IEUA projects a significant increase in the growth of its service area in the next ten years, with 40 percent of the growth resulting from new development in Ontario. The projected increase in population growth rates and corresponding increase in wastewater flows have been accounted for in IEUA's capital improvement projects, with expansions of both RP-1 and RP-5 scheduled for completion by 2035.

IEUA also assesses monthly wastewater sewer fees and one-time sewer connection fees to provide funds for future upgrades and expansion of its infrastructure and WWTPs. In addition, IEUA continually updates its Wastewater Facilities Master Plans for RP-1 and RP-5 and includes plans for expansion of these facilities to meet the growth within the service area through year 2060.

IEUA uses an average factor of 270 gpd per equivalent dwelling unit (EDU) in its projection of wastewater flows. Recent flow measurements indicate that with water conservation efforts and compliance with the CALGreen Building Standards Code for new construction, actual flow rates are now around 200 gpd/EDU. Therefore, even with future increases in population and wastewater flows in the service area, IEUA could continue to provide wastewater treatment to all its customers.

The quality of wastewater is overseen by two agencies: the Santa Ana RWQCB and the California Department of Public Health. The Santa Ana RWQCB has regional permitting authority over water quality issues, and the California Department of Public Health oversees standards and health concerns. Title 22 of the California Code of Regulations provides the regulatory setting for drinking water quality in California and is followed by these agencies when they assess water quality. The wastewater treated in IEUA's regional plants meets or exceeds the standards for recycled water quality set by Title 22. RP-1 and RP-5 would continue to meet the water quality standards of the Santa Ana RWQCB and the California Department of Public Health as well as the wastewater discharge limitations in the RWQCB NPDES permit. Therefore, there would be no significant impacts on wastewater collection and treatment.

The Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project.

Finding. The Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to project-generated wastewater, to construction and/or expansion of wastewater treatment facilities, and to wastewater treatment requirements. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.19-11)

Impact 5.19-2: Water supply and delivery systems are adequate to meet project requirements. [Thresholds U-2 (part) and U-4]

The 2010 Certified EIR concluded that the Approved Project would have less than significant impacts associated with water storage and/or supply.

Water Infrastructure

The Proposed Project would result in an overall increase in the number of residential dwelling units and nonresidential square footage compared to the Approved Project. The breakdown for the increase in water demand is provided in Table 5.19-9, *Projected Water Demand Rates,* in Section 5.19, *Utilities and Service Systems*, of the Draft SEIR. Full implementation of TOP 2050 has the potential to increase water demand by 1.8 mgd in the growth areas and by 3 mgd in the City overall. This accounts for an increase of approximately 6 percent from the current TOP to TOP 2050. The growth areas represent about 60 percent of the proposed increased in water demand. The largest increase in water demand is in the OAMC.

To accommodate needed infrastructure expansion and improvements, the City has prepared a Water Master Plan (WMP) and CIP. It also requires development impact fees and has construction requirements based on a completed evaluation of existing and projected water demands. The potable water demand factors in the WMP are conservative and are used for sizing water pipes to convey average and peak daily flow rates. Therefore, they do not reflect the State's requirements to reduce residential indoor water demand to 55 gallons/person/day by 2025 and 50 gallons/person/day after 2030. An extensive list of planned capital improvement projects is provided in the WMP.

Because the planned development in the City for the current TOP and TOP 2050 would result in an increase in demand for potable and recycled water, the City and the IEUA have made plans for infrastructure expansion and improvement. As part of the land development approval process, the City determines a project's fair-share costs and connection fees. Through the use of connection fees and agreements, the City maintains and expands its water distribution system as necessary and is able to ensure that new developments pay their fair-share costs. The City has the discretion to require water capacity studies associated with new development and redevelopment and currently requires site-specific studies to determine a project's impact throughout the water system. Therefore, impacts related to infrastructure expansion and improvement caused by the implementation of TOP 2050 would be less than significant.

Water Demand

Total water demand associated with the Proposed Project would be 78,128 acre-feet per year (afy), which is an increase of approximately 6 percent compared to the City's 2020 Urban Water Management Plan (UWMP) calculated water demand of 73,688 afy for the years 2040 and 2045. The 2020 UWMP considered the buildout projections for the current TOP; therefore, the increase of 6 percent is the same as comparing the current TOP to TOP 2050.

The water demand factors used in the 2020 UWMP are conservative because they are based on the City's water demand factors from the WMP, which don't consider declining per capita water use in future years, the City's continuing conservation efforts, and the increased use of recycled water. Recent State laws, changes in the building code, and water service costs are anticipated to substantially lower water demand rates in the future:

- SB 606 and AB 1668 establish indoor water use standards (55 gallons/person/day until 2025, 50 gallons/ person/day after 2030), outdoor water standards, and water loss standards that water suppliers must meet by 2025.
- New construction is subject to the latest CALGreen building code, which typically results in a 20 percent reduction in indoor water use.
- SB 407 requires all buildings in California to meet current plumbing fixture standards within this decade, which will require retrofitting of existing homes and businesses.
- Increases in water service costs, which will provide an incentive for additional water-saving practices and the use of recycled water, which is less costly, for nonpotable uses.

Applying these more conservative water demand factors by implementing a future water demand factor of 50 gallon/person/day for all residential uses and a 20 percent reduction in nonresidential uses (compliance with CALGreen and new building code requirements), the calculated water demand for the Proposed Project buildout would be approximately 60,000 afy, which is well below the UWMP estimate of 73,688 afy for the years 2040 and 2045. The calculations to support the reduced water demand are provided in Appendix G.

In addition, when a proposed project triggers the criteria for preparing a water supply assessment, such as a residential project with more than 500 dwelling units, the project must demonstrate that adequate supplies of water are available to meet the demand of the new development. Also, the mitigation measures from the 2010 Certified EIR have been incorporated into the City's policies and municipal code.

TOP 2050 policies LU-1.3 and LU-4.3 ensure that the infrastructure and services for all development are adequate and that the necessary infrastructure and services are in place prior to or concurrent with development. The goal of Policy ER-1.1 is to increase local water supplies to reduce dependence on imported water. Policy ER-1.2 states the water supply and quality should match the appropriate use and Policy ER-1.3 requires conservative strategies that reduce water usage. Policy ER-1.4 requires that water supply and demands be balanced and ER-1.5 relates to water quality protection, pollution

prevention, and existing contamination and remediation. Policy S-3.7 requires monitoring the water supply system to ensure that there are adequate supplies for firefighting needs.

The 2020 UWMP states that there are sufficient water supplies through 2045 to meet projected demands in normal years, single dry years, and multiple dry years through 2045. Although the Proposed Project at buildout is estimated to generate a 6 percent increase in water demand using conservative water demand factors, new State requirements as listed above and City policies and code requirements would result in enhanced water efficiency and conservation. Applying these measures to the Proposed Project water demand estimates would result in total water demand below the projections in the 2020 UWMP for year 2045. Therefore, there would be sufficient water supplies to meet the demand for TOP 2050 buildout.

The Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project.

Finding. The Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to water supply and delivery systems. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.19-31)

20. Wildfire

Impact 5.20-1: The Mobility Element adequately addresses emergency access. [Threshold W-1]

The 2010 Certified EIR found that circulation improvements under the recommended circulation plan would be designed to adequately address emergency access.

The majority of the population growth associated with TOP 2050 would occur in Ontario Ranch. As identified in the City's Roadway Classification map (see Figure 5.17-3, *Roadway Classification*, in Section 5.17, *Transportation*, of the Draft SEIR), there is substantial improvements in transportation infrastructure planned to accommodate the increase in population in the City in the event of an emergency. The City has adopted roadway classification standards in Policy M-1.1 that include roadway design standards as part of TOP 2050, precluding the construction of any unsafe features.

- **M-1.1: Roadway Design and Maintenance.** We require our roadways to: 1) Comply with federal, state, and local design and safety standards; 2) Meet the needs of multiple transportation modes and users; 3) Handle the capacity envisioned in the City of Ontario Master Plan of Streets and Highways; 4) Be maintained in accordance with best practices; 5) Be compatible with the streetscape and surrounding land uses; and 6) Promote the efficient flow of all modes of traffic through the implementation of intelligent transportation systems and travel demand management strategies.

Additionally, a review of emergency access is included as part of the City's Design Review process. According to the City's 2018 LHMP, interstate highways would serve as major emergency response

and evacuation routes. Additionally, the OFD reviews development applications to ensure that adequate emergency accessibility is provided based on local and state guidance.

The Proposed Project would not result in new impacts or a substantial increase in the magnitude of impacts to transportation hazards and emergency access compared to the Approved Project.

Finding. The Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to impairment of an adopted emergency response plan or emergency evacuation plan. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.20-15)

Impact 5.20-2: TOP 2050 would not result exacerbate wildfire risks or expose people or structures to significant risks that may occur following a wildfire (e.g., landslides, mudflows, and flooding). [Thresholds W-2, W-3, and W-4]

The 2010 Certified EIR found that the Approved Project would result in less-than-significant risks from wildfire hazards. The City is outside of the State Responsibility Area, and CAL FIRE has determined that the City contains no areas subject to very high wildfire risk. However, the City recognizes that even though fuel loading is light in Ontario and fire risk comes primarily from urban fires, not wildfires, there is some risk related to wildfires.

There are many resources available to address wildland fires should they arise—CAL FIRE's *2019 Strategic Fire Plan for California*, the CFC, County of San Bernardino MJHMP, City of Ontario LHMP, and fire services from the OFD. With adherence to these building practices, development and infrastructure associated with TOP 2050 would not exacerbate risk or result in post-wildfire hazards (e.g., landslides, mudflows, and flooding).

In addition, the TOP 2050 contains the following policies to prevent wildfire hazards and support the community during wildfire events:

- **S-3.4: Special Team Services.** We maintain effective special rescue services.
- **S-3.6: Interagency Cooperation.** In order to back up and supplement our capabilities to respond to emergencies, we participate in the California Fire Rescue and Mutual Aid Plan.
- **S-3.8: Fire Prevention through Environmental Design.** We require new development to incorporate fire prevention considerations in the design of streetscapes, sites, open spaces, and buildings.
- **S-3.9: Resource Allocation.** We analyze fire data to evaluate the effectiveness of our fire prevention and reduction strategies and allocate resources accordingly.
- **S-8.3: Emergency/Disaster Training and Exercises.** We conduct training and exercises to prepare for and evaluate emergency/disaster response and recovery procedures.
- **S-8.5: Interdepartmental Coordination.** We utilize all City departments to help support emergency/disaster mitigation, preparedness, response, mitigation, and recovery.

- **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.

The Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to that of the Approved Project.

Finding. The Proposed Project would have a less than significant direct, indirect, and cumulative impacts relating to wildfire risks. Accordingly, no changes or alterations to the Proposed Project were required to avoid or substantially lessen any significant environmental impacts under those thresholds. (Draft SEIR pg. 5.20-16)

C. FINDINGS ON SIGNIFICANT ENVIRONMENTAL IMPACTS THAT CAN BE REDUCED TO A LESS THAN SIGNIFICANT LEVEL

The following summary describes impacts of the Proposed Project that, without mitigation, would result in significant adverse impacts. The City Council hereby finds that Mitigation Measures have been identified in the EIR and these Findings that will avoid or substantially lessen the following potentially significant environmental impacts to a less than significant level. Upon implementation of the mitigation measures provided in the EIR, these impacts would be considered less than significant.

1. Cultural Resources

Impact 5.5-2: Implementation of TOP 2050 could impact archaeological resources. [Threshold C-2]

The 2010 Certified EIR found that buildout of the Approved Project could impact archeological resources or paleontological resources. However, the 2010 Certified EIR identified that existing federal, state, and local regulations in addition to Mitigation Measure 5-2 would reduce impacts to archeological resources to less than significant.

As previously discussed, the records review at the South Central Coastal Information Center identified 17 archeological resources in the City. Based on the results of the research, there is potential archaeological sensitivity throughout the City.

Adoption of TOP 2050 would not directly affect archaeological resources. TOP 2050 is a regulatory document that sets the framework for future growth and development but does not result in development in and of itself. However, long-term implementation of TOP 2050 land use plan could allow development (e.g., new development, infill development, redevelopment, and revitalization/restoration), including grading, of known and unknown sensitive areas. Grading and construction activities of undeveloped areas or redevelopment that requires more intensive soil excavation than in the past could potentially cause the disturbance of archeological resources. Therefore, future development that would be accommodated by TOP 2050 could potentially unearth previously unrecorded resources.

Existing federal, state, and local regulations address the provisions of studies to identify archaeological resources, review application for projects that would potentially involve land disturbance, provide a project-level standard condition of approval that addresses unanticipated archeological discoveries and enforces requirements to develop specific mitigation measures if resources are encountered during any development activity. The Historic Preservation section of TOP 2050 Community Design Element addresses the management of artifacts through Policy CD-4.1, Cultural Resources Management, and the collaboration and promotion of public involvement in preservation through Policies CD-4.2, Collaboration with Property Owners and Developers; CD-4.6, Promotion of Public Involvement in Preservation; and CD-4.7, Public Outreach.

Archaeological sites are also protected by a wide variety of state policies and regulations under the California Public Resources Code. Cultural resources are recognized as nonrenewable and therefore receive protection under the California Public Resources Code and CEQA. Review and protection of archaeological resources are afforded by CEQA for individual development projects accommodating TOP 2050, subject to discretionary actions that are implemented in accordance with the land use plan of TOP 2050. According to CEQA, the lead agency is required to determine whether a development project may have a significant effect on archaeological resources (PRC Section 21083.2). If the lead agency determines that the project may have a significant effect on unique archaeological resources, the project-level CEQA document being prepared for the development project is required to address and mitigate the impacts of those resources.

The Proposed Project would not result in new impacts or a substantial increase in the magnitude of impacts to archeological resources compared to the Approved Project.

Mitigation Measure

The following mitigation measure was included in the Draft SEIR and the Final SEIR in an abundance of caution, and is applicable to the Proposed Project. The measure as provided includes any revisions incorporated in the Final SEIR.

MM 5-2 In areas of documented or inferred from evident archaeological and/or paleontological resource presence, City staff shall require applicants for development permits to provide studies to document the presence/absence of such resources. On properties where resources are identified, such studies shall provide a detailed mitigation plan, including a monitoring program and recovery and/or in situ preservation plan, based on the recommendations of a qualified cultural preservation expert. The mitigation plan shall include the following requirements:

a) Archaeologists and/or paleontologist shall be retained for the project and will be on call during grading and other significant ground-disturbing activities.

b) Should any cultural resources be discovered, no further grading shall occur in the area of the discovery until the Planning Director or designee is satisfied that adequate provisions are in place to protect these resources.

c) Unanticipated discoveries shall be evaluated for significance by a San Bernardino County Certified Professional Archaeologist/Paleontologist. If significance criteria are met, then the project shall be required to perform data recovery, professional identification, radiocarbon dates, and other special studies; submit materials to a museum for permanent curation; and provide a comprehensive final report including a catalog with museum numbers.

Finding

Changes or alterations have been required in, or incorporated into, the Proposed Project that avoid or substantially lessen the significant environmental effect as identified in the Draft SEIR. These changes are identified in the form of the mitigation measure above. The City of Ontario hereby finds that implementation of the mitigation measure is feasible, and the measure is therefore adopted.

Rationale for Finding

Mitigation Measure 5-2 would require preservation and curation of archeological resources if uncovered during development. Mitigation Measure 5-2 would reduce potential impacts to archeological resources to a level that is less than significant. Impact 5.5-2 would be less than significant with mitigation. (Draft SEIR pg. 5.5-23)

2. Geology and Soils

Impact 5.7-6: Implementation of TOP 2050 could directly or indirectly destroy a unique paleontological resource. [Threshold G-6]

The 2010 Certified EIR found that buildout of the Approved Project would not result in impacts to paleontological resources with mitigation.

Geologic Features

The geologic units exposed at the surface in Ontario consist of sediments less than 11,000 years old (Holocene) deposited either by water or wind. Such geology is common throughout the City and region and is not considered unique.

Paleontological Resources

Ontario is underlain by deposits of Quaternary and upper-Pleistocene sediments deposited during Pliocene and early Pleistocene time. Quaternary Older Alluvial sediments may contain significant, nonrenewable, paleontological resources and are therefore considered to have high sensitivity. Older Pleistocene alluvial sediments can yield fossil remains, often found at depths of 10 feet or more below existing ground surface. As previously discussed, for the Approved TOP, the San Bernardino County Museum, Division of Geological Sciences, conducted the paleontological records search and found one previously known paleontological resource locality recorded by the Regional Paleontologic Locality Inventory, a computer database with positional and contextual data for more than 3,000 fossil localities throughout California and the southwestern United States. This review found one paleontological locality for the City area (SBCM 5.1.8). This locality yielded the remains of a mammoth

from approximately 20 feet below the ground surface. As a result, the possibility of finding additional paleontological resources within City boundaries is moderate to high at depths of 10 feet or more below ground surface.

Long-term implementation of TOP 2050 would allow development (e.g., new development, infill development, redevelopment, and revitalization/restoration), including grading, of known and unknown sensitive areas. Grading and construction activities of undeveloped areas or redevelopment that requires more intensive soil excavation than in the past could potentially cause the disturbance of paleontological resources. Therefore, future development that would be accommodated by TOP 2050 could potentially unearth previously unrecorded resources.

Existing federal, state, and local regulations address the provisions of studies to identify paleontological resources, review applications for projects that would potentially involve land disturbance, provide a project-level standard condition of approval that addresses unanticipated paleontological discoveries, and enforces requirements to develop specific mitigation measures if resources are encountered during any development activity. The Historic Preservation section of the Community Design Element contains policies that address the management of artifacts (see Policy CD-4.1) and the collaboration, promotion of public involvement in preservation, and public outreach (see Policies CD-4.2, CD-4.6, and CD-4.7) of cultural resources.

Paleontological resources are recognized as nonrenewable; and therefore, receive protection under the California Public Resources Code (Section 21083.2) and CEQA. Review and protection of paleontological resources are also afforded by CEQA for individual development projects that would be accommodated by TOP 2050, subject to discretionary actions that are implemented in accordance with the land use plan of TOP 2050. Compared to the Approved Project, TOP 2050 would have similar impacts because the Proposed Project would result in an increase in land use intensity rather than development of new, previously undeveloped areas of the City which would require substantial landform modification. However, the potential to uncover undiscovered archeological and paleontological resources is high. Therefore, like the Approved Project, paleontological resources impacts of TOP 2050 would be potentially significant.

Mitigation Measure

The Proposed Project would not result in new impacts or a substantial increase in the magnitude of impacts to paleontological resources compared to the Approved Project. The following mitigation measure was included in the Draft SEIR and the Final SEIR in an abundance of caution, and is applicable to the Proposed Project. The measure as provided includes any revisions incorporated in the Final SEIR.

MM 5-2 In areas of documented or inferred from evident archaeological and/or paleontological resource presence, City staff shall require applicants for development permits to provide studies to document the presence/absence of such resources. On properties where resources are identified, such studies shall provide a detailed mitigation plan, including a monitoring program and recovery and/or in situ preservation plan, based on the recommendations of a qualified cultural preservation expert. The mitigation plan shall include the following requirements:

a) Archaeologists and/or paleontologist shall be retained for the project and will be on call during grading and other significant ground-disturbing activities.

b) Should any cultural resources be discovered, no further grading shall occur in the area of the discovery until the Planning Director or designee is satisfied that adequate provisions are in place to protect these resources.

c) Unanticipated discoveries shall be evaluated for significance by a San Bernardino County Certified Professional Archaeologist/Paleontologist. If significance criteria are met, then the project shall be required to perform data recovery, professional identification, radiocarbon dates, and other special studies; submit materials to a museum for permanent curation; and provide a comprehensive final report including a catalog with museum numbers.

Finding

Changes or alterations have been required in, or incorporated into, the Proposed Project that avoid or substantially lessen the significant environmental effect as identified in the Draft SEIR. These changes are identified in the form of the mitigation measure above. The City of Ontario hereby finds that implementation of the mitigation measure is feasible, and the measure is therefore adopted.

Rationale for Finding

Mitigation Measure 5-2 requires that in the event of an unanticipated discovery of paleontological resources during grading and excavation of the site, a qualified paleontologist would assess the find and develop a course of action to preserve the find. Therefore, Mitigation Measure 5-2 would reduce potential impacts to paleontological resources to a level that is less than significant. (Draft SEIR pg. 5.7-25)

3. Tribal Cultural Resources

Impact 5.18-1: Tribal cultural resources could be adversely impacted by grading activities associated with the Proposed Project. [Threshold TRC-1]

The 2010 Certified EIR found that under the Approved Project, impacts to prehistoric archeological resources, which include TCRs, would be less than significant with mitigation.

Conducting consultation early in the CEQA process allows tribal governments, public lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to TCRs, and reduce the potential for delay and conflict in the environmental review process.

Sacred Lands File Search and Consultation

The City requested a local government tribal consultation list from the Native American Heritage Commission (NAHC) on June 9, 2021. The tribal consultation list was requested in accordance with SB 18 and AB 52 requirements. The NAHC responded on June 22, 2021, and provided a list of tribes

for the City to contact regarding potential consultation. The NAHC also notified the City that the result of the Sacred Lands File check conducted through the NAHC was negative. The City sent initial notification letters to California Native American tribes and tribal contacts on July 2, 2021, via certified mail.

SB 18 and AB 52 Consultation

In accordance with AB 52 and SB 18 requirements, the City sent invitation letters to the Native American contacts provided by the NAHC on July 2, 2021, formally inviting tribes to consult with the City on the general plan update. The intent of consultations is to provide an opportunity for interested Native American contacts to work with the City during the project planning process to identify and protect TCRs. Response letters were received from the following tribes (see also Appendix L, *Tribal Consultation Responses*, of the Draft SEIR).

- **Agua Caliente Band of Cahuilla Indians.** The Agua Caliente Band of Cahuilla Indians responded on July 9 and August 3 that the City is not within the tribe's traditional use area, and it therefore defers to other tribes in the area.

- **Gabrieleño Band of Mission Indians–Kizh Nation.** Gabrieleño Band of Mission Indians–Kizh Nation responded on July 6 stating that the tribal government concurs with the updated plan. However, in the event of future construction or any ground disturbance, the tribal government would like to consult with the lead agency.

- **Quechan Tribe of the Fort Yuma Reservation.** Quechan Tribe of the Fort Yuma Reservation responded on July 9 and July 21 stating that the City is not within the tribe's traditional use area, and it therefore defers to other tribes in the area.

- **San Manuel Band of Mission Indians.** San Manuel Band of Mission Indians responded on July 13 and August 2 stating that TOP 2050 may impact projects in Serrano ancestral territory, and therefore is of interest to the tribe. The tribe requested additional information concerning whether the general plan updates would include any plans for museums, cultural centers, or interpretive sites. The tribe sees no conflicts with the zoning changes; however, when specific projects are planned and implemented, it might have comments and/or request formal consultation with the lead agency pursuant to CEQA (as amended, 2015) and PRC 21080.3.1.

TOP 2050 a regulatory document that sets the framework for future growth and development in the City and does not result in development in and of itself. However, future development as a result of the implementation of TOP 2050 could include grading in portions of the City with sensitivity to TCRs. Though the Proposed Project would not result in new impacts or a substantial increase in the magnitude of impacts to TCRs compared to the Approved Project, grading and construction activities in undeveloped areas or redevelopment that requires deeper soil excavation than in the past could potentially disturb TCRs. Therefore, future development could potentially unearth previously unknown/unrecorded TCRs.

Mitigation Measure

The Proposed Project would not result in new impacts or a substantial increase in the magnitude of impacts to tribal cultural resources compared to the Approved Project. The following mitigation measures were included in the Draft SEIR and the Final SEIR in an abundance of caution, and is applicable to the Proposed Project. The measure as provided includes any revisions incorporated in the Final SEIR. Mitigation Measure (MM) indicates existing mitigation measures from the Approved Project that are also applicable to the Proposed Project, while Tribal Cultural Resource (TRC) indicates a new mitigation measure included as part of the Proposed Project.

MM 5-3 Upon receipt of an application for a proposed project subject to CEQA and within the City's jurisdiction, the City's representative shall consult with the relevant tribe(s)' representative(s) to determine if the proposed project is within a culturally sensitive area to the tribe. If sufficient evidence is provided to reasonably ascertain that the site is within a [tribal] culturally sensitive area, an archaeologist shall prepare a cultural resources assessment. The findings of the cultural resources assessment shall be incorporated into the CEQA documentation. A copy of the report shall be forwarded to the tribe(s). If mitigation is recommended in the CEQA document, the procedure described in Mitigation Measure 5-4 shall be followed.

MM 5-4 Prior to the issuance of grading permits for a proposed project for which the CEQA document defines cultural resource mitigation for potential tribal resources, the project applicant shall contact the designated tribe(s) to notify them of the grading, excavation, and monitoring program. The applicant shall coordinate with the City of Ontario and the tribal representative(s) to develop mitigation measures that address the designation, responsibilities, and participation of tribal monitors during grading, excavation, and ground-disturbing activities; scheduling; terms of compensation; and treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site. The City of Ontario shall be the final arbiter of the conditions for projects within the City's jurisdiction.

TCR-1 **Tribal Cultural Resources Monitoring**. The project archaeologist, in consultation with interested tribes, the developer, and the City of Ontario, shall develop an archaeological monitoring plan (AMP) to address the details, timing, and responsibility of archaeological and cultural activities that will occur on the project site. Details in the AMP shall include:

1. Project-related ground disturbance (including, but not limited to, brush clearing, grading, trenching, etc.) and development scheduling;

2. The development of a rotating or simultaneous schedule in coordination with the developer and the project archeologist for designated Native American Tribal Monitors from the consulting tribes during grading, excavation and ground disturbing activities on the site: including the scheduling, safety requirements, duties, scope of work, and Native American Tribal Monitors' authority to stop and redirect grading activities in coordination with all project archaeologists (if

the tribes cannot come to an agreement on the rotating or simultaneous schedule of tribal monitoring, the Native American Heritage Commission shall designate the schedule for the onsite Native American Tribal Monitor for the proposed project);

3. The protocols and stipulations that the developer, City, Tribes, and project archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation.

At least 30 days prior to application for a grading permit and before any brush clearance, grading, excavation, and/or ground disturbing activities on the site, the developer shall retain a tribal cultural monitor to monitor all ground-disturbing activities in an effort to identify any unknown archaeological resources.

Pursuant to the AMP, a tribal monitor from the consulting tribe shall be present during the initial grading activities. If tribal resources are found during grubbing activities, the tribal monitoring shall be present during site grading activities.

TCR-2 **Treatment and Disposition of Cultural Resources.** In the event that Native American cultural resources are inadvertently discovered during the course of any ground-disturbing activities, including but not limited to brush clearance, grading, trenching, etc., for the proposed project, the following procedures will be carried out for treatment and disposition of the discoveries:

1. Temporary Curation and Storage: During the course of construction, all discovered resources shall be temporarily curated in a secure location on-site or at the offices of the project archaeologist. The removal of any artifacts from the project site will need to be thoroughly inventoried with tribal monitor oversight of the process;

2. Treatment and Final Disposition: The landowner(s) shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts and nonhuman remains as part of the required mitigation for impacts to cultural resources. The applicant shall relinquish the artifacts through one or more of the following methods and provide the City of Ontario with evidence of same:

    a. Accommodate the process for on-site reburial of the discovered items with the consulting Native American tribes or bands. This shall include measures and provisions to protect the future reburial area from any future impacts. Reburial shall not occur until all cataloging, basic analysis, other analyses as recommended by the project archaeologist and approved by consulting tribes, and basic recordation have been completed; all documentation should be at a level of standard professional practice to allow the writing of a report of professional quality;

b. A curation agreement with an appropriate qualified repository in San Bernardino County that meets federal standards per 36 CFR Part 79, and therefore the resource would be professionally curated and made available to other archaeologists/researchers for further study. The collections and associated records shall be transferred, including title, to an appropriate curation facility in San Bernardino County, to be accompanied by payment of the fees necessary for permanent curation;

c. For purposes of conflict resolution, if more than one Native American tribe or band is involved with the project and cannot come to an agreement as to the disposition of cultural materials, materials shall be curated at the San Bernardino County Museum by default;

d. At the completion of grading, excavation, and ground-disturbing activities on the site, a Phase IV Monitoring Report shall be submitted to the City documenting monitoring activities conducted by the project archaeologist and Native Tribal Monitors within 60 days of completion of grading. This report shall document the impacts to the known resources on the property; describe how each mitigation measure was fulfilled; document the type of cultural resources recovered and the disposition of such resources; provide evidence of the required cultural sensitivity training for the construction staff held during the required pregrade meeting; and, in a confidential appendix, include the daily/weekly monitoring notes from the archaeologist. All reports produced will be submitted to the City, County Museum, and consulting tribes.

Finding

Changes or alterations have been required in, or incorporated into, the Proposed Project that avoid or substantially lessen the significant environmental effect as identified in the Draft SEIR. These changes are identified in the form of the mitigation measure above. The City of Ontario hereby finds that implementation of the mitigation measure is feasible, and the measure is therefore adopted.

Rationale for Finding

Mitigation Measures 5-3 and 5-4 and new Mitigation Measures TCR-1 and TCR-2 would reduce potential impacts associated with TCRs to a level that is less than significant by monitoring, treatment, and final deposition of resources in coordinate with the Tribes. Therefore, no significant unavoidable adverse impacts relating to TCRs remain. (Draft SEIR pg. 5.18-11)

D. SIGNIFICANT AND UNAVOIDABLE SIGNIFICANT IMPACTS THAT CANNOT BE MITIGATED TO BELOW THE LEVEL OF SIGNIFICANCE

The following summary describes the unavoidable adverse impact of the Proposed Project where either mitigation measures were found to be infeasible, or the mitigation measures are under the control of another lead agency. The following impact would remain significant and unavoidable.

1. Air Quality

Impact 5.3-1: The additional population growth forecast for TOP 2050 and the associated emissions would exceed the assumptions of the South Coast AQMD's AQMP. [Threshold AQ-1]

The 2010 Certified EIR identified that TOP had the potential to conflict with the South Coast AQMD Air Quality Management Plan (AQMP). The following describes potential air quality impacts of consistency with the AQMP from implementation of TOP 2050 compared to TOP.

The South Coast AQMD is directly responsible for reducing emissions from area, stationary, and mobile sources in the SoCAB to achieve the National and California Ambient Air Quality Standards (AAQS) and has responded to this requirement by preparing an AQMP. Since the 2010 EIR was certified, the South Coast AQMD Governing Board adopted the 2016 AQMP, which is a regional and multiagency effort (South Coast AQMD, CARB, SCAG, and EPA). In addition, South Coast AQMD will release the 2022 AQMP this year.

A consistency determination with the AQMP plays an important role in local agency project review by linking local planning and individual projects to the AQMP. It fulfills the CEQA goal of informing decision makers of the environmental efforts of the project under consideration early enough to ensure that air quality concerns are fully addressed. It also provides the local agency with ongoing information as to whether they are contributing to the clean air goals in the AQMP.

The two principal criteria for conformance with an AQMP are:

1. Whether the project would exceed the assumptions in the AQMP.
2. Whether the project would result in an increase in the frequency or severity of existing air quality violations, cause or contribute to new violations, or delay timeline attainment of air quality standards.

SCAG is South Coast AQMD's partner in the preparation of the AQMP, providing the latest economic and demographic forecasts and developing transportation measures. Regional population, housing, and employment projects developed by SCAG are based, in part, on general plan land use designations. These projections form the foundation for the emissions inventory of the AQMP.

Criterion 1

Table 5.3-9, *Comparison of Population and Employment Forecast*, in Section 5.3, *Air Quality*, of the Draft SEIR compares the population and employment growth forecast under TOP 2050 to the Approved

Project. The table shows that TOP 2050 would result in more VMT as a result of an increase in population; however, VMT per service population would decrease from the Approved Project. As a result, TOP 2050 provides a more efficient land use plan that reduces VMT per resident and employee. Therefore, the Proposed Project would be consistent with the AQMP under the first criterion.

Criterion 2

The SoCAB is designated nonattainment for ozone (O_3) and fine inhalable particulate matter ($PM_{2.5}$) under the California and National AAQS,[13] nonattainment for nitrogen dioxide (NO_2) along SR-60 under the California AAQS,[14] nonattainment for coarse inhalable particulate matter (PM_{10}) under the California AAQS, and nonattainment for lead (Los Angeles County only) under the National AAQS. Because TOP 2050 involves long-term growth associated with buildout of the City, cumulative emissions generated from operation of individual development projects would exceed the South Coast AQMD regional and localized thresholds. Consequently, emissions generated by development projects in addition to existing sources in the City are considered to cumulatively contribute to the nonattainment designations of the SoCAB. Buildout of the proposed land use plan associated with TOP 2050 could contribute to an increase in frequency or severity of air quality violations and delay attainment of the AAQS or interim emission reductions in the AQMP, and emissions generated from buildout would result in a significant air quality impact. Therefore, like the Approved Project, the Proposed Project would be inconsistent with the AQMP. The Proposed Project would result in a substantial increase in volatile organic compounds (VOC) compared to the Approved Project. Therefore, TOP 2050 would result in a substantial increase in magnitude of impacts compared to the Proposed Project.

Summary

Buildout of TOP 2050 would be consistent with the AQMP under the first criteria. However, air pollutant emissions associated with buildout of TOP 2050 would cumulatively contribute to the nonattainment designations in the SoCAB. Therefore, like the Approved Project, TOP 2050 would be inconsistent with the AQMP. Additionally, because of the substantial increase in population and associated VOC emission, the Proposed Project would result in a substantial increase in magnitude of impacts compared to the Approved Project.

Mitigation Measure

The following mitigation measure was included in the Draft SEIR and the Final SEIR; and in an abundance of caution, is applicable to the Proposed Project. The measure as provided include any revisions incorporated in the Final SEIR. Mitigation Measure (MM) indicates existing mitigation

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[13] The SoCAB is pending a resignation request from nonattainment to attainment for the 24-hour federal $PM_{2.5}$ standards. The 2021 $PM_{2.5}$ Redesignation Request and Maintenance Plan demonstrates that the South Coast meets the requirements of the CAA to allow the EPA to redesignate the SoCAB to attainment for the 65 $\mu g/m^3$ and 35 $\mu g/m^3$ 24-hour $PM_{2.5}$ standards. CARB will submit the 2021 $PM_{2.5}$ Redesignation Request to the EPA as a revision to the California SIP.

[14] On February 21, 2019, CARB's board approved the separation of the area that runs along State Route 60 corridor through portions of Riverside, San Bernardino, and Los Angeles counties from the remainder of the SoCAB for State nonattainment designation purposes. The board designated this corridor as nonattainment. The remainder of the SoCAB remains in attainment for NO_2. CARB is proposing to redesignate SR-60 Near-Road Portion of San Bernardino, Riverside, and Los Angeles Counties in the SoCAB as attainment for NO_2 at the February 24, 2022, board hearing.

measures from the Approved Project that are applicable to the Proposed Project, while Air Quality (AQ) indicates a new mitigation measure included as part of the Proposed Project.

MM 3-2 The City of Ontario shall evaluate new development proposals within the City and require all developments to include access or linkages to alternative modes of transportation, such as transit stops, bike paths, and/or pedestrian paths (e.g. sidewalks).

AQ-1 Prior to discretionary approval by the City of Ontario for development projects subject to CEQA (California Environmental Quality Act) review (i.e., nonexempt projects), project applicants shall prepare and submit a technical assessment evaluating potential project operation-phase-related air quality impacts to the City of Ontario Planning Department for review and approval. The evaluation shall be prepared in conformance with South Coast Air Quality Management District (South Coast AQMD) methodology in assessing air quality impacts. If operation-related air pollutants are determined to have the potential to exceed the South Coast AQMD–adopted thresholds of significance, the City of Ontario Planning Department shall require that applicants for new development projects incorporate mitigation measures to reduce air pollutant emissions during operational activities. The identified measures shall be included as part of the conditions of approval. Possible mitigation measures to reduce long-term emissions could include, but are not limited to the following:

- For site-specific development that requires refrigerated vehicles, the construction documents shall demonstrate an adequate number of electrical service connections at loading docks for plug-in of the anticipated number of refrigerated trailers to reduce idling time and emissions.
- Applicants for manufacturing and light industrial uses shall consider energy storage and combined heat and power in appropriate applications to optimize renewable energy generation systems and avoid peak energy use.
- Site-specific developments with truck delivery and loading areas and truck parking spaces shall include signage as a reminder to limit idling of vehicles while parked for loading/unloading in accordance with California Air Resources Board Rule 2845 (13 CCR Chapter 10 sec. 2485).
- Provide changing/shower facilities as specified in Section A5.106.4.3 of CALGreen (Nonresidential Voluntary Measures).
- Provide bicycle parking facilities per Section A4.106.9 of CALGreen (Residential Voluntary Measures).
- Provide preferential parking spaces for low-emitting, fuel-efficient, and carpool/van vehicles per Section A5.106.5.1 of CALGreen (Nonresidential Voluntary Measures).

- Provide facilities to support electric charging stations per Section A5.106.5.3 and Section A5.106.8.2 of CALGreen (Nonresidential Voluntary Measures; Residential Voluntary Measures).

- Applicant-provided appliances shall be Energy Star–certified appliances or appliances of equivalent energy efficiency (e.g., dishwashers, refrigerators, clothes washers, and dryers). Installation of Energy Star–certified or equivalent appliances shall be verified by the City during plan check.

Finding

Changes or alterations have been required in, or incorporated into, the Proposed Project that avoid or substantially lessen the significant environmental effect as identified in the Draft SEIR. These changes are identified in the form of the mitigation measure above. The City of Ontario hereby finds that implementation of the mitigation measure is feasible, and the measure is therefore adopted.

The City finds that there are no other mitigation measures that are feasible, taking into consideration specific economic, legal, social, technological or other factors, that would mitigate this impact to a less-than-significant level, and further, that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the alternatives identified in the SEIR, as discussed in Section IV of these Findings (Public Resources Code Section 21081(a)(1), (3); Guidelines Section 15091(a)(1), (3)). As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or statewide environmental benefits, of the proposed project outweigh its significant effects on the environment.

Impact 5.3-2: Construction activities associated with future development that would be accommodated under TOP 2050 could generate short-term emissions in exceedance of the South Coast AQMD's threshold criteria. [Thresholds AQ-2 and AQ-3]

The 2010 Certified EIR identified that, due to the scale of development activity associated under the Approved Project, the short-term emissions would likely exceed the South Coast AQMD regional significance thresholds.

Construction activities under TOP 2050 would also temporarily increase PM_{10}, $PM_{2.5}$, VOC, NO_X (nitrous oxides), SO_X (sulfur oxides), and CO (carbon monoxide) regional emissions in the SoCAB. The primary source of NO_X, CO, and SO_X emissions is the operation of construction equipment. The primary sources of particulate matter (PM_{10} and $PM_{2.5}$) emissions are activities that disturb the soil, such as grading and excavation, road construction, and building demolition and construction. The primary sources of VOC emissions are the application of architectural coating and off-gas emissions associated with asphalt paving.

Construction activities associated with TOP 2050 would occur over the buildout horizon of the plan, causing short-term emissions of criteria air pollutants. However, information regarding specific

development projects, soil types, and the locations of receptors would be needed in order to quantify the level of impact associated with construction activity. Due to the scale of development activity associated with buildout of TOP 2050, emissions would likely exceed the South Coast AQMD regional significance thresholds. In accordance with the South Coast AQMD methodology, emissions that exceed the regional significance thresholds would cumulatively contribute to the nonattainment designations of the SoCAB.

Air quality emissions related to construction must be addressed on a project-by-project basis. For TOP 2050, which is a broad-based policy plan, it is not possible to determine whether the scale and phasing of individual projects would exceed the South Coast AQMD's short-term regional or localized construction emissions thresholds. In addition to regulatory measures—e.g., South Coast AQMD Rule 403 for fugitive dust control, Rule 1113 for architectural coatings, and CARB's Airborne Toxic Control Measures—mitigation imposed at the project level may include extension of construction schedules and/or use of special equipment.

Furthermore, TOP 2050 includes Land Use Element Policy LU-2.1, Land Use Decisions, which requires new development to minimize impacts on adjacent properties and would reduce construction emissions associated with development projects. Safety Element Policy S-5.1, Dust Control Measures, requires the implementation of BMPs for dust control at all excavation and grading projects, and Policy S-5.2, Grading in High Winds, prohibits excavation and grading during strong wind conditions.

While individual projects accommodated under TOP 2050 may not exceed the South Coast AQMD regional significance thresholds, the likely scale and extent of construction activities associated with TOP 2050 would likely continue to exceed the relevant South Coast AQMD thresholds for some projects. Compared to the Approved Project, TOP 2050 would have similar impacts because the Proposed Project would result in an increase in land use intensity rather than development of new, previously undeveloped areas of the City which would require substantial landform modification. Therefore, like the Approved Project, construction-related regional air quality impacts of developments that would be accommodated by TOP 2050 would be potentially significant.

Mitigation Measure

The following mitigation measure was included in the Draft SEIR and the Final SEIR; and in an abundance of caution, is applicable to the Proposed Project. The measure as provided include any revisions incorporated in the Final SEIR.

MM 3-1 Prior to discretionary approval by the City of Ontario for development projects subject to CEQA (California Environmental Quality Act) review (i.e., nonexempt projects), project applicants shall prepare and submit a technical assessment evaluating potential project construction-related air quality impacts to the City of Ontario Planning Department for review and approval. The evaluation shall be prepared in conformance with South Coast Air Quality Management District (South Coast AQMD) methodology for assessing air quality impacts. If construction-related criteria air pollutants are determined to have the potential to exceed the South Coast AQMD–adopted thresholds of significance, the City of Ontario Building Department shall require feasible mitigation measures to reduce air quality emissions. Potential

measures shall be incorporated as conditions of approval for a project and may include:

- Require fugitive dust control measures that exceed South Coast Air Quality Management District's Rule 403, such as:
  - Requiring use of nontoxic soil stabilizers to reduce wind erosion.
  - Applying water every four hours to active soil disturbing activities.
  - Tarping and/or maintaining a minimum of 24 inches of freeboard on trucks hauling dirt, sand, soil, or other loose materials.
- Using construction equipment rated by the United States Environmental Protection Agency as having Tier 4 interim or higher exhaust emission limits.
- Ensuring construction equipment is properly serviced and maintained to the manufacturer's standards.
- Limiting nonessential idling of construction equipment to no more than five consecutive minutes.
- Using Super-Compliant VOC paints for coating of architectural surfaces whenever possible. A list of Super-Compliant architectural coating manufactures can be found on the South Coast Air Quality Management District's website at: http://www.aqmd.gov/prdas/brochures/Super-Compliant_AIM.pdf.

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

Finding

Changes or alterations have been required in, or incorporated into, the Proposed Project that avoid or substantially lessen the significant environmental effect as identified in the Draft SEIR. These changes are identified in the form of the mitigation measure above. The City of Ontario hereby finds that implementation of the mitigation measure is feasible, and the measure is therefore adopted.

The City finds that there are no other mitigation measures that are feasible, taking into consideration specific economic, legal, social, technological or other factors, that would mitigate this impact to a less-than-significant level, and further, that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the alternatives identified in the SEIR, as discussed in Section IV of these Findings (Public Resources Code Section 21081(a)(1), (3); Guidelines Section 15091(a)(1), (3)). As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because specific overriding economic, legal, social, technological, or other benefits,

including regionwide or statewide environmental benefits, of the proposed project outweigh its significant effects on the environment.

Impact 5.3-3: Implementation of TOP 2050 would generate additional, long-term emissions in exceedance of South Coast AQMD's threshold criteria and cumulatively contribute to the South Coast Air Basin's nonattainment designations. [Threshold AQ-2]

The 2010 Certified EIR identified that the Approved Project would generate long-term emissions that would exceed the daily South Coast AQMD thresholds for all criteria pollutants and cumulatively contribute to the nonattainment designations in the SoCAB for O_3 and particulate matter (PM_{10} and $PM_{2.5}$) under the National and California AAQS.

TOP 2050 guides growth and development in the City by designating allowed land uses by parcel and through implementation of its goals and policies. New development would increase air pollutant emissions in the City and contribute to the overall emissions in the SoCAB. TOP 2050 sets up the framework for growth and development and does not directly result in development. Before development can occur, it must be analyzed for conformance with the general plan, zoning requirements, and other applicable local and State requirements; comply with the requirements of CEQA; and obtain all necessary clearances and permits.

TOP 2050 Criteria Air Pollutant Emissions Forecast

The emissions inventory for the City under TOP 2050 and Approved TOP is shown in Table 5.3-10, *City of Ontario Regional Criteria Air Pollutant Emissions Forecast,* in Section 5.3, *Air Quality*, of the Draft SEIR. As shown in the table, buildout of TOP 2050 would generate an increase in long-term emissions that exceed the daily South Coast AQMD thresholds for VOC. Emissions of NO_X, CO, PM_{10}, and $PM_{2.5}$ would slightly decrease compared to the Approved Project. Emissions of VOC are a precursor to O_3. The increase in VOC emissions compared to the Approved Project is a result of the increase in residential uses, which result in a greater increase in consumer product use in the City. Emissions of VOC that exceed the South Coast AQMD regional significance thresholds would contribute to the O_3 nonattainment designation of the SoCAB.

Furthermore, TOP 2050 includes policies that would reduce operational emissions associated with development projects. Land Use Element policies LU-2.1 through LU-2.5 would regulate new development impacts on nearby sensitive land uses. Environmental Resources Element policies ER-3.1 through ER-3.6 would ensure that new development is energy efficient. Community Design Element policy CD-2.7 would ensure that sustainability is considered in the design of new projects. Environmental Resources policies ER-4.1 through ER-4.9 would reduce air pollution from new development. Mobility Element policies M-1.4 (complete streets), M-1.6 (VMT), M-2.1 through M-2.4 (bicycle and pedestrian), and M-3.1 through M-3.11 (transit) would reduce VMT.

The 2010 Certified EIR identified significant impacts associated with VOC, NO_X, CO, SO_2 (sulfur dioxide), PM_{10}, and $PM_{2.5}$. Despite the additional policies in Top 2050, because VOC emissions would be substantially greater, TOP 2050 is considered to result in an increase in magnitude of impacts for VOC compared to the Approved Project.

Mitigation Measure

The following mitigation measure was included in the Draft SEIR and the Final SEIR; and in an abundance of caution, is applicable to the Proposed Project. The measure as provided include any revisions incorporated in the Final SEIR. Mitigation Measure (MM) indicates existing mitigation measures from the Approved Project that are applicable to the Proposed Project, while Air Quality (AQ) indicates a new mitigation measure included as part of the Proposed Project.

MM 3-2 The City of Ontario shall evaluate new development proposals within the City and require all developments to include access or linkages to alternative modes of transportation, such as transit stops, bike paths, and/or pedestrian paths (e.g. sidewalks).

AQ-1 Prior to discretionary approval by the City of Ontario for development projects subject to CEQA (California Environmental Quality Act) review (i.e., nonexempt projects), project applicants shall prepare and submit a technical assessment evaluating potential project operation-phase-related air quality impacts to the City of Ontario Planning Department for review and approval. The evaluation shall be prepared in conformance with South Coast Air Quality Management District (South Coast AQMD) methodology in assessing air quality impacts. If operation-related air pollutants are determined to have the potential to exceed the South Coast AQMD–adopted thresholds of significance, the City of Ontario Planning Department shall require that applicants for new development projects incorporate mitigation measures to reduce air pollutant emissions during operational activities. The identified measures shall be included as part of the conditions of approval. Possible mitigation measures to reduce long-term emissions could include, but are not limited to the following:

- For site-specific development that requires refrigerated vehicles, the construction documents shall demonstrate an adequate number of electrical service connections at loading docks for plug-in of the anticipated number of refrigerated trailers to reduce idling time and emissions.
- Applicants for manufacturing and light industrial uses shall consider energy storage and combined heat and power in appropriate applications to optimize renewable energy generation systems and avoid peak energy use.
- Site-specific developments with truck delivery and loading areas and truck parking spaces shall include signage as a reminder to limit idling of vehicles while parked for loading/unloading in accordance with California Air Resources Board Rule 2845 (13 CCR Chapter 10 sec. 2485).
- Provide changing/shower facilities as specified in Section A5.106.4.3 of CALGreen (Nonresidential Voluntary Measures).
- Provide bicycle parking facilities per Section A4.106.9 of CALGreen (Residential Voluntary Measures).

- Provide preferential parking spaces for low-emitting, fuel-efficient, and carpool/van vehicles per Section A5.106.5.1 of CALGreen (Nonresidential Voluntary Measures).

- Provide facilities to support electric charging stations per Section A5.106.5.3 and Section A5.106.8.2 of CALGreen (Nonresidential Voluntary Measures; Residential Voluntary Measures).

- Applicant-provided appliances shall be Energy Star–certified appliances or appliances of equivalent energy efficiency (e.g., dishwashers, refrigerators, clothes washers, and dryers). Installation of Energy Star–certified or equivalent appliances shall be verified by the City during plan check.

Finding

Changes or alterations have been required in, or incorporated into, the Proposed Project that avoid or substantially lessen the significant environmental effect as identified in the Draft SEIR. These changes are identified in the form of the mitigation measure above. The City of Ontario hereby finds that implementation of the mitigation measure is feasible, and the measure is therefore adopted.

The City finds that there are no other mitigation measures that are feasible, taking into consideration specific economic, legal, social, technological or other factors, that would mitigate this impact to a less-than-significant level, and further, that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the alternatives identified in the SEIR, as discussed in Section IV of these Findings (Public Resources Code Section 21081(a)(1), (3); Guidelines Section 15091(a)(1), (3)). As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or statewide environmental benefits, of the proposed project outweigh its significant effects on the environment.

Impact 5.3-4: Operation of industrial and warehousing land uses accommodated under TOP 2050 could expose sensitive receptors to substantial toxic air contaminant concentrations. [Threshold AQ-3]

The 2010 Certified EIR identified that various industrial and commercial development would occur under the Approved Project, but that individual projects would be required to comply with South Coast AQMD Rule 402 to prevent occurrence of and avoid creation of a public nuisance.

Development and operation of new land uses accommodated under TOP 2050 proposed land use plan could generate new sources of localized criteria air pollutant and toxic air contaminants (TACs) in the City from area/stationary sources and mobile sources.

CO Hotspots

Areas of vehicle congestion have the potential to create pockets of CO called hotspots. In 2007, the SoCAB was designated in attainment for CO under both the California AAQS and National AAQS.

The CO hotspot analysis conducted for the attainment by South Coast AQMD did not predict a violation of CO standards at the busiest intersections in Los Angeles during the peak morning and afternoon periods.[15] As identified in South Coast AQMD's 2003 AQMP and the 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan), peak carbon monoxide concentrations in the SoCAB in previous years, prior to redesignation, were a result of unusual meteorological and topographical conditions and not of congestion at a particular intersection.

Under existing and future vehicle emission rates, a project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal air does not mix—in order to generate a significant CO impact. Implementation of TOP 2050 under horizon year conditions would not result in hourly traffic increases of this magnitude. This net increase would be below the screening criteria. Thus, implementation of TOP 2050 would not produce the volume of traffic required to generate a CO hotspot, and CO hotspots impacts would be less than significant. The Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to that of the Approved Project.

Permitted Stationary Sources

Various industrial and commercial processes (e.g., manufacturing, dry cleaning) allowed under the proposed land use plan would be expected to release TACs. Industrial land uses, such as chemical processing facilities, chrome-plating facilities, dry cleaners, and gasoline-dispensing facilities, have the potential to be substantial stationary sources that would require a permit from South Coast AQMD. Emissions of TACs would be controlled by South Coast AQMD through permitting and would be subject to further study and health risk assessment prior to the issuance of any necessary air quality permits under South Coast AQMD Rule 1401, which would ensure less than significant impacts. Additionally, though implementation of TOP 2050 may result in projects that emit TACs throughout the City, the incremental impact of the Proposed Project is the same as the Approved Project. As a result, the Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project.

Warehouse/Industrial Land Uses

New warehousing operations could generate substantial diesel particulate matter (DPM) emissions from off-road equipment use and truck idling. Some warehousing and industrial facilities may also use transport refrigeration units for cold storage. New land uses in the City under TOP 2050 that use trucks, including trucks with transportation refrigeration units, could generate an increase in DPM that would contribute to cancer and noncancer health risk in the SoCAB. These types of facilities could also generate particulate matter (PM_{10} and $PM_{2.5}$) that could cause an exceedance or contribute to the continuing exceedance of the federal and state AAQS. These new land uses could be near existing sensitive receptors. In addition, trucks would travel on regional transportation routes through the SoCAB, contributing to near-roadway diesel particulate matter concentrations.

[15] The four intersections were: Long Beach Boulevard and Imperial Highway; Wilshire Boulevard and Veteran Avenue; Sunset Boulevard and Highland Avenue; and La Cienega Boulevard and Century Boulevard. The busiest intersection evaluated (Wilshire and Veteran) had a daily traffic volume of approximately 100,000 vehicles per day with LOS E in the morning peak hour and LOS F in the evening peak hour.

Implementation of the following TOP 2050 policies would reduce project-level localized impacts from industrial development:

- **ER-4.9: New Localized Air Pollution Sources Near Existing Sensitive Receptors.** We require new developments to conduct a Health Risk Assessment for land uses that generate more than 100 trucks per day or 40 trucks per day by trucks operating transportation refrigeration units (TRU's) within 1,000 feet from sensitive land uses (California Health and Safety Code Section 42705.5(a)(5)). If the health risk assessment determines the new development poses health hazards that increase the incremental cancer risk above the threshold established by the South Coast Air Quality Management District (AQMD), we will only approve permits upon the condition that adequate mitigation measures are proposed and implemented for potential impacts on the sensitive uses around the site and along the route within Ontario taken by the tracks to and from freeways. We require new developments that must perform a health risk assessment to conduct additional public outreach by sending notifications in multiple languages to all residents living within 500 feet, and encourage hosting a public meeting.

Though individual projects would be required to have less than significant impacts, cumulative development in the City would result in an increase in DPM concentrations and could increase the environmental burden on sensitive populations, including environmental justice communities, in the SoCAB.

Regional emissions are divided into two major source categories: stationary and mobile sources. TOP 2050 provides a land use plan that designates land uses for employment-generating uses, including Business Park and Industrial. The Business Park and Industrial land use categories cover a wide variety of potential uses. As a long-range planning document, TOP 2050 lacks sufficient detail on specific development projects that would potentially be developed in the future; therefore, it is not possible to determine what types of TACs would be generated on an individual site. Because the exact nature of the future industrial uses is not known, the quantity of TACs generated by the Proposed Project is also unknown. Furthermore, for warehouse development projects, cancer risk is predominately associated with diesel-powered cargo handling equipment rather than onsite truck idling. There is insufficient information available at this level of analysis to conduct a reasonable or scientifically valid analysis of DPM associated with onsite diesel-powered cargo handling equipment and trucks, or other sources of TACs. Thus, for programmatic, general-plan-level assessments, it is not feasible to conduct regional dispersion modeling to determine the incremental contribution of risks associated with land use changes.

Specific development projects in the City that have the potential to generate potentially significant risks associated with the release of TACs are required to undergo an analysis of their potential health risks associated with TACs based upon the specific details of each individual project (see Policy ER-4.9). Overall, because there are no specific development projects identified or approved under the Proposed Project and the location and exact nature of future development projects are unknown, determining health risk at this time is considered speculative pursuant to Section 15145 of the CEQA Guidelines.

Individual development projects would be required to achieve the incremental risk thresholds established by South Coast AQMD established through Policy ER 4-9. However, implementation of

TOP 2050 would generate TACs that could contribute to elevated levels in the air basin. This effect is more substantial with the Proposed Project compared to the Approved Project because of the increase in industrial land use allowed under the Proposed Project. While individual projects would achieve the project-level risk threshold of 10 per million, they would nonetheless contribute to the higher levels of cancer risk in the SoCAB; and therefore, result in a cumulatively considerable impact.

Finding

The City finds that there are no other mitigation measures that are feasible, taking into consideration specific economic, legal, social, technological or other factors, that would mitigate this impact to a less-than-significant level, and further, that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the alternatives identified in the SEIR, as discussed in Section IV of these Findings (Public Resources Code Section 21081(a)(1), (3); Guidelines Section 15091(a)(1), (3)). As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or statewide environmental benefits, of the proposed project outweigh its significant effects on the environment.

2. Cultural Resources

Impact 5.5-1: Implementation of TOP 2050 could impact a historic resource. [Threshold C-1]

The 2010 Certified EIR found that policies of the Approved Project, state and federal regulations, and the City's historic preservation ordinance would ensure that historical resources classified as Tier I or Tier II would not be impacted on a programmatic level. Implementation of the Approved Project's land use plan could threaten historic resources classified as Tier III, especially within growth focus areas, and impacts would remain significant and unavoidable after Mitigation Measure 5-1.

Historic resources in the City include historic districts (designated, proposed, and potential), historic landmarks or points of historical interest, and other buildings, structures, objects, and sites that appear eligible for listing on the National, California, or local historic registers. Ontario has eight historic districts, and four proposed and five potential historic districts are deemed eligible for listing (see Figure 5.5-1, *Historic Districts*, in Section 5.5, *Cultural Resources*, of the Draft SEIR). The City's Register of Historic Resources shows 1,957 historic resources, 99 of which are designated Historic Landmark properties. The majority of the historic structures are in residential areas of the City's historic districts.

TOP 2050 is a regulatory document that sets the framework for future growth and development of the City and does not directly result in development. All development or redevelopment projects must be analyzed for conformance with TOP 2050, zoning requirements, and other applicable local and state requirements; comply with the requirements of CEQA; and obtain all necessary clearances and permits. Thus, adoption of TOP 2050 in itself would not lead to demolition or material alteration of any of these historic resources. Identified historic structures and sites that are potentially eligible for future historic resources listing may be vulnerable to development accommodating TOP 2050. In addition,

other buildings or structures that could meet the National Register criteria upon reaching 50 years of age might be impacted by development or redevelopment activity under TOP 2050.

Known or future historic sites or resources listed in the national, California, or local registers would be protected through local ordinances, TOP 2050 policies, and state and federal regulations restricting alteration, relocation, and demolition of historical resources. Sensitive historical resources of local interest are protected under Chapter 4 and Chapter 7 of the Ontario Development Code. Policy CD-4.1, Cultural Resource Management, and Policy CD-4.2, Collaboration with Property Owners and Developers, of TOP 2050's Community Design Element would require the City to update and maintain an inventory of historic sites, buildings, and other resources and work with property owners and developers to implement strategies and best practices that preserve the character of the City's historic buildings, streetscape, and neighborhoods. Policy H-1.4, Historic Preservation, of TOP 2050's Housing Element would support the preservation of enhancement of residential structures, properties, street designs, lot configurations, and other reminders of Ontario's past that are considered local historical or cultural resources. Compliance with TOP 2050 policies and state and federal regulations would ensure that development would not result in adverse impacts to identified historic and cultural resources.

At the time a development project is proposed adjacent to or near a known or potential historic structure or resource, the project-level CEQA document of the development project would need to identify any impacts, direct or indirect, that the project could have on the identified historic structure or resource. The CEQA Guidelines require a project that will have potentially adverse impacts on historical resources to conform to the Secretary of the Interior's Standards for the Treatment of Historic Properties.

Chapter 4 of the City's Development Code contains significance criteria and procedures for the designation of historic resources such as Historic Landmarks, Historic Districts, Architectural Conservation Areas, and Automatic Designations; however, not all properties on the City's list of historic resources have been evaluated for significance. To provide a greater level of certainty regarding the City's preservation goals, the ordinance includes a tier system with standard criteria and procedures for evaluating the significance of historic or potentially historic resources threatened by major modifications or demolition.

The Development Code establishes criteria for Tier I, Tier II or Tier III properties, with Tier I and II being of the highest value. The tier system identifies resources that have the highest preservation value in terms of their architectural and/or historical contribution to the City and method to evaluate the significance of their loss in the case of major modification or demolition. The tier system also includes minimum mitigation measures and a mitigation fee structure for each tier. Tier I consists of properties that should not be demolished or significantly altered under any circumstances, regardless of their designation status. Tier II consists of properties where demolition of these properties should be avoided. Given this strong policy of the City and the programmatic nature of TOP 2050 and this EIR, is it not reasonably foreseeable at this time that any projects would be proposed and approved by the City that would 1) require the demolition of Tier II resources, and 2) for which a project alternative avoiding demolition would not be available for adoption instead of the proposed project. Thus, on a programmatic level, implementation of TOP 2050 would not result in significant impacts to Tier II

resources. Tier III consists of all properties that are Designated Historic Landmarks, are contributing structures in Designated Historic Districts, or are Eligible Historical Resources, as defined by the Development Code. Demolition of these properties should be avoided where possible, but may be appropriate under certain circumstances. If demolition occurs, the City requires historic resources to be documented and historic features to be salvaged, and requires a demolition mitigation fee. Therefore, the Development Code does not provide a high level of protection for Tier III resources. As a result, historical resources categorized under the ordinance as Tier III could potentially be impacted with implementation of TOP 2050.

Compared to the Approved Project, TOP 2050 would have similar impact associated with historic resources. The Proposed Project would result in an increase in land use intensity compared to the Approved Project but would not result in development in areas of the City that were not planned for development under the Current TOP. Therefore, like the Approved Project, historical resources categorized under the Development Code as Tier III could potentially be impacted with implementation of the Proposed Land Use Plan and would be potentially significant.

Mitigation Measure

The Proposed Project would not result in new impacts or a substantial increase in the magnitude of impacts to historic resources compared to the Approved Project. The following mitigation measure was included in the Draft SEIR and the Final SEIR; and in an abundance of caution, is applicable to the Proposed Project. The measure as provided include any revisions incorporated in the Final SEIR.

MM 5-1 Historic or potentially historic resources in the City shall be evaluated for historic significance through the City's tier system prior to the issuance of plan or development approvals. Pursuant to City's Development Code (Chapter 4, Permits, Actions, and Decisions, and Chapter 7, Historic Preservation), mitigation measures for all Tier III Historic Resources shall include the following:

a) Each historic resource shall be fully documented and cataloged pursuant to Historic American Building Survey/Historic American Engineering Record (HABS/HAER) standards, to provide a record of the resource, including, but not limited to: [i] the preparation of site plans, floor plans, exterior and interior elevations, and detail drawings of character defining features (such as moldings, stairs, etc.); and [ii] photographs of the resource, including the exterior, interior, and interior and exterior character defining features (such as moldings, light fixtures, trim patterns, etc.).

b) A mitigation fee established pursuant to Section 7.01.030 (Historic Preservation Mitigation Fee) shall be paid to the City prior to the issuance of a demolition permit for Tier III historic resources. Fees for Tier I and II historic resources shall be determined during the Environmental Impact Report process. The fees established for Tier III will be used as a reference point for establishing fees for Tier I and II historic resources.

c) A Certificate of Appropriateness shall not be issued for the demolition of an historic resource, either in whole or in part, until such time that a demolition permit application and a replacement structure has been approved by the City, and appropriate permits have been issued for its construction, unless: [i] a waiver is granted pursuant to Subsection H (Replacement Structure Waiver for Historic Resources Located within Industrial Zoning Districts) of Section 4.02.050; [ii] a deferral of the replacement structure requirement is granted pursuant to Subsection G (Replacement Structure Deferral) of Section 4.02.050; or [iii] demolition is required pursuant to Section 7.01.050 (Unsafe or Dangerous Conditions) of this Development Code.

d) In an effort to preserve features and artifacts from historic resources, a determination whether items within or on the resource should be salvaged must be made by the Planning Department and may include the local historical society prior to the issuance of the demolition permit. The applicant shall be responsible for the removal, relocation, storage, and donation of such items selected for salvaging. The applicant shall provide an inventory of salvaged items to the Planning Department, and shall include a list of each item name, description, and dimension (as necessary), and the location of each item on a floor plan.

Finding

Changes or alterations have been required in, or incorporated into, the Proposed Project that avoid or substantially lessen the significant environmental effect as identified in the Draft SEIR. These changes are identified in the form of the mitigation measure above. The City of Ontario hereby finds that implementation of the mitigation measure is feasible, and the measure is therefore adopted.

The City finds that there are no other mitigation measures that are feasible, taking into consideration specific economic, legal, social, technological or other factors, that would mitigate this impact to a less-than-significant level, and further, that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the alternatives identified in the SEIR, as discussed in Section IV of these Findings (Public Resources Code Section 21081(a)(1), (3); Guidelines Section 15091(a)(1), (3)). As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or statewide environmental benefits, of the proposed project outweigh its significant effects on the environment.

3. Noise

Impact 5.13-1: Construction activities associated with buildout of TOP 2050 would result in temporary noise increases at sensitive receptors during construction activities. [Threshold N-1]

The 2010 Certified EIR identified that TOP buildout could result in individual construction developments near noise sensitive receptors and expose receptors to prolong periods of construction

activity. Mitigation Measure 12-4 was identified to reduce construction noise to the extent feasible. However, construction noise impacts of the Approved Project were significant and unavoidable in the 2010 Certified EIR.

TOP 2050 is an update to TOP and focuses on technical updates to the Policy Plan to comply with state housing mandates and conform with new state laws related to community health, environmental justice, climate adaptation, resiliency, and mobility.

Two types of short-term noise impacts could occur during construction. First, the transport of workers and movement of materials to and from the site could incrementally increase noise levels along local access roads. This amount of construction traffic is typically small in relation to the total daily traffic volumes on those roadway segments. The second type of short-term noise impact is related to demolition, site preparation, grading, and/or physical construction.

The Proposed Project would result in an increase in land use intensity rather than development of new, previously undeveloped areas of the City that would require substantial landform modification. While specific project level data for individual developments for TOP 2050 (such as construction equipment, duration, and phasing) are not available, construction could generate noise levels in excess of 80 dBA equivalent continuous noise level (L_{eq}) and generate noise disturbances for prolonged periods of time at noise-sensitive receptors. Safety Element Policy S-4.1, Noise Mitigation, would help minimize the construction noise impacts through enforcement of the City's Noise Ordinance. This includes Municipal Code Chapter 29, Section 5-29.09, which limits construction, remodeling, digging, grading, demolition, or any other related building activity to between the hours of 7:00 am and 6:00 pm, Monday through Friday, and 9:00 am to 6:00 pm on weekends. The Proposed Project would not result in new or a substantial increase in the magnitude of impacts compared to the Approved Project. Nevertheless, construction-related noise impacts from the Proposed Project would be potentially significant.

Mitigation Measure

The following mitigation measure was included in the Draft SEIR and the Final SEIR; and in an abundance of caution, is applicable to the Proposed Project. The measure as provided include any revisions incorporated in the Final SEIR.

MM 12-4 Construction activities associated with new development that occurs near sensitive receptors shall be evaluated for potential noise impacts. Construction contractors shall implement the following measures for construction activities in the City of Ontario. Construction plans submitted to the City shall identify these measures on demolition, grading, and construction plans. The City of Ontario Planning and Building Departments shall verify that grading, demolition, and/or construction plans submitted include these notations prior to issuance of demolition, grading, and/or building permits.

- Construction activity is limited to the hours between 7:00 am and 6:00 pm Monday through Friday and 9:00 am to 6:00 pm Saturdays and Sundays, as prescribed in Municipal Code Section 5-29.09.

- During the entire active construction period, equipment and trucks used for project construction shall use the best-available noise control techniques wherever feasible (e.g., improved mufflers, equipment re-design, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds).

- Impact tools (e.g., jack hammers and hoe rams) shall be hydraulically or electrically powered wherever possible. Where the use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used along with external noise jackets on the tools.

- Stationary equipment such as generators and air compressors shall be located as far as feasible from nearby noise-sensitive uses.

- Stockpiling shall be located as far as feasible from nearby noise-sensitive receptors.

- Construction traffic shall be limited, to the extent feasible, to approved haul routes established by the City's Engineering Department.

- At least 10 days prior to the start of construction activities, a sign shall be posted at the entrance(s) to the job site, clearly visible to the public, that includes permitted construction days and hours as well as the telephone numbers of the City's and contractor's authorized representatives that are assigned to respond in the event of a noise or vibration complaint. If the authorized contractor's representative receives a complaint, he/she shall investigate, take appropriate corrective action, and report the action to the City.

- Signs shall be posted at the job site entrance(s), within the on-site construction zones, and along queueing lanes (if any) to reinforce the prohibition of unnecessary engine idling. All other equipment shall be turned off if not in use for more than 5 minutes.

- During the entire active construction period and to the extent feasible, the use of noise-producing signals, including horns, whistles, alarms, and bells, shall be for safety warning purposes only. The construction manager shall use smart back-up alarms, which automatically adjust the alarm level based on the background noise level or switch off back-up alarms and replace with human spotters in compliance with all safety requirements and laws.

- Erect temporary noise barriers (at least as high as the exhaust of equipment and breaking line-of-sight between noise sources and sensitive receptors), as necessary and feasible, to maintain construction noise levels at or below the performance standard of 80 dBA L_{eq}. Barriers shall be constructed with a solid material that has a density of at least 1.5 pounds per square foot with no gaps from the ground

to the top of the barrier and may be lined on the construction side with an acoustical blanket, curtain, or equivalent absorptive material.

Finding

Changes or alterations have been required in, or incorporated into, the Proposed Project that avoid or substantially lessen the significant environmental effect as identified in the Draft SEIR. These changes are identified in the form of the mitigation measure above. The City of Ontario hereby finds that implementation of the mitigation measure is feasible, and the measure is therefore adopted.

The City finds that there are no other mitigation measures that are feasible, taking into consideration specific economic, legal, social, technological or other factors, that would mitigate this impact to a less-than-significant level, and further, that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the alternatives identified in the SEIR, as discussed in Section IV of these Findings (Public Resources Code Section 21081(a)(1), (3); Guidelines Section 15091(a)(1), (3)). As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or statewide environmental benefits, of the proposed project outweigh its significant effects on the environment.

Impact 5.13-3: Development in accordance with TOP 2050 could create groundborne vibration and groundborne noise during construction activities in excess of established standards. [Threshold N-2]

Construction Vibration

The 2010 Certified EIR identified that vibration generated during construction activities would be a significant impact despite implementation of Mitigation Measure 12-2.

Construction activity at projects within TOP 2050 plan area would generate varying degrees of ground vibration, depending on the construction procedures and equipment. Operation of construction equipment generates vibrations that spread through the ground and diminish with distance from the source. The effect on buildings in the vicinity of the construction site varies depending on soil type, ground strata, and receptor building construction. The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibrations at moderate levels, to slight structural damage at the highest levels. Vibration from construction activities rarely reaches the levels that can damage structures but can achieve the audible and perceptible ranges in buildings close to the construction site. Table 5.13-11, *Vibration Levels for Construction Equipment*, in Section 5.13, *Noise*, of the Draft SEIR lists reference vibration levels for construction equipment at a distance of 25 feet.

Like the Approved Project, the Proposed Project would have similar impacts because specific project-level data for individual developments for TOP 2050 (such as construction equipment) are not available, and construction could generate excessive vibration levels at sensitive receptor locations.

Vibration-related noise impacts from the Proposed Project that would accommodate buildout of TOP 2050 would be potentially significant.

Operational Vibration

The 2010 Certified EIR found that potential impacts from on-road vehicles would not generate more than 0.8 in/sec peak particle velocity at vibration-sensitive receptors; therefore, impacts associated with the Approved Project were identified as less than significant.

Caltrans has studied the effects of propagation of vehicle vibration on sensitive land uses and notes that heavy trucks and buses generate the highest earth-borne vibrations of normal traffic. Caltrans further notes that the highest traffic-generated vibrations are along freeways and state routes. Its study finds that

> ... vibrations measured on freeway shoulders (five meters from the centerline of the nearest lane) have never exceeded 0.08 inches per second, with the worst combinations of heavy trucks and poor roadway conditions (while such trucks were moving at freeway speeds). This level coincides with the maximum recommended safe level for ruins and ancient monuments (and historic buildings).

The Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to that of the Approved Project. Therefore, like the Approved Project, the Proposed Project impacts would be less than significant.

Commercial and industrial operations would generate varying degrees of ground vibration, depending on the operational procedures and equipment. The 2010 Certified EIR found that the majority of industrial uses would not be immediately adjacent to vibration-sensitive uses, the use of heavy equipment associated with industrial activities would occur indoors, and no significant vibration impacts would occur from vibration generated by industrial uses. Like the Approved Project, the Proposed Project's commercial and industrial operations would not generate significant vibration impacts, and vibration from industrial and commercial operations would be less than significant.

The Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project.

Mitigation Measure

The following mitigation measure was included in the Draft SEIR and the Final SEIR; and in an abundance of caution, is applicable to the Proposed Project. The measure as provided include any revisions incorporated in the Final SEIR.

MM 12-2 Prior to issuance of a building permit, individual projects that involve vibration-intensive construction activities, such as pile drivers, jack hammers, and vibratory rollers near sensitive receptors shall be evaluated for potential vibration impacts. For construction within 135 feet of fragile structures, such as historical resources, within 100 feet of nonengineered timber and masonry buildings (e.g., most residential buildings), or within 75 feet of engineered concrete and masonry (no plaster); or a vibratory roller within 25 feet of any structure, the project applicant shall prepare a

noise and vibration analysis to assess and mitigate potential noise and vibration impacts related to these activities. This noise and vibration analysis shall be conducted by a qualified and experienced acoustical consultant or engineer. The vibration levels shall not exceed Federal Transit Administration (FTA) architectural damage thresholds (e.g., 0.12 inches per second [in/sec] peak particle velocity [PPV] for fragile or historical resources, 0.2 in/sec PPV for nonengineered timber and masonry buildings, and 0.3 in/sec PPV for engineered concrete and masonry). If vibration levels would exceed this threshold, alternative uses shall be used, such as drilling piles as opposed to pile driving and static rollers as opposed to vibratory rollers. If necessary, construction vibration monitoring shall be conducted to ensure vibration thresholds are not exceeded.

Finding

Changes or alterations have been required in, or incorporated into, the Proposed Project that avoid or substantially lessen the significant environmental effect as identified in the Draft SEIR. These changes are identified in the form of the mitigation measure above. The City of Ontario hereby finds that implementation of the mitigation measure is feasible, and the measure is therefore adopted.

The City finds that there are no other mitigation measures that are feasible, taking into consideration specific economic, legal, social, technological or other factors, that would mitigate this impact to a less-than-significant level, and further, that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the alternatives identified in the SEIR, as discussed in Section IV of these Findings (Public Resources Code Section 21081(a)(1), (3); Guidelines Section 15091(a)(1), (3)). As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or statewide environmental benefits, of the proposed project outweigh its significant effects on the environment.

Impact 5.13-4: Implementation of TOP 2050 could expose noise sensitive uses to excessive noise levels from the Ontario International Airport. [Threshold N-3]

The 2010 Certified EIR identified that airport noise impacts of the Approved Project were significant and unavoidable despite implementation of Mitigation Measure 12-1.

Future noise contours were developed based on data provided by the City of Ontario. Figure 5.13-3, *Airport Noise Contours*, in Section 5.13, *Noise*, of the Draft SEIR, show the ONT noise contours identified in the ALUCP. The Chino Airport noise contours do not extend into the City.

The City of Ontario's noise and land use compatibility standards considers a noise environment up to 60 dBA CNEL to be "clearly acceptable" for residential uses. Residential uses in exterior noise environments of up to 65 dBA CNEL are "normally acceptable." Normally acceptable conditions would require an acoustical report for major new residential construction. CBC Part 2, Volume 1,

Chapter 12, Section 1206.4, Allowable Interior Noise Levels, requires that interior noise levels attributable to exterior sources not exceed 45 dBA in any habitable room.

The 2010 Certified EIR found that residents and other sensitive receptors in the noise contour would be exposed to excessive noise levels from airport operations, and consequently indoor and exterior noise environments would be exposed to elevated noise levels from aircraft overflights. Safety Element Policy S-4.6, Airport Noise Compatibility, would minimize impacts. Policy S-4.6 states that information from the ALUCPs shall be utilized to prevent the construction of new noise-sensitive land uses within airport noise impact zones. The Proposed Project would not result in new or a substantial increase in magnitude of impacts compared to the Approved Project. However, impacts would remain potentially significant, and future sensitive uses within an airport 65 dBA CNEL or more contour would be required to conduct a noise assessment and mitigate, as feasible, to achieve an interior noise level 45 dBA CNEL in any habitable room.

Additionally, TOP 2050 includes policies that help minimize airport noise impacts:

- **S-4.2: Coordination with Transportation Authorities.** We collaborate with airport owners, FAA, Caltrans, SBCTA, SCAG, neighboring jurisdictions, and other transportation providers in the preparation and maintenance of, and updates to transportation-related plans to minimize noise impacts and provide appropriate mitigation measures.

- **S-4.3: Airport Noise Mitigation**. We aggressively pursue funding and utilize programs to reduce the effects of aircraft noise in impacted areas of our community.

Mitigation Measure

The following mitigation measure was included in the Draft SEIR and the Final SEIR; and in an abundance of caution, is applicable to the Proposed Project. The measure as provided include any revisions incorporated in the Final SEIR.

MM 12-1 Prior to the issuance of building permits for any project that involves a noise-sensitive use within the 65 dBA CNEL contour of the Ontario International Airport, the project property owner/developers shall retain an acoustical engineer to conduct an acoustic analysis and identify, where appropriate, site design features and/or required building acoustical improvements (e.g., sound transmission class rated windows, doors, and attic baffling), to ensure compliance with the City's Noise Compatibility Criteria and the California State Building Code and California Noise Insulation Standards (Titles 24 and 21 of the California Code of Regulations).

Finding

Changes or alterations have been required in, or incorporated into, the Proposed Project that avoid or substantially lessen the significant environmental effect as identified in the Draft SEIR. These changes are identified in the form of the mitigation measure above. The City of Ontario hereby finds that implementation of the mitigation measure is feasible, and the measure is therefore adopted.

The City finds that there are no other mitigation measures that are feasible, taking into consideration specific economic, legal, social, technological or other factors, that would mitigate this impact to a less-than-significant level, and further, that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the alternatives identified in the SEIR, as discussed in Section IV of these Findings (Public Resources Code Section 21081(a)(1), (3); Guidelines Section 15091(a)(1), (3)). As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or statewide environmental benefits, of the proposed project outweigh its significant effects on the environment.

4. Transportation

Impact 5.17-2: The Proposed Project would generate a substantial increase in total VMT compared to the Approved Project. [Threshold T-2]

Table 5.17-4, *VMT Comparison of TOP 2050 to the Approved TOP*, in Section 5.17, *Transportation*, of the Draft SEIR shows that Boundary VMT is higher under the Proposed Project than the Approved Project within the Ontario city boundary (VMT Threshold 2); however, the origin-destination method VMT/SP is lower under the Proposed Project, indicating more efficient mix of land uses (VMT Threshold a). Since there would be a net increase in total citywide Boundary VMT from Approved TOP to TOP 2050, the Proposed Project is anticipated to result in a significant transportation impact related to VMT. This is primarily due to the increase in population accommodated by the Proposed Project.

TOP 2050 includes goals and policies to offset VMT impacts by creating greater access to transit and enhanced alternative transportation modes. In addition, the following policies encourage reduced VMT through land use planning and design.

- **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-1.2: Sustainable Community Strategy**. We integrate state, regional, and local Sustainable Community/Smart Growth principles into the development and entitlement process.
- **LU-1.4: Multimodal Mobility**. We require development and urban design, where appropriate, that reduces reliance on the automobile and capitalizes on active transportation, transit, electric vehicles, and multimodal transportation opportunities.
- **CE-1.12: Circulation.** We continuously plan and improve public transit and non-vehicular circulation for the mobility of all, including those with limited or no access to private automobiles.
- **M-1.2: Mitigation of Impacts.** We require development to mitigate its traffic impacts.

- **M-1.6: Reduce Vehicle Miles Traveled.** We will strive to reduce VMT through a combination of land use, transportation projects, travel demand management strategies, and other trip reduction measures in coordination with development projects and public capital improvement projects.

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

- **CD-2.6: Connectivity**. We promote development of street patterns, multimodal networks, and connected public spaces that create and unify neighborhoods, rather than divide them, and create cohesive and continuous corridors, rather than independent "islands" through the following means: 1) Local streets that provide access both between subdivisions and within neighborhoods and discourage through traffic; 2) A local street system that is logical and understandable for the user. A grid system is preferred to avoid circuitous and confusing travel paths between internal neighborhood areas and adjacent arterials and provide adequate emergency and evacuation access; and 3) Pedestrian and bicycle networks that provide convenient access to neighborhoods and nearby destinations, such as schools, parks, other public spaces, commercial areas, and transit stops.

- **CD-2.16: Transit Stops.** We require transit stops be conveniently located, well lit, safe, and accessible to pedestrians, bicyclists, and people of all abilities.

- **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 designed to maximize safety, comfort, and aesthetics.

- **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).

Even with the additional goals, policies, and actions related to VMT reduction identified as part of TOP 2050, which are not reflected in the traffic modeling, the Proposed Project is not anticipated to reduce the impact of increased total VMT. Therefore, VMT impacts of TOP 2050 would result in a new significant impact compared to the Approved Project.

Mitigation Measure

The following mitigation measure was included in the Draft SEIR and the Final SEIR; and in an abundance of caution, is applicable to the Proposed Project. The measure as provided include any revisions incorporated in the Final SEIR.

T-1 Prior to approval of discretionary projects subject to VMT reduction analysis, applicants shall demonstrate compliance with the City's VMT Guidelines for CEQA assessment of VMT impacts. For projects with VMT per Service Population exceeding the County's significance threshold, a mitigation plan shall be developed and implemented. Mitigation should consist of Transportation Demand Management (TDM) measures analyzed under a VMT-reduction methodology consistent with the California Air Pollution Control Officers Association's (CAPCOA) *Final Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity* (2021) and approved by the City of Ontario (if applicable). Examples of measures include but are not limited to:

- Pedestrian Network Improvements: constructing new sidewalks and/or improving damaged or substandard sidewalks that connect to a larger pedestrian network.
- Construct or Improve Bike Facilities: constructing new or enhancing a single existing Class I, II or IV bike facility that connects to a larger bike network.
- Construct or Improve Bike Boulevards: implementing a Class III bike boulevard on a local or collector street that is one travel lane in each direction, has a design speed of 25 mph or less and a design volume of 5,000 ADT or less.
- Expand Bikeway Networks: constructing a network of interconnected new Class I, II, or IV bike facilities.
- Provide End of Trip Bicycle Facilities: constructing facilities that support cyclists such as bike parking, lockers, and showers.
- Implement Transit-Supportive Roadway Treatments: funding infrastructure improvements such as traffic signal modifications and roadway signing and striping that are dedicated to improving transit travel times and reliability.
- Transit Passes: proving discounted or free transit fare to a specific geographic area, population group, or to the general public.
- Vanpool Program: providing groups of 5 to 15 people with direct shuttle service between their workplace and residence.
- Carshare Program (conventional or EV): providing access to a shared fleet of on-demand vehicles for short-term use/rental. Best practice is to discount carshare

membership and provide priority parking for carshare vehicles to encourage use of the service.

- Bikeshare Program (conventional or EV): providing access to a shared fleet of on-demand bicycles for short-term use/rental. Best practice is to discount bikeshare membership and dedicate bikeshare parking to encourage use of the service.

- Rideshare Program: providing access to and encouraging the use of a ridesharing platform or service. This could be an app, website, or other service that provides ride-matching coordination services.

- Community-Based Travel Planning (CBTP): CBTP is a residential based approach to outreach, performed by trained advisors, that provides households within a targeted geographic area with customized information, incentives, and support to encourage the use of transportation alternatives in place of single occupancy vehicles.

- Commute Trip Reduction (CTR) Program: CTR programs can be mandatory or voluntary, and involve providing information, coordination, services, infrastructure, and/or incentives for alternative modes such as ridesharing, vanpool, transit passes, and cycling.

Finding

Changes or alterations have been required in, or incorporated into, the Proposed Project that avoid or substantially lessen the significant environmental effect as identified in the Draft SEIR. These changes are identified in the form of the mitigation measure above. The City of Ontario hereby finds that implementation of the mitigation measure is feasible, and the measure is therefore adopted.

The City finds that there are no other mitigation measures that are feasible, taking into consideration specific economic, legal, social, technological or other factors, that would mitigate this impact to a less-than-significant level, and further, that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the alternatives identified in the SEIR, as discussed in Section IV of these Findings (Public Resources Code Section 21081(a)(1), (3); Guidelines Section 15091(a)(1), (3)). As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or statewide environmental benefits, of the proposed project outweigh its significant effects on the environment.

E. CUMULATIVE IMPACTS

Regarding the Project's potential to result in cumulative impacts, the City hereby finds as follows:

1. Aesthetics

Cumulative impacts related to aesthetics would be contiguous with the city boundaries. Cumulative projects in Ontario would have the potential to result in a cumulative impact to aesthetic resources if, in combination, they would result in the removal or substantial adverse change of one or more features that contribute to the valued visual character or image of a neighborhood, community, State scenic highway, or localized area, such as a designated landmark, historic resource, trees, or rock outcropping.

Scenic Vistas and Scenic Resources. Growth within the City of Ontario could affect scenic vistas and specific scenic resources. However, because growth allowed under the Proposed Project would be subject to goals, policies, and regulations that reduce impacts of the TOP 2050 on scenic resources to a less than significant level, the Proposed Project's contribution to impacts would not be cumulatively considerable. Cumulative impacts of TOP 2050 related to scenic vistas and scenic resources are therefore considered less than significant.

Visual Character and Quality. Growth anticipated in Ontario would fundamentally alter visual character and quality in some areas of the City, including Ontario Ranch. However, because development allowed under the Proposed Project would be subject to goals, policies, and regulations that reduce impacts of TOP 2050 on visual resources and character to a less than significant level, the Proposed Project's contribution to cumulative impacts would not be cumulatively considerable. Cumulative impacts of the Proposed Project related to visual character and quality are therefore considered less than significant.

Light and Glare. The construction and operation of cumulative projects located in Ontario would have the potential to result in new sources of light and glare from new development and redevelopment that requires night lighting—such as security lighting in commercial areas—or is constructed with materials that would result in glare, such as expanses of glass on office buildings. Impacts from glare are generally localized and not cumulative in nature; therefore, a significant cumulative impact related to glare would not occur. Additionally, because development allowed under the Proposed Project would be subject to the Development Code, which contains standards addressing lighting, and would reduce impacts of TOP 2050 related to light and glare to a less than significant level, the Proposed Project's contribution to cumulative impacts would not be cumulatively considerable.

2. Agriculture and Forestry Resources

The area considered for cumulative impacts to agriculture and forestry resources is San Bernardino County.

Mapped Important Farmland, Williamson Act Contracts, and Agricultural Zoning. Implementation of the Proposed Project would not result in agricultural resource impacts that would combine with impacts in San Bernardino County to result in significant, cumulative impacts. Impacts would be less than significant.

Forest Resources. The City of Ontario does not have any forest resources or timberland; therefore, no significant cumulative impact to forest resources would occur, and impacts would not be cumulatively considerable.

3. Air Quality

The cumulative setting for air quality is the SoCAB. In accordance with the South Coast AQMD methodology, any project that produces a significant project-level regional air quality impact in an area that is in nonattainment contributes to the cumulative impact. Cumulative projects include new development and general growth within the SoCAB. The SoCAB is nonattainment for ozone, PM_{10}, and $PM_{2.5}$. Due to the extent of the area potentially impacted from cumulative project emissions, South Coast AQMD consider a project cumulatively significant when project-related emissions exceed the regional emissions thresholds. As identified in Impact 5.3-2 (operation) and Impact 5.3-3 (construction), implementation of the Proposed Project would cumulatively contribute to the nonattainment designations of the air basins, and cumulative impacts are significant.

Construction. The SoCAB are designated nonattainment for O_3, $PM_{2.5}$, PM_{10}, and lead (SoCAB: Los Angeles County only) under the California and/or National AAQS. Construction of cumulative projects would further degrade the regional and local air quality. Air quality would be temporarily impacted during construction activities. Implementation of mitigation measures for related projects would reduce cumulative impacts. Mitigation Measure 3-1 would reduce impacts associated with consistency with the South Coast AQMD. However, project-related construction emissions could still potentially exceed the South Coast AQMD significance thresholds on a project and cumulative basis. Consequently, the Proposed Project's contribution to cumulative air quality impacts would be cumulatively considerable and would therefore be significant.

Operation. For operational air quality emissions, any project that does not exceed or can be mitigated to less than the daily regional threshold values is not considered by South Coast AQMD to be a substantial source of air pollution and does not add significantly to a cumulative impact. Mitigation Measures 3-2 and new Mitigation Measure AQ-1 would reduce impacts associated with consistency with the South Coast AQMD. Nevertheless, operation of the Proposed Project would result in emissions in excess of the South Coast AQMD regional emissions thresholds for long-term operation. Additionally, development under TOP 2050 would generate TACs that could contribute to elevated levels of risk. Therefore, the Proposed Project's air pollutant emissions would be cumulatively considerable and therefore significant.

4. Biological Resources

The analysis presented in this section, by the nature of TOP 2050, provides a cumulative assessment of biological impacts within the City. TOP 2050 policies would minimize potential cumulative impacts to biological resources, as identified above. Coordination with resource agencies would reduce potential cumulative impacts to biological resources by prioritizing areas for conservation and maintaining communication among jurisdictions. With implementation of existing regulations and TOP 2050 policies, impacts to biological resources would be less than significant and would not be cumulatively considerable.

5. Cultural Resources

Historical Resources. The area considered for cumulative impacts is the City of Ontario. Projects in the City could destroy or otherwise diminish the historical significance of historical resources. Mitigation

Measure 5-1 would require historic or potentially historic resources to be evaluated for historic significance through the City's Development Code tier system. Major modification or demolition of Tier III resources may be appropriate under certain circumstances. If demolition occurs, the City requires historic resources to be documented and historic features to be salvaged, and requires a demolition mitigation fee. Therefore, the ordinance does not provide a high level of protection for Tier III historic resources. As described above, historical resources categorized under Chapter 4 of the City's Development Code as Tier III could potentially be impacted with implementation of TOP 2050 and would be potentially significant; and therefore, cumulatively considerable.

Archaeological Resources. The area considered for cumulative impacts is the City of Ontario. Projects in the City would disturb soil and thus could damage archaeological resources. Projects in the City of Ontario and would comply with federal and state regulations governing the treatment of archeological resources. Mitigation Measure 5-2 would ensure that impacts to archeological resources are less than significant and would be less than cumulatively considerable.

6. Energy

The area considered for cumulative impacts to electricity and natural gas supplies and facilities is SCE and Southern California Gas Company (SoCalGas) service areas. Other projects in the SCE and SoCalGas service area would be subject to existing regulations, including the CBC which requires new buildings increase energy efficiency. TOP 2050 includes policies to reduce energy use and the CCAP includes measures to align with the state's goals for carbon neutrality. Cumulative impacts would be less than significant, and impacts would not be cumulatively considerable.

7. Geology and Soils

Geological Hazards. Geology and soils impacts related to the Proposed Project would be specific to the sites of each development or redevelopment project under TOP 2050. Compliance with applicable state and local building regulations would be required of all development projects. Site-specific geologic hazards would be addressed by the geotechnical report required for each development project. The geologic investigation would identify the specific geologic and seismic characteristics on a site and provide guidelines for engineering design and construction to maintain the structural integrity of proposed structures and infrastructure. Therefore, compliance with applicable state and local building regulations and standard engineering practices related to seismic and geologic hazard reduction would prevent significant cumulative adverse impacts associated with geologic and seismic hazards. Impacts of the Proposed Project on geology and soils would not be cumulatively considerable.

Paleontological Resources. The area considered for cumulative impacts for paleontological resources is the City of Ontario. Projects in the City of Ontario and would comply with federal and state regulations governing the treatment of paleontological resources. Mitigation Measure 5-2 would ensure that impacts to paleontological resources are less than significant and would be less than cumulatively considerable.

8. Greenhouse Gas Emissions

Project-related GHG emissions are not confined to a particular air basin but are dispersed worldwide. Therefore, impacts identified under Impact 5.8-1 and Impact 5.8-2 are not project-specific impacts to global warming, but the Proposed Project's contribution to this cumulative impact. As discussed above, the City would experience a reduction in GHG emissions from existing conditions despite the anticipated population and employment growth. In addition, with implementation of the CCAP, the Proposed Project would achieve the state's GHG emissions efficiency target without implementation of additional local GHG reduction measures. Goals and policies in TOP 2050 and actions in the CCAP would minimize GHG emissions generated by the residential and nonresidential land uses in the City. Consequently, the Proposed Project's cumulative contribution to global climate change impacts is less than cumulatively considerable.

9. Hazards and Hazardous Materials

Hazardous Materials. The cumulative setting for hazardous materials is the City of Ontario. Impacts arising from hazardous materials and hazardous materials releases are site-specific and generally do not combine to cause cumulative impacts. Therefore, hazards and hazardous materials impacts are less than significant and would not be cumulatively considerable.

Airport Hazards. The areas considered for cumulative airport-related hazards impacts are the airport influence areas of ONT and Chino Airport. Development proposed within the airport influence area of ONT and Chino Airport would be required to be evaluated under the ALUCP for ONT and the 2011 Handbook for Chino Airport to ensure that the projects proposed within such zones would comply with land use regulations for the respective safety zones set forth by the affected agencies. Cumulative impacts would be less than significant after compliance with such regulations, and impacts of TOP 2050 would not be cumulatively considerable.

Fire Hazards. The areas considered for cumulative impacts related to wildfires are fire hazard severity zones in the City. Projects within wildfire hazards zones are required to comply with regulations governing development in such zones, including CBC Chapter 7A, CFC Chapter 49, and California Public Resources Code Sections 4291 et seq. TOP 2050 policies regarding wildfire would also reduce cumulative impacts. Wildfire impacts of TOP 2050 would not be cumulatively considerable.

Emergency Response and Evacuation. According to the City's 2018 Local Hazard Mitigation Plan, interstate highways would serve as major emergency response and evacuation routes. Additionally, the Ontario Fire Department reviews development applications to ensure that adequate emergency accessibility is provided based on local and state guidance. Review of emergency access is also included as part of the City's Design Review process. Therefore, impacts to emergency response and evacuation are less than significant; and therefore, less than cumulatively considerable.

10. Hydrology and Water Quality

Cumulative impacts to hydrology, drainage, flooding, and water quality are considered for the Chino Creek subwatershed and the Middle Santa Ana River subwatershed, which are part of the larger Santa Ana River Watershed.

Development in the City of Ontario and other projects in these watersheds would increase impervious areas, thus increasing runoff and flows into storm drainage systems. Within San Bernardino County, other projects would be required to prepare hydrology and hydraulic studies in accordance with the County Hydrology Manual and analyze stormwater flows that result from the 100-year storm event to ensure that the capacities of the storm drain systems are not exceeded. Additionally, other projects would be required to comply with MS4 permits applicable in those watersheds. The Santa Ana RWQCB MS4 permit applies to portions of three counties in the Santa Ana Basin. Other projects compliance with the requirements of the Santa Ana RWQCB MS4 permit, the San Bernardino County Stormwater Program, and San Bernardino County Hydrology Manual guidance would reduce cumulative impacts to hydrology and drainage to less than significant and would not be cumulatively considerable.

If projects in the watersheds are within 100-year flood zones, they would be mandated to comply with National Flood Insurance Program requirements. Cumulative impacts to hydrology, drainage, and flooding would be less than significant, and impacts of TOP 2050 would not be cumulatively considerable.

Cumulative projects could generate pollutants that would contaminate stormwater. Compliance with the MS4 permit includes implementation of site design and source control BMPs that reduce the potential for pollutants to enter runoff and treatment control BMPs that remove pollutants from stormwater. Cumulative water quality impacts would be less than significant after compliance with such permits, and impacts would not be cumulatively considerable.

11. Land Use and Planning

Cumulative projects in the City would have the potential to result in a cumulative impact if they would, in combination, conflict with existing land use plans, policies, and regulations adopted for the purpose of avoiding or mitigating an environmental impact. Projects in the City would utilize TOP 2050 and regional planning documents such as SCAG's Connect SoCal during planning, to the extent that they are applicable. Cumulative projects would be required to comply with TOP 2050 or they would not be approved without a general plan amendment. As discussed above, implementation of TOP 2050 would not conflict with existing land use plans, policies, or regulations. Therefore, TOP 2050 would not contribute to a significant cumulative impact.

12. Mineral Resources

The area considered for cumulative impacts to mineral resources is the P-C regions overlapping the City of Ontario and extending into other counties within the Greater Los Angeles Sand and Gravel Resources Area: the Claremont-Upland P-C region extends into Los Angeles County; the Orange County-Temescal Region extends into Orange County and Western Riverside County, and the San Bernardino P-C region encompasses San Bernardino and most western Riverside County. Other projects in the referenced areas would likely be proposed within MRZ-2 and MRZ-3 areas. Development of such projects could cause loss of availability of known mineral resources valuable to the region. Other projects would be subject to independent CEQA review, including analysis of impacts to MRZ areas and mining sites. Implementation of all feasible mitigation measures would be required to reduce any significant impacts identified. As identified above, the Proposed Project would

not impact mineral resources of statewide, regional, or local value. In addition policies of TOP 2050 would minimize cumulative impacts. Therefore, TOP 2050 would not contribute to a significant cumulative impact.

13. Noise

The above analysis of TOP 2050 addresses cumulative impacts with regard to operational and construction noise as well as groundborne noise and vibration in the City. TOP 2050 proposes the long-term buildout and operation of many different uses. Although multiple simultaneous nearby noise sources may, in combination, result in higher overall noise levels, this effect is captured and accounted for by the community noise level metrics that form the basis of the standards of significance for noise analysis. To specifically estimate the Proposed Project's contribution to traffic noise, existing noise levels were compared to those projected with completion of TOP 2050. As demonstrated above, TOP 2050's contribution to increases in ambient noise levels results in a significant impact.

The area considered for cumulative impacts for construction noise and vibration is the City of Ontario. Construction activities may occur simultaneously and in close proximity to noise-sensitive receptors, resulting in significant impacts. Mitigation Measure 12-2 would reduce potential impacts associated with construction vibration from individual development projects to the extent feasible. Mitigation Measure 12-4 would reduce potential impacts associated with construction from individual development projects to the extent feasible. However, due to the potential for proximity of construction activities to sensitive uses, the number of construction projects occurring simultaneously, and the potential duration of construction activities, impacts could be significant. Since details of individual development projects in the City are currently unknown, it cannot be determined whether Mitigation Measure 12-2 and 12-4, would reduce potentially significant impacts to less than significant levels. TOP 2050 would; therefore, contribute to cumulatively considerable construction-related noise, and the cumulative impact would be significant and unavoidable.

14. Population and Housing

The area considered for cumulative impacts is the SCAG region. As described above, although the increase in population, housing, and employment under TOP 2050 would exceed SCAG's regional forecasts for the City of Ontario, TOP 2050 would improve the job-housing balance when compared to the Approved Project. SCAG identifies several Priority Growth Areas in Ontario, including High-Quality Transit Areas, Transit Priority Areas, Neighborhood Mobility Areas, and Livable Corridors. TOP 2050 would promote growth consistent with these Priority Growth Areas, as proposed land use changes under TOP 2050 are intended to encourage walking and biking, put residents in proximity to resources, and align future growth in Ontario with planned infrastructure improvements and regional transportation goals. Therefore, implementation of TOP 2050 would not contribute to a significant cumulative population and housing impact.

15. Public Services

Fire Protection. The area of cumulative effect for fire protection is the City of Ontario. As described above, OFD would be required to meet the increased demand for population and employment growth over the buildout of TOP 2050. Development or expansion of fire stations, equipment, and personnel

would be subject to TOP 2050 policies designed to protect environmental resources and would also be subject to environmental review and impact mitigation per CEQA. Cumulative impacts associated with development of new stations are therefore determined to result in less than significant impacts.

Police Protection. The area of cumulative effect for police services is the City of Ontario. As described above, OPD would be required to meet the increased demand for population and employment growth over the buildout of TOP 2050. Development or expansion of police stations, equipment, and personnel would be subject to TOP 2050 policies designed to protect environmental resources and would also be subject to environmental review and impact mitigation per CEQA. Cumulative impacts associated with development of new police stations are therefore determined to result in less than significant impacts.

School Services. The area considered for cumulative analysis is the service areas of school districts serving the City. Cumulative development projects that involve residential development would increase the public-school population in the region and require the construction or expansion of school facilities so that adequate service ratios are maintained. This increase in student population would require the construction or expansion of school facilities, which could result in adverse environmental impacts. As discussed above, under state law, development projects are required to pay established school impact fees in accordance with SB 50 at the time of building permit issuance. The funding program established by SB 50 has been found by the Legislature to constitute "full and complete mitigation of the impacts of any legislative or adjudicative act…on the provision of adequate school facilities" (Government Code Section 65995[h]). The fees authorized for collection under SB 50 are conclusively deemed full and adequate mitigation of impacts on school district facilities. Furthermore, cumulative school projects require discretionary actions and would be required to demonstrate compliance with CEQA prior to project approval. TOP 2050 would not combine with areawide growth to result in cumulatively considerable impacts to school services. This impact would be less than significant.

Library Services. The area considered for cumulative analysis is the service area of the Ontario library system. Cumulative development projects that involve residential development would increase the population in the region and require the construction or expansion of library facilities so that adequate service ratios are maintained. This increase in population would require the construction or expansion of library facilities, which could result in adverse environmental impacts. New and/or expanded libraries in the City would be subject to TOP 2050 policies protecting the environment, and new or expanded libraries would be subject to environmental review and mitigation pursuant to CEQA. Impacts would be less than significant, and therefore, less than cumulatively considerable.

16. Recreation

The area considered for cumulative impacts for recreation is the City of Ontario. As described above, TOP 2050 provides land use opportunities for public parks to be developed in line with future development. The proposed Parks and Recreation Element contains relevant goals, policies, and programs that support a regular review of the City's parks and trails plans to keep pace with demographic trends and recreational needs of Ontario's residents (see Policies PR-1.1 through PR-1.16). In addition, under TOP 2050's Parks and Recreation Element, Policy PR-1.5 strives to provide five acres of parkland per 1,000 residents, and Policy PR-1.6 provides a minimum of two acres of

developed private park space per 1,000 residents in addition to the three acres per 1,000 persons standard. As a result, development of park facilities would keep pace with the anticipated increase in population from buildout of TOP 2050. Therefore, impacts are less than significant and would not be cumulatively considerable.

17. Transportation

The cumulative effect for transportation impacts is the SBCTA region. Cumulative traffic impacts consider the impacts of future growth and development in the SBCTA region. As identified above, TOP 2050 would result in a significant cumulative impact for VMT as a result of a substantial increase in population within the City. Mitigation Measure T-1 would reduce potential impacts for future development projects to the extent feasible. Future development projects consistent with TOP 2050 would need to consider transportation demand management (TDM) measures consistent with those identified in the Mobility Element. TDM techniques include incentives to use transit; incentives to form carpools rather than drive alone; and making home, work, and shopping closer together to shorten travel distances. VMT impacts under the Proposed Project would remain. Therefore, VMT impacts of TOP 2050 are cumulatively considerable.

The Proposed Project is consistent with adopted policies, plans, or programs regarding public transit, bicycle, and pedestrian facilities, and the performance and safety of such facilities, and would not combine with other area projects to result in significant impacts to such facilities. Impacts associated with alternative transportation polices are less than significant.

According to the City's 2018 Local Hazard Mitigation Plan, interstate highways would serve as major emergency response and evacuation routes. Additionally, the Ontario Fire Department reviews development applications to ensure that adequate emergency accessibility is provided based on local and state guidance. Review of emergency access is also included as part of the City's Design Review process. Therefore, impacts to emergency response and evacuation are less than significant; and therefore, less than cumulatively considerable.

18. Tribal Cultural Resources

The area considered for analysis of cumulative impacts for TCR is the traditional tribal territories of the Tribes. Projects in Ontario and within the traditional tribal territories would involve ground disturbance and thus could damage TCR. Other lead agencies would consult independently with Native American tribes regarding TCRs pursuant to AB 52 and/or SB 18. Other projects would comply with state and federal laws and regulations protecting TCRs and would implement feasible mitigation measures for significant impacts identified. Therefore, cumulative impacts would be less than significant.

19. Utilities and Service Systems

Wastewater Treatment and Collection. The area considered for cumulative impacts for wastewater is the IEUA service area. Cumulative projects in the IEUA service area could cause significant impacts if they either exceeded wastewater treatment requirements of RWQCBs or generated wastewater exceeding the combined capacities of wastewater treatment plants. Cumulative development within

the IEUA service area could result in the need for new and/or expanded the wastewater treatment plants. However, as stated previously, IEUA has experienced a decrease in the volume of sewage flow of approximately 10 percent over the last 20 years, due to a decrease in indoor water consumption with new development compliance with California Green Building Standards Code and water conservation efforts. The IEUA anticipates a significant increase in the growth of its service area in the next ten years, with 40 percent of the growth resulting from new development in Ontario. The IEUA develops 10-year forecasts and specifies capital improvements that will be implemented to meet the increase in demand. The ultimate capacity for wastewater flows to the IEUA WWTPs is 80 mgd by 2060. Also, future development within the service area would be required to comply with all applicable regulations and ordinances issued by IEUA. Wastewater from cumulative projects is assumed in the SSMPs prepared by IEUA and the cities that send wastewater to the IEUA WWTPs. The IEUA and the cities within its service area plan for increased demand with future development. Therefore, with continued compliance with local and regional regulations and the requirements of TOP 2050, cumulative impacts would be less than significant, and would not be cumulatively considerable.

Water Supply and Distribution. The area considered for cumulative impacts for water supply and treatment is the IEUA and City of Ontario service areas. The IEUA and the OMUC obtain groundwater from the Chino Groundwater Basin, which is adjudicated and managed by the Chino Basin Watermaster, imported water from MWD, purchased water from San Antonio Water Company, and recycled water from IEUA. The IEUA and City's 2020 UWMPs state that there are sufficient water supplies through 2045 to meet projected demands in normal years, single dry years, and multiple dry years. Although the Proposed Project at buildout is estimated to generate a 6 percent increase in water demand using conservative water demand factors, new State requirements and City policies and code requirements would result in enhanced water efficiency and conservation would result in total water demand below the projections in the 2020 UWMP for year 2045. With the implementation of SB X7-7 and State, regional, and local water conservation ordinances, all new development would be required to conserve water use and implement water efficiency measures. In addition, pursuant to SB 610 and SB 221, water supply assessments would be prepared for large development projects prior to the approval of each project to ensure adequate water supply for new development. Overall, cumulative water demands would neither exceed planned levels of supply nor require building new water treatment facilities or expanding existing facilities beyond what is currently planned. In addition, future development would be required to pay connection fees, which would offset the costs of system maintenance and capital upgrades to support the new development in the service areas. Therefore, cumulative impacts would be less than significant and would not be cumulatively considerable.

Storm Drainage Systems. The area considered for cumulative impacts is the Chino Creek and the Middle Santa Ana River subwatershed. Other projects in this area would increase impervious areas, thus increasing runoff and flows into the storm drain systems. Within San Bernardino county, other projects would also be required to prepare hydrology and hydraulic studies in accordance with the County Hydrology Manual and analyze stormwater flows that result from the 100-year storm event to ensure that the capacities of the storm drain systems are not exceeded. Additionally, other project would be required to comply with the MS4 permits applicable to those watersheds. The Santa Ana RWQCB MS4 permit applies to portions of three counties in the Santa Ana Basin. Most projects would meet criteria in the MS4 permits that require low-impact development and on-site stormwater bioretention

facilities that would reduce the amount of runoff entering public storm drain systems. Cumulative impacts would be less than significant and would not be cumulatively considerable.

Solid Waste. The area considered for cumulative impacts to solid waste disposal includes all the cities and counties that dispose of their solid waste in Badlands Sanitary Landfill or El Sobrante Landfill. These landfills currently have a combined excess daily capacity of 7,046 tons/day and have a remaining landfill capacity of 15,750,000 cubic yards for Badlands Sanitary Landfill and 144,000,000 cubic yards for El Sobrante Landfill. Both landfills have closure dates beyond 2050. In addition, state and local regulations and ordinances regarding the recycling of construction debris and organic wastes will further reduce the amount of solid waste transported to these landfills in the future. Therefore, with continued compliance with the applicable regulations, in combination with reasonably foreseeable future development, cumulative impacts would be less than significant, and project impacts would not be cumulatively considerable.

20. Wildfire

Fire Hazards. The areas considered for cumulative impacts related to wildfires are fire hazard severity zones in the City. Projects within wildfire hazards zones are required to comply with regulations governing development in such zones, including CBC Chapter 7A, CFC Chapter 49, and California Public Resources Code Sections 4291 et seq. TOP 2050 policies regarding wildfire would also reduce cumulative impacts. Wildfire impacts of TOP 2050 would not be cumulatively considerable.

Emergency Response and Evacuation. According to the City's 2018 Local Hazard Mitigation Plan, interstate highways would serve as major emergency response and evacuation routes. Additionally, the Ontario Fire Department reviews development applications to ensure that adequate emergency accessibility is provided based on local and state guidance. Review of emergency access is also included as part of the City's Design Review process. Therefore, impacts associated with evacuation are less than significant and would not be cumulatively considerable.

IV. ALTERNATIVES TO THE PROPOSED PROJECT

An EIR must briefly describe the rationale for selection and rejection of alternatives. The lead agency may make an initial determination as to which alternatives are feasible, and therefore, merit in-depth consideration, and which ones are infeasible.

Section 15126.6 of the State CEQA Guidelines requires an EIR to describe a range of reasonable alternatives to the Project, or to the location of the Project, which could feasibly achieve most of its basic objectives, but would avoid or substantially lessen any of the significant effects identified in the EIR analysis. An EIR is not required to consider every conceivable alternative to a proposed project. Rather, an EIR must consider a reasonable range of alternatives that are potentially feasible; an EIR is not required to consider alternatives that are infeasible. In addition, an EIR should evaluate the comparative merits of the alternatives. Therefore, this section sets forth the potential alternatives to the Project analyzed in the EIR and evaluates them in light of the objectives of the Project, as required by CEQA.

Key provisions of the State CEQA Guidelines relating to the alternatives' analysis (Section 15126.6 et seq.) are summarized below:

- [T]he discussion of alternatives shall focus on alternatives to the Project or its location which are capable of avoiding or substantially lessening any significant effects of the Project, even if these alternatives would impede to some degree the attainment of the Project objectives or would be more costly." (CEQA Guidelines Section 15126.6[b]).

- "The specific alternative of 'no project' shall also be evaluated along with its impact." (CEQA Guidelines Section 15126.6[e][1])

- "The no project analysis shall discuss the existing conditions at the time the notice of preparation is published, or if no notice of preparation is published, at the time environmental analysis is commenced, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services. If the environmentally superior alternative is the 'no project' alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives." (CEQA Guidelines Section 15126.6[e][2])

- "The range of alternatives required in an EIR is governed by a 'rule of reason' that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project." (CEQA Guidelines Section 15126.6[f])

- "Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries…, and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent)" (CEQA Guidelines Section 15126.6[f][1]).

- "Only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR." (CEQA Guidelines Section 15126.6[f][2][A])

- "An EIR need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative." (CEQA Guidelines Section 15126.6[f][3])

A. RATIONALE FOR SELECTING POTENTIALLY FEASIBLE ALTERNATIVES

The alternatives must include a no-project alternative and a range of reasonable alternatives to the Project if those reasonable alternatives would attain most of the Project objectives while substantially lessening the potentially significant Project impacts. The range of alternatives discussed in an EIR is governed by a "rule of reason," which the State CEQA Guidelines Section 15126.6(f)(3) defines as:

> ". . . set[ting] forth only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project. Of those alternatives, the EIR need examine in detail

only the ones that the lead agency determines could feasibly attain most of the basic objectives of the project. The range of feasible alternatives shall be selected and discussed in a manner to foster meaningful public participation and informed decision-making."

Among the factors that may be taken into account when addressing the feasibility of alternatives (as described in the State CEQA Guidelines Section 15126.6(f)([1]) are environmental impacts, site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the Project proponent could reasonably acquire, control, or otherwise have access to an alternative site. An EIR need not consider an alternative whose effects could not be reasonably identified, and whose implementation is remote or speculative.

For purposes of this analysis, the Project alternatives are evaluated to determine the extent to which they attain the basic Project objectives, while significantly lessening any significant effects of the Project.

B. ALTERNATIVES CONSIDERED AND REJECTED DURING THE SCOPING/PROJECT PLANNING PROCESS

The following is a discussion of the alternatives considered during the scoping and planning process and the reasons why they were not selected for detailed analysis in the SEIR.

1. Alternative Development Areas

CEQA requires that the discussion of alternatives focus on alternatives to the project or its location that are capable of avoiding or substantially lessening any significant effects of the project. The key question and first step in the analysis is whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location. Only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR (CEQA Guidelines Section 15126[5][B][1]). The City does not have land use authority outside of the City's boundaries. Therefore, an alternative development area would be infeasible and was not analyzed.

Finding

The City finds that there are no alternative development areas for the Proposed Project as the City does not have jurisdiction over land uses outside of the City's boundaries. As described in these Findings of Fact, the Proposed Project would result in less than significant impacts, or impacts that can be mitigated to less than significant. For significant and unavoidable impacts, the City has determined that these impacts are acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or statewide environmental benefits, of the proposed project outweigh its significant effects on the environment, as described in the Statement of Overriding Considerations.

2. Reduction of Housing Units

California Public Resources Code Section 21159.26 states that "a Lead or Responsible Agency shall not reduce the proposed number of housing units as a mitigation measure or alternative to lessen a particular significant effect on the environment if that agency determines that there is another feasible, specific mitigation measure or alternative that would provide a comparable lessening of the significant effect" (see also CEQA Guidelines Section 15041[c], 15092[c], 15096[g][2]). TOP 2050 would result in significant air quality and VMT impacts associated with the increase in housing units of the Proposed Project compared to the Approved Project. While a reduction in housing units would reduce VMT and VOC emissions from consumer product use, this alternative is considered and rejected because the increase in housing units under TOP 2050 is consistent with the RHNA allocation for Ontario.

Finding

The City finds that although a reduction of housing units under the Proposed Project would reduce VMT and VOC emissions, it would not be consistent with the RHNA allocation for Ontario. As described in these Findings of Fact, the Proposed Project would result in less than significant impacts, or impacts that can be mitigated to less than significant. For significant and unavoidable impacts, the City has determined that these impacts are acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or statewide environmental benefits, of the proposed project outweigh its significant effects on the environment, as described in the Statement of Overriding Considerations.

C. ALTERNATIVES SELECTED FOR FURTHER ANALYSIS

The following alternatives were determined to represent a reasonable range of alternatives with the potential to feasibly attain most of the basic objectives of the project but avoid or substantially lessen any of the significant effects of the project. Table 7-2, *Summary of Impacts of Alternatives Compared to the Proposed Project*, in Chapter 7, *Alternatives to the Proposed Project*, of the Draft SEIR, identifies how each of the alternatives selected for further analysis compare to the Proposed Project. Table 7-3, *Ability of Each Alternative to Meet the Project Objectives*, in Chapter 7, *Alternatives to the Proposed Project*, of the Draft SEIR, provides a summary of the ability of the alternatives to achieve the project objectives.

1. No Project Alternative

In the No Project/Current TOP Alternative, TOP 2050 would not be implemented by the City. The current TOP would remain in effect. Buildout statistics for TOP 2050 and the current TOP are compared in Table 7-1, *Buildout Statistical Summary*, in Chapter 7, *Alternatives to the Proposed Project*, of the Draft SEIR. In addition, this alternative would not include the policy updates for environmental justice, climate vulnerability, adaptation, resiliency, complete streets, and the CCAP.

Impacts of the No Project/Current TOP alternative would be similar for aesthetics, agriculture and forestry resources, air quality, biological resources, cultural resources, energy, geology and soils, hydrology and water quality, mineral resources, noise, tribal cultural resources, and wildfire. This alternative would eliminate the Proposed Project's VMT impact on transportation and lessen impacts associated with public services, recreation, and utilities and service systems. This alternative would

slightly increase population and housing impacts; and would increase impacts related to hazards and hazardous materials (airport safety), GHG emissions, and land use and planning (airport land use compatibility, resulting in a significant unavoidable impact).

Finding

The No Project Alternative would not implement the proposed TOP 2050 policies, which are designed to further enhance the project objectives, compared to the existing TOP. While this alternative would eliminate the Proposed Project's VMT impact on transportation and lessen impacts associated with public services, recreation, and utilities and service systems, this alternative would slightly increase population and housing impacts; and would increase impacts related to hazards and hazardous materials (airport safety), GHG emissions, and land use and planning (airport land use compatibility). As a result, specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible this project alternative for the reasons identified in the Final SEIR.

2. Reduced Industrial Alternative

TOP 2050 includes 338 additional acres zoned Industrial compared to the current TOP. Compared to the Approved Project, the Proposed Plan is adding capacity for 25,399 residential units and 1,092,508 square feet of nonresidential square footage. This includes additional capacity for 5,189,888 square feet of Business Park (BP) and 8,099,949 square feet of Industrial (IND), and reduced capacity for 8,990,532 square feet of Mixed Use (MU) and 3,206,797 square feet of Commercial and Hospitality (NC, GC, OC, and HOS). To eliminate impacts associated with an increase in diesel trucks, VMT from trucks (which have a greater trip length), and associated DPM, this alternative would eliminate approximately 8.1 million square feet of industrial development in the City, resulting in 4,405 fewer warehouse jobs compared to the Proposed Project.

Impacts of the Reduced Industrial alternative would be similar for aesthetics, agriculture and forestry resources, biological resources, cultural resources, energy, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, population and housing, public services, tribal cultural resources, and wildfire. This alternative would reduce the Proposed Project's air quality, GHG, noise, and utilities and service systems impacts. This alternative would reduce but would not eliminate the Proposed Project's significant transportation (VMT) impact.

Finding

The Reduced Industrial Alternative would meet all of the project objectives to the same extent as the Proposed Project. While this alternative would lessen the Proposed Project's air quality, GHG, noise, and utilities and service systems impacts, this alternative would also reduce but would not eliminate the Proposed Project's significant transportation (VMT) impact. As a result, specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible this project alternative for the reasons identified in the Final SEIR.

D. ENVIRONMENTALLY SUPERIOR ALTERNATIVE

An EIR must identify an "environmentally superior" alternative and where the No Project Alternative is identified as environmentally superior, the EIR is then required to identify as environmentally superior an alternative from among the others evaluated. Based on the analysis contained within the Draft SEIR, the Reduced Industrial Alternative has been identified as the "environmentally superior" to the Proposed Project.

The Reduced Industrial Alternative has been identified as the environmentally superior alternative because it would result in reduced impacts related to air quality, greenhouse gas emissions, noise, transportation, and utilities and service systems due to the reduction in square footage of industrial development. However, significant and unavoidable impacts related to cultural resources would continue to occur from implementation of this alternative. Impacts related to aesthetics, agriculture and forestry resources, biological resources, energy, geology and soils, hazardous and hazardous materials, hydrology and water quality, land use and planning, mineral resources, population and housing, public services, recreation, tribal cultural resources, and wildfire would be similar to the Proposed Project.

CEQA does not require the lead agency (the City of Ontario) to choose the environmentally superior alternative. Instead, CEQA requires the City to consider environmentally superior alternatives, weigh those considerations against the environmental impacts of the Proposed Project, and make findings that the benefits of those considerations outweigh the harm. "Among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are: (i) failure to meet most of the basic project objectives, (ii) infeasibility, or (iii) inability to avoid significant environmental impacts" (CEQA Guidelines Section 15126.6[c]).

The City Council rejects the Reduced Industrial Alternative on the following grounds, each of which individually provides sufficient justification for rejection of this alternative: (1) this alternative does not avoid the Project's significant and unavoidable impacts on the environment; and (2) this alternative meets the Project objectives to a lesser extent than the proposed Project. Therefore, the Reduced Industrial Alternative is eliminated from further consideration.

V. ADDITIONAL CEQA CONSIDERATIONS

A. SIGNIFICANT IRREVERSIBLE CHANGES DUE TO THE PROJECT

Section 15126.2(c) of the State CEQA Guidelines requires that an EIR describe any significant irreversible environmental changes that would be caused by the proposed project should it be implemented. Specifically, the State CEQA Guidelines state:

> "Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highways improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the

project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified."

Generally, a project would result in significant irreversible environmental changes if:

- The primary and secondary impacts would generally commit future generations to similar uses;
- The project would involve a large commitment of nonrenewable resources;
- The project would involve uses in which irreversible damage could result from any potential environmental accidents associated with the project; or
- The proposed irretrievable commitments of nonrenewable resources are not justified (e.g., the project involves the wasteful use of energy).

In the case of TOP 2050, implementation would cause the following significant irreversible changes:

- Implementation of the proposed project would include construction activities that would entail the commitment of nonrenewable and/or slowly renewable energy resources; human resources; and natural resources such as lumber and other forest products, sand and gravel, asphalt, steel, copper, lead, other metals, water, and fossil fuels. Future developments in accordance with the proposed project would require the use of natural gas and electricity, fossil fuels, and water. The commitment of resources required for the construction and operation of the proposed project would limit the availability of such resources for future generations or for other uses during the life of the project.
- An increased commitment of social services and public maintenance services (e.g., police, fire, schools, libraries, and sewer and water services) would also be required. The energy and social service commitments would be long-term obligations in view of the low likelihood of returning the land to its original condition once it has been developed.
- Population growth related to the Proposed Project compared to the Approved Project would increase vehicle miles traveled and volatile organic compound emissions associated with consumer product use. The Proposed Project would cumulatively contribute to the South Coast Air Basin's nonattainment designation for ozone.

B. GROWTH-INDUCING IMPACTS OF THE PROPOSED PROJECT

Pursuant to Section 15126(d) and 15126.2(d) of the State CEQA Guidelines, this section is provided to examine ways in which the Project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. To address this issue, potential growth-inducing effects will be examined through analysis of the following questions:

- Would this project remove obstacles to growth, e.g., through the construction or extension of major infrastructure facilities that do not presently exist in the project area, or through changes in existing regulations pertaining to land development?

- Would this project result in the need to expand one or more public services to maintain desired levels of service?

- Would this project encourage or facilitate economic effects that could result in other activities that could significantly affect the environment?

- Would approval of this project involve some precedent-setting action that could encourage and facilitate other activities that could significantly affect the environment?

Please note that growth-inducing effects are not to be construed as necessarily beneficial, detrimental, or of little significance to the environment. This issue is presented to provide additional information on ways in which TOP 2050 could contribute to significant changes in the environment, beyond the direct consequences of developing the land use concept examined in the preceding sections of this SEIR.

1. Would this project remove obstacles to growth, e.g., through the construction or extension of major infrastructure facilities that do not presently exist in the project area, or through changes in existing regulations pertaining to land development?

Approval and implementation of TOP 2050 would not remove obstacles to growth. Development in the City is guided by TOP. Changes to the Approved Project are identified in Section 3.4.2.3, *Areas of Change*, and would not result in changes to existing regulations that would remove barriers to growth in the City. Portions of the City are already served by infrastructure. Like the current TOP, implementation of TOP 2050 would allow for development of currently undeveloped land and redevelopment of existing land uses. This would induce construction of infrastructure extensions and improvements, such as roadways, storms drains, water pipes, solid waste collection systems, and energy/communication extensions toward undeveloped areas of the City. In addition, the Proposed Project would increase demand for electricity and natural gas that could require expansion of energy infrastructure, as provided by SCE and the SoCalGas. Impacts to existing utilities and service systems and potential needs for future improvements are discussed further in Section 5.19, *Utilities and Service Systems*.

TOP 2050 accommodates the additional population growth required to accommodate the SCAG's RHNA. Buildout of the proposed project may require additional firefighting and police personnel and construction of new and/or expanded facilities to improve response times, if necessary. Buildout may also require future construction of new and/or expanded schools in the school districts that serve Ontario (e.g., Chaffey Joint Union High School District, Chino Valley Unified School District, Cucamonga School District, Ontario-Montclair School District, and Mountain View School District). Impacts from the proposed project on public services facilities are discussed in detail in Section 5.15, *Public Services*.

2. Would this project result in the need to expand one or more public services to maintain desired levels of service?

As stated above, like the Approved Project buildout, the Proposed Project may require additional fire and police services, school facilities, and library space to maintain desired levels of service. This would include expanding existing facilities; acquiring land to construct new stations, schools, and libraries;

and adequately equipping and staffing new facilities. Section 5.15, *Public Services*, analyzes the impacts of the Proposed Project on existing public services in more detail.

3. Would this project encourage or facilitate economic effects that could result in other activities that could significantly affect the environment?

Like the Approved Project, implementation of the Proposed Project would not encourage or facilitate economic effects that could result in other activities that could significantly affect the environment. Impacts of job-generating land uses and employment pursuant to TOP 2050 are analyzed throughout Chapter 5 of this SEIR. No additional impacts would occur.

4. Would approval of this project involve some precedent-setting action that could encourage and facilitate other activities that could significantly affect the environment?

Cities and counties in California periodically update their general plans pursuant to California Government Code Sections 65300 et seq. Thus, approval of TOP 2050 would not set a precedent that could encourage and facilitate other activities that could significantly affect the environment.

VI. FINDINGS ON RESPONSES TO COMMENTS ON THE DRAFT SEIR AND REVISIONS TO THE FINAL SEIR

The Final SEIR contains response to comments, clarifications, revisions, and corrections to the Draft SEIR. The focus of the response to comments is on the disposition of significant environmental issues as raised in the comments, as specified by State CEQA Guidelines Section 15088(b). The City provided written responses to each comment made by a public agency, as set forth in Section 2 of the Final SEIR, pursuant to State CEQA Guidelines Section 15088(b), and revisions and corrections to the Draft SEIR are found in Section 3 of the Final SEIR.

City staff has reviewed this material and determined that none of this material constitutes the type of significant new information that requires recirculation of the Draft SEIR for further public comment under CEQA Guidelines Section 15088.5. None of this new material indicates that the project will result in a significant new environmental impact not previously disclosed in the Draft SEIR. Additionally, none of this material indicates that there would be a substantial increase in the severity of a previously identified environmental impact that will not be mitigated, or that there would be any of the other circumstances requiring recirculation described in Section 15088.5 of the CEQA Guidelines.

VII. STATEMENT OF OVERRIDING CONSIDERATIONS

CEQA requires decision makers to balance the benefits of the Proposed Project against its unavoidable environmental risks when determining whether to approve the project. If the benefits of the project outweigh the unavoidable adverse effects, those effects may be considered "acceptable" (State CEQA Guidelines Section 15093[a]). CEQA requires the agency to support, in writing, the specific reasons for considering a project acceptable when significant impacts are infeasible to mitigate. Such reasons must be based on substantial evidence in the FEIR or elsewhere in the administrative

record (State CEQA Guidelines Section 15093 [b]). The agency's statement is referred to as a Statement of Overriding Considerations.

The following provides a description of the project's significant and unavoidable adverse impact and the justification for adopting a statement of overriding considerations.

A. SIGNIFICANT AND UNAVOIDABLE IMPACTS

Although most potential project impacts have been substantially avoided or mitigated, as described above, there remains nine project impacts for which complete mitigation is not feasible. The EIR identified the following significant unavoidable adverse impacts of the project, which would continue to be applicable upon implementation of the Proposed Project:

1. Air Quality

- **Impact 5.3-1:** TOP 2050 would be inconsistent with the South Coast AQMD AQMP because buildout under the plan would cumulatively contribute to the nonattainment designations of the SoCAB. Incorporation of Mitigation Measures 3-2 and AQ-1 into future development projects for the operation phase would reduce criteria air pollutant emissions associated with buildout of TOP 2050. Additionally, goals and policies in TOP 2050 would promote increased capacity for alternative transportation modes. However, due to the magnitude of residential units that would be developed under TOP 2050 to accommodate the RHNA, compared to the Approved Project, no additional mitigation measures are available that would reduce impacts below South Coast AQMD thresholds. Similar to the Approved Project, Impact 5.3-1 would remain ***significant and unavoidable***.

- **Impact 5.3-2:** Buildout in accordance with TOP 2050 would generate short-term emissions that would exceed South Coast AQMD's regional significance thresholds and cumulatively contribute to the nonattainment designations of the SoCAB. Mitigation Measure 3-1 and the goals and policies of TOP 2050 would reduce construction-related air pollutant emissions to the extent feasible. Construction emissions associated with the Proposed Project would be similar to the Approved Project, because the Proposed Project would result in an increase in land use intensity rather than development of new, previously undeveloped areas of the City that would require substantial landform modification. However, individual projects accommodated under TOP 2050 may exceed the South Coast AQMD regional significance thresholds. Therefore, like the Approved Project, construction-related regional air quality impacts of developments that would be accommodated by TOP 2050 under Impact 5.3-2 would remain ***significant and unavoidable***.

- **Impact 5.3-3:** Buildout in accordance with TOP 2050 would generate long-term emissions that would exceed South Coast AQMD's regional significance thresholds and cumulatively contribute to the nonattainment designations of the SoCAB. Mitigation Measure 3-2 and AQ-1, in addition to the goals and policies of TOP 2050, would reduce air pollutant emissions to the extent feasible. The measures and policies covering topics such as expansion of the pedestrian and bicycle networks, promotion of public and active transit, and support to increase building energy efficiency and energy conservation would also reduce criteria air pollutants within the City. However, Impact 5.3-3 would remain ***significant and unavoidable*** due to the increase in VOCs

from residential development associated with TOP 2050 compared to that of the Approved Project.

- **Impact 5.3-4:** Buildout of TOP 2050 and the Approved Project could expose sensitive receptors to substantial concentrations of Toxic Air Contaminants (TACs). Buildout could result in new sources of criteria air pollutant emissions and/or TACs near existing or planned sensitive receptors. Review of development projects by South Coast AQMD for permitted sources of air toxics (e.g., industrial facilities, dry cleaners, and gasoline dispensing facilities) would ensure that health risks are minimized. Policy ER-4.9, New Localized Air Pollution Sources Near Existing Sensitive Receptors, would ensure mobile sources of TACs not covered under South Coast AQMD permits are considered during subsequent project-level environmental review by the City of Ontario. Individual development projects would be required to achieve the incremental risk thresholds established by South Coast AQMD, and TACs would be less than significant. However, implementation of TOP 2050 would generate TACs that could contribute to elevated levels in the air basin. This effect is more substantial with the Proposed Project compared to the Approved Project because of the increase in industrial land use allowed under the Proposed Project. While individual projects would achieve the project-level risk threshold of 10 per million, they would nonetheless contribute to the higher levels of cancer risk in the SoCAB; and therefore, result in a cumulatively considerable impact. Therefore, similar to the Approved Project, the Proposed Project's cumulative contribution to health risk is ***significant and unavoidable***.

2. Cultural Resources

- **Impact 5.5-1:** Mitigation Measure 5-1 would require historic or potentially historic resources to be evaluated for historic significance through the City's Development Code tier system. Major modification or demolition of Tier III resources may be appropriate under certain circumstances. If demolition occurs, the City requires historic resources to be documented and historic features to be salvaged, and requires a demolition mitigation fee. Therefore, the ordinance does not provide a high level of protection for Tier III historic resources. Similar to the Approved Project, Impact 5.5-1 would remain ***significant and unavoidable***.

3. Noise

- **Impact 5.13-1:** Mitigation Measure 12-4 would reduce potential impacts associated with construction from individual development projects to the extent feasible. However, due to the potential for proximity of construction activities to sensitive uses, the number of construction projects occurring simultaneously, and the potential duration of construction activities, Impact 5.13-1 could still result in a temporary substantial increase in noise levels above ambient conditions and exceedance of the 80 dBA L_{eq} threshold. Therefore, similar to the Approved Project, project and cumulative impacts of the Proposed Project would remain **significant and unavoidable**. It should be noted that the identification of this program-level impact does not preclude the finding of less-than-significant impacts for subsequent projects analyzed at the project level.

- **Impact 5.13-3:** Mitigation Measure 12-2 would reduce potential impacts associated with construction vibration from individual development projects to the extent feasible. However, due

to the potential for proximity of construction activities to sensitive uses, the number of construction projects occurring simultaneously, and the potential duration of construction activities, Impact 5.13-3 could be significant. Therefore, similar to the Approved Project, project and cumulative impacts associated with the Proposed Project would remain **significant and unavoidable**. It should be noted that the identification of this program-level impact does not preclude the finding of less-than-significant impacts for subsequent projects analyzed at the project level.

- **Impact 5.13-4:** With the implementation of Mitigation Measure 12-1, impacts to future sensitive receptors from excessive airport-related noise would be reduced to interior noise levels of 45 dBA CNEL or less. While interior noise levels are required to achieve the interior noise limits of Title 24 and Title 25, exterior noise levels may continue to exceed the noise compatibility criteria for the City. Consequently, airport noise compatibility impacts of the Proposed Project would remain **significant and unavoidable**, similar to the Approved Project.

4. Transportation

- **Impact 5.17-2:** Total VMT would increase under the Proposed Project compared to the Approved Project, primarily as a result of the increase in residential land use in the City. Mitigation Measure T-1 would reduce potential impacts for future development projects to the extent feasible. Future development projects consistent with TOP 2050 would need to consider transportation demand management (TDM) measures consistent with those identified in the Mobility Element. TDM techniques include incentives to use transit; incentives to form carpools rather than drive alone; and making home, work, and shopping closer together to shorten travel distances. VMT impacts under the Proposed Project would remain. Impact 5.17-2 would be **significant and unavoidable**.

B. PROJECT BENEFITS IN SUPPORT OF THE STATEMENT OF OVERRIDING CONSIDERATIONS

The following section describes the benefits of the Proposed Project that outweigh the project's unavoidable adverse effects and provides specific reasons for considering the project acceptable even though the FEIR has indicated that there will be nine significant project impacts if the mitigation measures for these impacts cannot be implemented. Accordingly, this Statement of Overriding Considerations regarding potentially significant adverse environmental impacts resulting from the Proposed Project, as set forth below, has been prepared. Pursuant to CEQA Guidelines Section15093(c), the Statement of Overriding Considerations will be included in the record of the project approval and will also be noted in the Notice of Determination. Each of the benefits identified below provides a separate and independent basis for overriding the significant environmental effects of the Proposed Project.

Having reduced the potential effects of the Proposed Project through all feasible mitigation measures as described previously herein, and balancing the benefits of the Proposed Project against its potential unavoidable adverse impacts on air quality, cultural resources, noise, and transportation if the mitigation measures for these impacts cannot be implemented, the City finds that the following legal

requirements and benefits of the Proposed Project individually and collectively outweigh the potentially significant unavoidable adverse impacts for the following reasons:

1. Implements the Objectives Established for the Proposed Project

The proposed project would provide goals and policies that would facilitate and achieve the project objectives:

- Provide a technical update to the current TOP that updates the goals and policies to enhance public safety and livability, align with updated economic forecasts, and comply with new state laws while maintaining the foundation, vision, and objectives of the current TOP.
- Provide a streamlined, user-friendly, web-based TOP that is easily accessible to the public.
- Designate the distribution, location, balance, and extent of land uses, including residential, retail, employment, open space, and public uses.
- Link Ontario's community design goals to a broader context that includes economic development, land use, housing, community health, infrastructure, and transportation.
- Improve the balance between jobs and housing in the San Bernardino County subregion to reduce vehicle miles traveled and associated air quality impacts, consistent with regional policies on jobs-housing balance.
- Provide employment and housing opportunities for the San Bernardino Council of Governments subregion, consistent with the goals of the Southern California Association of Governments Sustainable Communities Program.
- Provide for high-intensity mixed-use urban centers along the I-10 corridor and citywide bus rapid transit system that reduce vehicle trips and incorporate smart growth principles.
- Foster the development of pedestrian and transit-oriented environments that create lively, appealing, and safe pedestrian areas, active during both daytime and evening hours.
- Maintain Ontario's distinct neighborhoods and districts to foster a positive sense of identity and belonging among residents and businesses.
- Establish a framework for using and managing the city's natural resources sustainably.
- Provide for the security and safe transportation of goods and hazardous materials, and maintain disaster preparedness and response and recovery systems to reduce loss of life, injury, private property damage, infrastructure damage, economic losses, and social dislocation.
- Enhance the capacity for the people, businesses, and public agencies that are in or serve Ontario to be resilient in cases of severe and/or prolonged weather conditions, natural disasters, and emergencies.

- Prioritize the improvement of areas most impacted by environmental justice issues, and enable Ontario residents to enjoy equal access to public facilities, civic engagement opportunities, nutritious foods, and safe and healthy environments.

- Correlate the mobility system with the future land use patterns and buildout levels of Ontario and with other transportation planning efforts by local, state, and federal authorities.

- Address a range of mobility options in Ontario, including vehicular, trucking, freight and passenger rail, air, pedestrian, bicycle, and transit.

2. Provides High-Density Housing that Helps Achieve the City's Regional Housing Needs

The Proposed Project would introduce an additional 77,096 housing units in the City by 2050 compared to existing conditions, or 25,399 units compared to full buildout of the Approved Project. To make meaningful reforms to the housing crisis in California, the state Department of Housing and Community Development (HCD) recently declared that cities and counties in Southern California will have to plan for the construction of 1.3 million new homes in the next decade. The Southern California Association of Governments (SCAG) distributed the increased targets to jurisdictions based on factors such as jobs, households, and affordability that were considered in the City's 2021-2029 Housing Element Update. For cities and counties that do not perform, the state can withhold state transportation revenue generated from Senate Bill 1 (2017). The Proposed Project includes refinements to the Policy Plan to comply with state housing mandates and accommodate the mandatory Regional Housing Needs Assessment (RHNA) allocation. TOP 2050 brings long-term growth and fiscal projections into alignment with current economic conditions as well as property owner and stakeholder requests, to support the vision for Ontario. TOP 2050 includes map changes to convert areas reserved for strictly commercial and office uses to mixed-use or residential areas that are better positioned to respond to the current and future economic climate and are positioned to help the City to meet its RHNA requirements. TOP 2050 also intensifies residential uses on key sites that align higher-density housing with regional plans for high-quality transportation routes and help to meet the City's RHNA obligation.

3. Provides Employment Opportunities and Promotes the City's Economic Vision

- TOP 2050 includes a Community Economics Element to protect investments in the City that improve the quality of life for Ontario's residents, employees, and visitors. The Proposed Project brings long-term growth and fiscal projections into alignment with current economic conditions. The Proposed Project would provide employment opportunities for the economic activities envisioned for the City of Ontario. Buildout of TOP 2050 would allow development of approximately one million additional square feet of nonresidential buildings compared to the Approved Project. The Proposed Project would better align land uses, infrastructure plans, and job opportunities with the current and forecasted market conditions, ensuring that future development is more likely to occur during the buildout timeframe and decrease the likelihood of sites remaining perpetually vacant. Additionally, while the Proposed Project would represent a decrease of 17,065 total jobs compared the Approved Project, the Proposed Project still supports opportunities for generating an additional 164,003 jobs to the City's existing 2021 employment of

131,999. The Proposed Project's employment projections of TOP 2050 would exceed SCAG's current regional forecasts for the City Ontario. The Community Economics Element includes policies that provide a complete community:

- **CE-1.1 Jobs-Housing Balance**. We pursue improvement to the Inland Empire's balance between jobs and housing by promoting job growth that reduces the regional economy's reliance on out-commuting.

- **CE-1.2 Jobs and Workforce Skills.** We use our economic development resources to:

  1. attract jobs suited for the skills and education of current and future City residents;

  2. work with regional partners to provide opportunities for the labor force to improve its skills and education; and

  3. attract businesses that increase Ontario's stake and participation in growing sectors of the regional and global economy.

- **CE-1.3 Regional Approach to Workforce Development.** We work with our partners to provide workforce training and development services throughout the region, recognizing that Ontario employers rely on workers living outside of the City.

- **CE-1.4 Business Retention and Expansion.** We continuously improve two-way communication with the Ontario business community and emphasize customer service to existing businesses as part of our competitive advantage.

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

4. Included Goals and Policies for Community Health, Environmental Justice, Climate Adaptation and Resiliency, and Mobility.

The Proposed Project would conform with new state laws related to community health, environmental justice, climate adaption, resiliency, and mobility.

As part of the technical background work for TOP 2050 a Vulnerability Assessment was conducted that analyzed how climate-related hazards may harm the community. This work is a requirement of California Government Code Section 65302(g)(4) as amended by Senate Bill (SB) 379. The Vulnerability Assessment Report followed the recommended process in the *California Adaptation Planning Guide*, which is the State's guidance for how local communities should conduct climate adaptation planning efforts, including vulnerability assessments. The Vulnerability Assessment Report presents the local and regional impacts created by climate change hazards and the ability of Ontario's populations and community to resist these hazards, to assess which aspects of the community are most vulnerable to climate change. TOP 2050 Safety Element includes goals and policies that were informed by the CCVA. Goals of TOP 2050 Safety Element include:

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

- **Goal S-2:** Minimized risk of injury, loss of life, property damage and economic and social disruption caused by flooding and inundation hazards.

- **Goal S-3:** Reduced risk of death, injury, property damage and economic loss due to fires, accidents and normal everyday occurrences through prompt and capable emergency response.

- **Goal S-5:** Minimize the risk of injury, property damage, and economic loss resulting from windstorms and wind-related hazards.

- **Goal S-7:** Residential neighborhoods, commercial areas, and industrial districts that are kept safe through a multi-faceted approach of prevention, suppression, and community involvement in public safety.

- **Goal S-8:** Disaster resilient, prepared community through effective emergency/disaster preparedness, response, mitigation, and recovery.

- **Goal S-9:** Incorporate energy efficient practices and renewable energy systems to improve air quality, comfort, and energy reliability during temporary power outages.

TOP 2050 also conform with the requirements of Senate Bill 1000, the Planning for Health Communities Act (2016). The Vision, principles, goals, and policies throughout the Policy Plan reinforce the City's commitment to enabling all persons to enjoy equal access to healthy environments, healthy foods, parks and recreational facilities, and civic engagement opportunities. The Environmental Resources Element maps environmental justice areas. TOP 2050 weaves environmental justice (EJ) goals and policies throughout the Policy Plan. Some policies explicitly address residents living in the physical environment of environmental justice areas while others guide decisions, investments, and priorities that seek to improve issues and conditions that will benefit people within and around environmental justice areas. A sample of policies are listed below.

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

- **LU-2.10 Sensitive Uses.** We monitor and share information with the community about stationary and non-stationary emission sources. We encourage siting and design of facilities to minimize health and safety risks on existing and proposed sensitive uses, especially in environmental justice areas.

- **ER-1.5 Water Resource Management.** Environmental justice areas are prioritized as we coordinate with local agencies to protect water quality, prevent pollution, address existing contamination, and remediate contaminated surface water and groundwater.

- **ER-4.4 Indoor Air Quality.** We will comply with State Green Building Codes relative to indoor air quality. We seek funding to improve indoor air quality for households with poor indoor air quality, with priority for lower income households in environmental justice areas.

- **ER-4.7 Other Agency Collaboration.** We collaborate with other agencies within the South Coast Air Basin to improve regional air quality at the emission source, with a particular focus on sources that affect environmental justice areas in Ontario.

- **ER-4.8 Tree Planting.** We protect healthy trees within the City and plant new trees to increase carbon sequestration and help the regional/local air quality. We expand the tree canopy in environmental justice areas to enhance air quality and reduce the "heat island" effect.

- **ER-4.9 New Localized Air Pollution Sources Near Existing Sensitive Receptors.** We require new developments to conduct a Health Risk Assessment for land uses that generate more than 100 trucks per day or 40 trucks per day by trucks operating transportation refrigeration units (TRU's) within 1,000 feet from sensitive land uses (California Health and Safety Code § 42705.5(a)(5)). If the health risk assessment determines the new development poses health hazards that increase the incremental cancer risk above the threshold established by the South Coast Air Quality Management District (AQMD), we will only approve permits upon the condition that adequate mitigation measures are proposed and implemented for potential impacts on the sensitive uses around the site and along the route within Ontario taken by the trucks to and from freeways. We require new developments that must perform a health risk assessment to conduct additional public outreach by sending notifications in multiple languages to all residents living within 500 feet, and encourage hosting a public meeting.

- **SR-1.2 Nutrition Choices.** We support the promotion of equitable access to affordable healthy food choices in the community, including community gardens, farmers markets, and cooking classes.

- **SR-1.3 Health Education.** We promote equitable access to health education, including disease prevention, mental health, nutrition, and physical fitness.

- **SR-1.4 Physical Activity.** We encourage activities and community design that improve the physical fitness of our community members, with an emphasis on the provision of activities and facilities in environmental justice areas.

- **SR-2.6 Language.** We promote broad outreach in languages used by the community for proposed projects that could negatively affect environmental justice areas.

- **SR-2.7 Community Engagement.** We promote targeted outreach and education to historically underrepresented groups to encourage meaningful participation in decision-making process for projects whose outcomes will affect land use in environmental justice areas.

- **PR-1.1 Access to Parks.** In all new residential development areas, we strive to provide a park and/or recreational facility within walking distance (¼ mile) of every residence and prioritize the establishment of parks in environmental justice areas that do not have adequate access to parks.

- **PR-2.4 Access to Programs.** We provide a range of recreational and physical exercise programs that are accessible to residents of all income levels throughout the community and prioritize establishing and maintaining equitable access for residents in environmental justice areas.

- **S-1.4 Seismically Vulnerable Structures.** We conform to state law regarding unreinforced masonry structures and coordinate with not-for-profits to facilitate seismic retrofits in environmental justice areas and for low-income households.

- **S-6.5 Location of Hazardous Material Facilities.** We regulate facilities that will be involved in the production, use, storage, or disposal of hazardous materials, pursuant to federal, state, county, and local regulations, so that impacts to the environment and sensitive land uses are mitigated. We prohibit new hazardous waste facilities in close proximity to sensitive land uses and environmental justice areas.

- **S-8.7 Extreme Heat and Air Quality.** We work to ensure that all community members are informed about and have access to community cooling centers and clean air centers during extreme heat events or wildfires, with a focus on serving environmental justice communities. We support the development of extreme heat emergency response policies and practices to address these critical health risks in the community.

- **M-3.1 Transit Partners.** We maintain a proactive working partnership with transit providers to ensure that adequate public transit service is available, cost-efficient, and convenient, particularly for residents in environmental justice areas:

Land use changes in growth areas are intended to improve growth areas by encouraging the use of alternative forms of transportation and promoting healthier communities through land use planning that encourages walking and biking, promotes vibrant communities, puts residents in proximity to resources (i.e., jobs, grocery stores, retail), and aligns growth with planned infrastructure improvements and regional transportation goals.

5. Includes Goals, Policies, and an Update to the Community Climate Action Plan to reduce GHG emissions in the City.

The Proposed Project includes goals, policies, and an update to the Community Climate Action Plan (CCAP) to reduce GHG emissions in the City. The update to the CCAP identifies GHG emissions reduction targets to achieve the GHG reduction goals of the City of Ontario consistent with Senate Bill 32, Executive Order S-03-05, and substantial progress toward the State's carbon neutrality goals of Executive Order B-55-18. The 2022 update to the CCAP would result in beneficial impacts to GHG emissions and co-benefits for air quality.

Various elements of TOP 2050 contain goals and policies to reduce GHG emissions in the City, including:

- **Goal ER-3:** Cost-effective and reliable energy system sustained through a combination of low impact buildings, site and neighborhood energy conservation, and diverse sources of energy generation that collectively helps to minimize the region's carbon footprint.

- **ER-3.1 Conservation Strategy.** We require conservation as the first strategy to be employed to meet applicable energy-saving standards.

- **ER-3.2 Green Development – Communities.** We encourage the use of the LEED Neighborhood Development rating system, or similar mechanism, to guide the planning and development of all new communities.

- **ER-3.3 Building and Site Design.** We require new construction to incorporate energy efficient building and site design strategies, which could include appropriate solar orientation, maximum use of natural daylight, passive solar, and natural ventilation.

- **ER-3.4 Green Development – Public Buildings.** We require all new and substantially renovated City buildings in excess of 10,000 square feet achieve a LEED Silver Certification standard, as determined by the U.S. Green Building Council.

- **ER-3.5 Fuel-Efficient and Alternative Energy Vehicles and Equipment.** We require purchase and use vehicles and equipment that are fuel efficient and meet or surpass state emissions requirements and/or use renewable sources of energy.

- **ER-3.6 Generation- Renewable Sources.** We promote the use of renewable energy sources (e.g., solar, wind, biomass) in public and private sector development.

- **Goal ER-4:** Improved indoor and outdoor air quality and reduced locally generated pollutant emissions.

  - **ER-4.1 Land Use.** We reduce GHG and other local pollutant emissions through compact, mixed use, and transit-oriented development and development that improves the regional jobs-housing balance.

  - **ER-4.3 Greenhouse Gases (GHG) Emissions Reductions.** We will reduce GHG emissions in accordance with regional, state, and federal regulations.

  - **ER-4.4 Indoor Air Quality.** We will comply with State Green Building Codes relative to indoor air quality. We seek funding to improve indoor air quality for households with poor indoor air quality, with priority for lower income households in environmental justice areas.

  - **ER-4.5 Transportation.** We promote mass transit and non-motorized mobility options (walking, biking) to reduce air pollutant emissions.

  - **ER-4.6 Particulate Matter.** We support efforts to reduce particulate matter to meet State and Federal Clean Air Standards.

  - **ER-4.7 Other Agency Collaboration.** We collaborate with other agencies within the South Coast Air Basin to improve regional air quality at the emission source, with a particular focus on sources that affect environmental justice areas in Ontario.

- **ER-4.8 Tree Planting.** We protect healthy trees within the City and plant new trees to increase carbon sequestration and help the regional/local air quality. We expand the tree canopy in environmental justice areas to enhance air quality and reduce the "heat island" effect.

- **Goal S-9:** Incorporate energy efficient practices and renewable energy systems to improve air quality, comfort, and energy reliability during temporary power outages.

  - **S-9.1: Solar Energy.** We support and may incentivize the installation of residential and commercial solar panels and battery storage systems that can provide electricity during power outages.

  - **S-9.2: Renewable Energy.** Renovate existing city-owned facilities and plan future facilities to include renewable energy generation capacity and battery storage as part of an effort to make public facilities and services greener and more resilient to power outages.

  - **S-9.3: Energy Efficiency Retrofits.** We support and may incentivize retrofits to residential and commercial buildings that improve energy efficiency and insulation from extreme temperatures, giving priority towards low-income applicants.

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

  - **M-2.1: Active Transportation.** We maintain our Active Transportation Master Plan to create a comprehensive system of on- and off-street bikeways and pedestrian facilities that are safe, comfortable, and accessible and connect residential areas, businesses, schools, parks, and other key destination points.

  - **M-2.2: Bicycle System.** We provide off-street multipurpose trails and Class II bikeways as our preferred paths of travel and use the Class III for connectivity in constrained circumstances. When truck routes and bicycle facilities share a right-of-way, we prefer Class I or Class IV bicycle facilities. We require new development to include bicycle facilities, such as bicycle parking and secure storage areas.

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

  - **M-2.4: Network Opportunities.** We use public rights-of-way and easements such as, utility easements, levees, drainage corridors, road rights-of-way, medians, and other potential options to maintain and expand our bicycle and pedestrian network. In urban, mixed- use, and transit-oriented Place Types, we encourage the use of underutilized public and private spaces to expand our public realm and improve pedestrian and bicycle connectivity.

- **Goal M-3:** A public transit system that is a viable alternative to automobile travel and meets basic transportation needs of the transit-dependent.

- **M-3.1 Transit Partners.** We maintain a proactive working partnership with transit providers to ensure that adequate public transit service is available, cost-efficient, and convenient, particularly for residents in environmental justice areas.

- **M-3.2 Alternative Transit Facilities at New Development.** We require new development adjacent to an existing or planned transit stop to contribute to the creation of transit facilities, such as bus shelters, transit bays and turnouts, and bicycle facilities, such as secure storage areas.

- **M-3.3 Transit-Oriented Development.** We may provide additional development-related incentives to those inherent in the Land Use Plan for projects that promote transit use and reduce vehicle miles traveled.

- **M-3.4 Bus Rapid Transit (BRT) Corridors.** We work with regional transit agencies to implement BRT service and reduce vehicle miles traveled by targeting destinations and corridors with the highest number of potential riders.

- **M-3.5 Light Rail.** We support extension of the Metro Rail Gold Line to Ontario, and will work to secure station locations at the proposed multimodal transit center.

- **M-3.6 Metrolink Expansion.** We advocate expansion of Metrolink service to include the Downtown and the multimodal transit center.

- **M-3.7 High Speed Rail.** We encourage the development of high-speed rail systems that would enhance regional mobility in Southern California and serve the City of Ontario.

- **M-3.8 Feeder Systems.** We work with regional transit agencies to secure convenient feeder service from the Metrolink station and the proposed multimodal transit center to employment centers in Ontario.

- **M-3.9 Ontario Airport Metro Center Circulator.** We will explore development of a convenient mobility system, including but not limited to shuttle service, people mover, and shared car system, for the Ontario Airport Metro Center.

- **M-3.10 Multimodal Transportation Center.** We intend to ensure the development of a multimodal transportation center near ONT airport to serve as a transit hub with amenities for transit riders, pedestrians, and bicyclists transitioning to local buses, BRT, the Gold Line, high-speed rail, the proposed Ontario Airport Metro Center Circulator, and other future transit modes. We support locations for the multimodal transportation center that are north of ONT airport, between Vineyard Avenue and Interstate 15.

- **M-3.11 Transit and Community Facilities.** We require the future development of community-wide serving facilities to be sited in transit-ready areas that can be served and made accessible by public transit. Conversely, we plan (and coordinate with other transit agencies to plan) future transit routes to serve existing community facilities.

The City of Ontario prepared the 2022 CCAP to update the community's strategic path to reducing GHG emissions beyond 2020, consistent with State requirements and TOP 2050. Specifically, this CCAP does the following:

- Identifies and updates sources of GHG emissions within the City of Ontario's municipal boundaries for the calendar year of 2019 and estimates how these emissions may change over time.
- Identifies GHG reduction targets.
- Provides strategies in various sectors to meet or exceed the state targets of reducing emissions 40 percent below 1990 levels by 2030 and 80 percent below 1990 levels by 2050, consistent with the direction of the State of California via Assembly Bill (AB) 32, Governor's Executive Order S-03-05, and California Public Resources Code Section 21083.3.
- Provides substantial evidence that the emission reductions estimated in the CCAP are feasible, with supporting technical detail.
- Provides an implementation program and discusses the various outcomes of reduction efforts and how these reduction efforts can be implemented.
- Serves as the programmatic tiering document for review of the climate change impacts of projects under CEQA.

6. Consistency with the Regional Goals in the RTP/SCS

SCAG's Connect SoCal was adopted in September 2020. The RTP/SCS identifies that land use strategies that focus on new housing and job growth in areas served by high quality transit and other opportunity areas would be consistent with a land use development pattern that supports and complements the proposed transportation network. The overarching strategy in Connect SoCal RTP/SCS is to provide for a plan that allows the southern California region to grow in more compact communities in existing urban areas; provide neighborhoods with efficient and plentiful public transit and abundant and safe opportunities to walk, bike, and pursue other forms of active transportation; and preserve more of the region's remaining natural lands.

SCAG's Connect SoCal identifies several types of Priority Growth Areas in Ontario, including High-Quality Transit Areas, Transit Priority Areas, Neighborhood Mobility Areas, and Livable Corridors. TOP 2050 would promote growth consistent with these Priority Growth Areas, as proposed land use changes under TOP 2050 are intended to encourage walking and biking, put residents in proximity to resources, and align future growth in Ontario with planned infrastructure improvements and regional transportation goals. In addition, TOP 2050 includes several policies that promote strategic growth in support of sustainability goals.

- **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-1.2 Sustainable Community Strategy.** We integrate state, regional, and local Sustainable Community/Smart Growth principles into the development and entitlement process.

- **LU-1.3 Adequate Capacity.** We require adequate infrastructure and services for all development.

- **LU-1.5 Jobs-Housing Balance.** We coordinate land use, infrastructure, and transportation planning and analysis with the regional, county, and other local agencies to further regional and subregional goals for jobs-housing balance.

- **LU-4.3 Infrastructure Timing.** We require that the necessary infrastructure and services be in place prior to or concurrently with development.

- **H-2.1 Corridor Housing.** We revitalize transportation corridors by encouraging the production of higher density residential and mixed-uses that are architecturally, functionally, and aesthetically suited to corridors.

The goals and policies of TOP 2050 is consistent with the overall objectives of SCAG's RTP/SCS, which include maximizing mobility; ensuring safe, sustainable and reliable travel; encouraging active transportation; encouraging energy efficiency; and encouraging land use growth that facilitate transit and non-motorized transportation.

7. Consistency with the Ontario International Airport (ONT) and Chino Airport ALUC

Airport Land Use Commission (ALUC) review is required for adoptions of, or amendments to a General Plan or Specific Plan; zoning ordinance; Master Plan for public use airports; and heliports within the airport influence area (Public Utilities Code Sections 21676(b), 21676(c), 21664.5, and 21661.5).

The Land Use Element of TOP 2050 states that all new developments surrounding ONT should be consistent with the adopted Airport Land Use Compatibility Plan (ALUCP) and should meet standards and recommendations of Part 77 of the FAA, adopted through Ordinance 2758 in the Ontario Municipal Code. A consistency determination analysis for the ONT was prepared by the City, submitted to the ONT-IAC Technical Advisory Committee, and found that TOP 2050 is consistent with ALUCP for ONT.

Buildout of TOP would involve development within the Chino Airport influence area. Land uses within the Chino Airport Overlay include Medium Density Residential, Mixed Use, Business Park, Industrial, and Open Space – Recreation. Projects accommodating TOP 2050 in this area would be required to meet the conditions of the Chino Airport Authority and the 2011 Caltrans Airport Land Use Planning Handbook, including those determining appropriate land uses, maximum population density, maximum site coverage, height restrictions, and required notification/disclosure areas based on the noise contours and runway protection, approach, and Part 77 zones of the FAA. Additionally, implementation of TOP 2050 would result in a beneficial impact for land use compatibility near Chino Airport as a result of the change from residential and business park to warehouse/industrial land uses.

The Airport Planning section of the TOP 2050 Land Use Element includes policies that would ensure airport planning compatibility and consistency. These policies include:

- **LU-5.1 Coordination with Airport Authorities.** We collaborate with FAA, Caltrans Division of Aeronautics, airport owners, neighboring jurisdictions, and other shareholders in the preparation, update, and maintenance of airport-related plans.

- **LU-5.2 Airport Planning Consistency.** We coordinate with airport authorities to ensure The Ontario Plan is consistent with state law, federal regulations, and/or adopted master plans, and airport land use compatibility plans for ONT and Chino Airport.

- **LU-5.3 Airport Impacts.** We work with agencies to maximize resources to mitigate the impacts and hazards related to airport operations – their homes.

- **LU-5.4 ONT Growth Forecast.** We support and promote an ONT that accommodates 30 million annual passengers and 1.6 million tons of cargo per year, as long as the impacts associated with that level of operations are planned for and mitigated.

- **LU-5.5 Airport Compatibility Planning for ONT.** We create and maintain the Airport Land Use Compatibility Plan for ONT.

- **LU-5.6 Alternative Process.** We fulfill our responsibilities and comply with state law with regard to the Alternative Process for proper airport land use compatibility planning.

- **LU-5.7 ALUCP Consistency with Land Use Regulations.** We comply with state law that requires 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.

- **LU-5.8 Chino Airport.** We will support the creation and implementation of the Airport Land Use Compatibility Plan for Chino Airport.

- **M-5.2 Land Use Compatibility with Regional Transportation Facilities.** We work with ONT, railroads, Caltrans, SBCTA, and other transportation agencies to minimize impacts.

Therefore, TOP 2050 ensures compatibility with ONT and Chino Airport.

8. Improves the City's Jobs-housing balance.

The Proposed Project would also improve the City's jobs-housing balance. TOP 2050 projections would represent a more balanced jobs-housing balance (2.3 jobs-housing ratio) than the Approved Project (3.0 jobs-housing ratio). The City's jobs-housing ratio would also be more closely aligned to SCAG projections under TOP 2050 than under the Approved Project.

9. Other Considerations.

There are unavoidable, significant impacts in the following categories: Air Quality, Cultural Resources, Noise, and Transportation.

- If the City does not update TOP 2050, there would still be significant impacts relating to air quality and construction noise. Even without any growth in the City, which is not a realistic scenario, the significant impacts relating to air quality emissions will occur simply due to regional growth.

- Impacts relating to construction noise and vibration are temporary in nature.

C. Conclusion

The City Council hereby declares that, pursuant to the State CEQA Guidelines section 15093, the City Council has balanced the benefits of the Proposed Project against any unavoidable environmental impacts in determining whether to approve the Proposed Project. Pursuant to the State CEQA Guidelines, if the benefits of the Proposed Project outweigh the Proposed Project's unavoidable adverse environmental impacts, those impacts may be considered "acceptable."

Having reduced the adverse significant environmental effect of the Proposed Project to the extent feasible by adopting the Mitigation Measures contained in the SEIR, the Mitigation Monitoring and Reporting Program (MMRP), and this Resolution, having considered the entire administrative record on the Proposed Project, and having weighed the benefits of the Proposed Project against its unavoidable adverse impact after mitigation, the City Council has determined that each of the following social, economic and environmental benefits of the Proposed Project separately and individually outweigh the Proposed Project's potential unavoidable adverse impacts and render those potential adverse environmental impacts acceptable based upon the following overriding considerations: The Proposed Project will:

A. Provide a technical update to the current TOP that updates the goals and policies to enhance public safety and livability, align with updated economic forecasts, and comply with new state laws while maintaining the foundation, vision, and objectives of the current TOP.

B. Provide a streamlined, user-friendly, web-based TOP that is easily accessible to the public.

C. Designate the distribution, location, balance, and extent of land uses, including residential, retail, employment, open space, and public uses.

D. Link Ontario's community design goals to a broader context that includes economic development, land use, housing, community health, infrastructure, and transportation.

E. Improve the balance between jobs and housing in the San Bernardino County subregion to reduce vehicle miles traveled and associated air quality impacts, consistent with regional policies on jobs-housing balance.

F. Provide employment and housing opportunities for the San Bernardino County subregion, consistent with the goals of the Southern California Association of Governments' Sustainable Communities Program.

G. Provide for high-intensity mixed-use urban centers along the I-10 corridor and in the Ontario Ranch that reduce vehicle trips and incorporate smart growth principles.

H. Foster the development of pedestrian and transit-oriented environments that create lively, appealing, and safe pedestrian areas, active during both daytime and evening hours.

I. Maintain Ontario's distinct neighborhoods and districts to foster a positive sense of identity and belonging among residents and businesses.

J. Establish a framework for using and managing the city's natural resources sustainably.

K. Provide for the security and safe transportation of goods and hazardous materials and maintain disaster preparedness and response and recovery systems to reduce loss of life, injury, private property damage, infrastructure damage, economic losses, and social dislocation.

L. Enhance the capacity for the people, businesses, and public agencies that are in or serve Ontario to be resilient in cases of severe and/or prolonged weather conditions, natural disasters, and emergencies.

M. Prioritize the improvement of areas most impacted by environmental justice issues, and enable Ontario residents to enjoy equal access to public facilities, civic engagement opportunities, nutritious foods, and safe and healthy environments.

N. Correlate the mobility system with the future land use patterns and buildout levels of Ontario and with other transportation planning efforts by local, state, and federal authorities.

O. Address a range of mobility options in Ontario, including vehicular, trucking, freight and passenger rail, air, pedestrian, bicycle, and transit.

The City Council hereby declares that the foregoing benefits provided to the public through the approval and implementation of the Proposed Project outweigh the identified significant adverse environmental impact of the Proposed Project that cannot be mitigated. The City Council finds that each of the Proposed Project benefits separately and individually outweighs all of the unavoidable adverse environmental effects identified in the SEIR and therefore finds those impacts to be acceptable.

VIII. MITIGATION MONITORING AND REPORTING PROGRAM

Pursuant to Public Resources Code section 21081.6, the City Council hereby adopts the Mitigation Monitoring and Reporting Program ("MMRP") attached as Exhibit "C." Implementation of the mitigation measures contained in the MMRP is hereby made a condition of approval of the Project. In the event of any inconsistencies between the mitigation measures set for herein and the MMRP, the MMRP shall control.

IX. CERTIFICATION

The City Council finds that it has been presented with the SEIR, which it has reviewed and considered, and further finds that the SEIR is an accurate and objective statement that has been completed in full compliance with CEQA, the State CEQA Guidelines and the City's Local CEQA Guidelines and that the SEIR reflects the independent judgment and analysis of the City Council.

The City Council declares that no evidence of new significant impacts as defined by State CEQA Guidelines section 15088.5 has been received by the City Council after circulation of the Draft SEIR which would require recirculation.

Therefore, the City Council hereby certifies the SEIR based on the entirety of the record of proceedings.

July 2022| Mitigation Monitoring and Reporting Program
State Clearinghouse No. 2021070364

The Ontario Plan 2050

for City of Ontario

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PLACEWORKS

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1. Introduction

1.1 PURPOSE OF MITIGATION MONITORING AND REPORTING PROGRAM

This Mitigation Monitoring and Reporting Program (MMRP) has been developed to provide a vehicle by which to monitor mitigation measures and conditions of approval outlined in the Draft Supplemental Environmental Impact Report (Draft SEIR), State Clearinghouse No. 2021070364 for The Ontario Plan 2050 (TOP 2050 or Proposed Project). The MMRP has been prepared in conformance with Section 21081.6 of the Public Resources Code and City of Ontario Monitoring Requirements. Section 21081.6 states:

> (a) When making findings required by paragraph (1) of subdivision (a) of Section 21081 or when adopting a mitigated negative declaration pursuant to paragraph (2) of subdivision (c) of Section 21080, the following requirements shall apply:
>
> (1) The public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation. For those changes which have been required or incorporated into the project at the request of a responsible agency or a public agency having jurisdiction by law over natural resources affected by the project, that agency shall, if so requested by the lead or responsible agency, prepare and submit a proposed reporting or monitoring program.
>
> (2) The lead agency shall specify the location and custodian of the documents or other material which constitute the record of proceedings upon which its decision is based.

1.2 PROJECT LOCATION

The City of Ontario is in the southwestern portion of San Bernardino County and is surrounded by the cities of Chino and Montclair and unincorporated San Bernardino County to the west; the cities of Upland and Rancho Cucamonga to the north; the City of Fontana and unincorporated San Bernardino County to the east; and the cities of Eastvale and Jurupa Valley to the south. The City is in the central part of the Upper Santa Ana River Valley, bounded by the San Gabriel Mountains to the north; the Chino Hills, Puente Hills, and San Jose Hills to the west; the Santa Ana River to the south; and Lytle Creek Wash on the east.

The City comprises approximately 50 square miles (32,022 acres), including the 8,200-acre Ontario Ranch in the southern part of the City—formerly known as the New Model Colony and formerly the City's sphere of influence. The northern, more urbanized part of the City is known as the Original Model Colony in reference to the City's founding as a model colony for cities in terms of layout and infrastructure. Generally, the City is bounded by Benson Avenue and Euclid Avenue on the west; Interstate 10 (I-10), 8th Street, and 4th Street on

the north; Etiwanda Avenue and Hammer Avenue on the east; and Merrill Avenue and the San Bernardino County/Riverside County boundary on the south. Regional circulation to and through the City is provided by I-10 and State Route (SR) 60, east to west, and by I-15 and SR-83 (Euclid Avenue), north to south. The City is also home to the Ontario International Airport and proximate to Chino Airport.

1.3 PROJECT DESCRIPTION

The Proposed Project, The Ontario Plan (TOP) 2050, is an update to The Ontario Plan (TOP or Approved Project) to guide the City's development and conservation for the next 30 years through 2050. The Proposed Project is a focused effort, with particular emphasis on technical refinements to the Policy Plan to comply with state housing mandates; conform with new state laws related to community health, environmental justice, climate adaptation, resiliency, and mobility; bring long-term growth and fiscal projections into alignment with current economic conditions; and advance the Tracking and Feedback system and Implementation Plan.

TOP is the City's policy and implementation framework that guides the long-term growth and improvement of the Ontario community through six interrelated components of city governance:

A **Vision** that provides a sense of purpose and mission for city governance and sets the tone for the other components of TOP. The Vision's central theme is a sustained, community-wide prosperity that continuously adds value and yields benefits.

A **Governance Manual** that establishes a set of goals and policies to promote consistent City leadership based on the principles of regional leadership, transparency, long-term value, accountability, and inclusivity.

A **Policy Plan** that serves as the City's legally required general plan and that states long-term goals, principles, and policies to achieve Ontario's Vision through nine elements: land use, housing, mobility, safety, environmental resources, parks and recreation, community economics, community design, and social resources.

A list of **City Council Priorities** that shape the City's ongoing annual budgeting process, with a focus on a variety of short- and long-term goals and objectives.

An **Implementation Plan** that identifies the actions needed to carry out TOP's policies. This includes initiatives by the City such as establishing consistent land use zoning and creating objective development and design standards, as well as decisions on public and private development projects and City activity programs.

A **Tracking and Feedback** system that charts the City's progress toward achieving the Policy Plan goals, providing data and analysis that enables decision makers to make strategic course corrections in response to changing circumstances and monitor ongoing operational effectiveness.

TOP 2050 is an update to TOP to guide the City's development and conservation for the next 30 years through 2050. The Proposed Project is a focused effort, with particular emphasis on technical refinements to the Policy Plan to comply with state housing mandates; conform with new state laws related to community health, environmental justice, climate adaption, resiliency, and mobility; bring long-term growth and fiscal projections into alignment with current economic conditions; and advance the Tracking and Feedback system and Implementation Plan. TOP 2050 fulfills the mandatory Regional Housing Needs Assessment (RHNA)

obligation. TOP 2050 brings long-term growth and fiscal projections into alignment with current economic conditions as well as property owner and stakeholder requests, all in support of the vision for Ontario.

Table 1, *Comparison of Approved TOP to TOP 2050*, provides a statistical summary of the buildout potential of TOP 2050 compared to existing conditions and to the buildout potential under the currently approved TOP. As shown in this table, TOP 2050 would increase population, dwelling units, and nonresidential buildings but would result in a small decrease in employment. The decrease in employment at buildout is largely because of automation in the industrial sector, with large warehousing and logistics buildings expected to create fewer new jobs through 2050 than a similarly sized industrial building was expected to create when the current TOP was adopted in 2010.

Table 1 Comparison of Approved TOP to TOP 2050

Scenario	Units	Population	Nonresidential Square Feet	Employment
Existing 2021 Conditions[1]	52,466	179,597	156,065,382	131,999
Approved TOP	104,163	357,957	260,399,271	313,067
Proposed TOP	129,562	410,492	261,491,779	296,002
Net Difference (Proposed TOP -Approved TOP)	**25,399**	**52,535**	**1,092,508**	**-17,065**

Note:
[1] See Chapter 4, *Environmental Setting*, for a summary of existing conditions.

1.4 ENVIRONMENTAL IMPACTS

1.4.1 Impacts Considered No Impact or Less Than Significant

The EIR identified various thresholds from the CEQA Guidelines among a number of environmental categories that would not be significantly impacts by the proposed project in Chapter 5, *Environmental Analysis*, and Chapter 8, *Impacts Found Not to Be Significant*, and therefore, did not require mitigation. Impacts to the following environmental resources were found to be less than significant or no impact:

- Aesthetics
- Agriculture and Forestry Resources
- Biological Resources
- Energy
- Greenhouse Gas Emissions
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Population and Housing
- Public Services
- Recreation
- Utilities and Service Systems
- Wildlife

1.4.2 Potentially Significant Adverse Impacts That Can Be Mitigated, Avoided, or Substantially Lessened

The EIR concluded that the proposed project could result in one or more potentially significant impacts in the following topic areas:

- Cultural Resources (Archeological Resources)
- Geology and Soils (Paleontological Resources)
- Tribal Cultural Resources

However, the EIR also found that these impacts would be reduced, avoided, or substantially lessened through the implementation of mitigation measures, which are listed in Table 2, *Mitigation Monitoring Requirements*.

1.4.3 Unavoidable Significant Adverse Impacts

The following impact would remain significant and unavoidable after implementation of required mitigation, as identified in the EIR:

- Air Quality (AQMP Consistency, Regional Construction Emissions, Regional Operation Emissions, and Cumulative Health Risk)
- Cultural Resources (Historic Resources)
- Noise (Construction Noise, Construction Vibration, and Airport Land Use Compatibility)
- Transportation (Vehicle Miles Traveled)

2. Mitigation Monitoring Requirements

2.1 CATEGORIZED MITIGATION MEASURES/MATRIX

Project-specific mitigation measures (MM) have been categorized in matrix format, as shown in Table 2, *Mitigation Monitoring Requirements*. The matrix identifies the environmental factor, specific mitigation measures, schedule, and responsible monitor. The mitigation matrix will serve as the basis for scheduling the implementation of, and compliance with, all mitigation measures.

2. Mitigation Monitoring Requirements

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Table 2 Mitigation Monitoring Requirements

Mitigation Measure		Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
AESTHETICS					
No Mitigation Measures are applicable.					
AGRICULTURAL AND FORESTRY RESOURCES					
No Mitigation Measures are applicable.					
AIR QUALITY					
MM 3-1	Prior to discretionary approval by the City of Ontario for development projects subject to CEQA (California Environmental Quality Act) review (i.e., nonexempt projects), project applicants shall prepare and submit a technical assessment evaluating potential project construction-related air quality impacts to the City of Ontario Planning Department for review and approval. The evaluation shall be prepared in conformance with South Coast Air Quality Management District (South Coast AQMD) methodology for assessing air quality impacts. If construction-related criteria air pollutants are determined to have the potential to exceed the South Coast AQMD–adopted thresholds of significance, the City of Ontario Building Department shall require feasible mitigation measures to reduce air quality emissions. Potential measures shall be incorporated as conditions of approval for a project and may include: • Require fugitive dust control measures that exceed South Coast Air Quality Management District's Rule 403, such as: – Requiring use of nontoxic soil stabilizers to reduce wind erosion. – Applying water every four hours to active soil disturbing activities. – Tarping and/or maintaining a minimum of 24 inches of freeboard on trucks hauling dirt, sand, soil, or other loose materials. • Using construction equipment rated by the United States Environmental Protection Agency as having Tier 4 interim or higher exhaust emission limits. • Ensuring construction equipment is properly serviced and maintained to the manufacturer's standards.	City of Ontario Planning Department in coordination with Landowner/Project Applicant	Prior to individual project approvals and during construction activities	City of Ontario Planning/Building Department	

2. Mitigation Monitoring Requirements

Table 2 Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	• Limiting nonessential idling of construction equipment to no more than five consecutive minutes. • Using Super-Compliant VOC paints for coating of architectural surfaces whenever possible. A list of Super-Compliant architectural coating manufactures can be found on the South Coast Air Quality Management District's website at: http://www.aqmd.gov/prdas/brochures/Super-Compliant_AIM.pdf. These identified measures shall be incorporated into all appropriate construction documents (e.g., construction management plans) submitted to the City and shall be verified by the City's Planning Department.				
MM 3-2	The City of Ontario shall evaluate new development proposals within the City and require all developments to include access or linkages to alternative modes of transportation, such as transit stops, bike paths, and/or pedestrian paths (e.g. sidewalks).	City of Ontario Planning/Engineering Departments in coordination with the Landowner/Project Applicant	Prior to individual project approvals	City of Ontario Planning Department	
AQ-1	Prior to discretionary approval by the City of Ontario for development projects subject to CEQA (California Environmental Quality Act) review (i.e., nonexempt projects), project applicants shall prepare and submit a technical assessment evaluating potential project operation-phase-related air quality impacts to the City of Ontario Planning Department for review and approval. The evaluation shall be prepared in conformance with South Coast Air Quality Management District (South Coast AQMD) methodology in assessing air quality impacts. If operation-related air pollutants are determined to have the potential to exceed the South Coast AQMD–adopted thresholds of significance, the City of Ontario Planning Department shall require that applicants for new development projects incorporate mitigation measures to reduce air pollutant emissions during operational activities. The identified measures shall be included as part of the conditions of approval. Possible	City of Ontario Planning Department in coordination with the Landowner/Project Applicant	Prior to individual project approvals	City of Ontario Planning Department	

Table 2 Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	mitigation measures to reduce long-term emissions could include, but are not limited to the following: • For site-specific development that requires refrigerated vehicles, the construction documents shall demonstrate an adequate number of electrical service connections at loading docks for plug-in of the anticipated number of refrigerated trailers to reduce idling time and emissions. • Applicants for manufacturing and light industrial uses shall consider energy storage and combined heat and power in appropriate applications to optimize renewable energy generation systems and avoid peak energy use. • Site-specific developments with truck delivery and loading areas and truck parking spaces shall include signage as a reminder to limit idling of vehicles while parked for loading/unloading in accordance with California Air Resources Board Rule 2845 (13 CCR Chapter 10 sec. 2485). • Provide changing/shower facilities as specified in Section A5.106.4.3 of CALGreen (Nonresidential Voluntary Measures). • Provide bicycle parking facilities per Section A4.106.9 of CALGreen (Residential Voluntary Measures). • Provide preferential parking spaces for low-emitting, fuel-efficient, and carpool/van vehicles per Section A5.106.5.1 of CALGreen (Nonresidential Voluntary Measures). • Provide facilities to support electric charging stations per Section A5.106.5.3 and Section A5.106.8.2 of CALGreen (Nonresidential Voluntary Measures; Residential Voluntary Measures). • Applicant-provided appliances shall be Energy Star–certified appliances or appliances of equivalent energy efficiency (e.g., dishwashers, refrigerators, clothes washers, and dryers). Installation of Energy Star–certified or equivalent appliances shall be verified by the City during plan check.				
BIOLOGICAL RESOURCES					
No Mitigation Measures are applicable.					

2. Mitigation Monitoring Requirements

Table 2 Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
CULTURAL AND PALEONTOLOGICAL RESOURCES					
MM 5-1	Historic or potentially historic resources in the City shall be evaluated for historic significance through the City's tier system prior to the issuance of plan or development approval. Pursuant to City's Development Code (Chapter 4, Permit, Actions, and Decisions, and Chapter 7, Historic Preservation), mitigation measures for all Tier III Historic Resources shall include the following: a) Each historic resource shall be fully documented and cataloged pursuant to Historic American Building Survey/Historic American Engineering Record (HABS/HAER) standards, to provide a record of the resource, including, but not limited to: [i] the preparation of site plans, floor plans, exterior and interior elevations, and detail drawings of character defining features (such as moldings, stairs, etc.); and [ii] photographs of the resource, including the exterior, interior, and interior and exterior character defining features (such as moldings, light fixtures, trim patterns, etc.). b) A mitigation fee established pursuant to Section 7.01.030 (Historic Preservation Mitigation Fee) shall be paid to the City prior to the issuance of a demolition permit for Tier III historic resources. Fees for Tier I and II historic resources shall be determined during the Environmental Impact Report process. The fees established for Tier III will be used as a reference point for establishing fees for Tier I and II historic resources. c) A Certificate of Appropriateness shall not be issued for the demolition of an historic resource, either in whole or in part, until such time that a demolition permit application and a replacement structure has been approved by the City, and appropriate permits have been issued for its construction, unless: [i] a waiver is granted pursuant to Subsection H (Replacement Structure Waiver for Historic Resources Located within Industrial Zoning Districts) of Section 4.02.050; [ii] a deferral of the replacement structure requirement is granted pursuant to Subsection G (Replacement Structure Deferral) of Section 4.02.050; or [iii] demolition is required	City of Ontario Planning Department	Prior to individual project approvals	City of Ontario Planning Department	

Table 2 Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	pursuant to Section 7.01.050 (Unsafe or Dangerous Conditions) of this Development Code. d) In an effort to preserve features and artifacts from historic resources, a determination whether items within or on the resource should be salvaged must be made by the Planning Department and may include the local historical society prior to the issuance of the demolition permit. The applicant shall be responsible for the removal, relocation, storage, and donation of such items selected for salvaging. The applicant shall provide an inventory of salvaged items to the Planning Department, and shall include a list of each item name, description, and dimension (as necessary), and the location of each item on a floor plan.				
MM 5-2	In areas of documented or inferred from evident archaeological and/or paleontological resource presence, City staff shall require applicants for development permits to provide studies to document the presence/absence of such resources. On properties where resources are identified, such studies shall provide a detailed mitigation plan, including a monitoring program and recovery and/or in situ preservation plan, based on the recommendations of a qualified cultural preservation expert. The mitigation plan shall include the following requirements: a) Archaeologists and/or paleontologist shall be retained for the project and will be on call during grading and other significant ground-disturbing activities. b) Should any cultural resources be discovered, no further grading shall occur in the area of the discovery until the Planning Director or designee is satisfied that adequate provisions are in place to protect these resources. c) Unanticipated discoveries shall be evaluated for significance by a San Bernardino County Certified Professional Archaeologist/Paleontologist. If significance criteria are met, then the project shall be required to perform data recovery, professional identification, radiocarbon dates, and other special studies; submit materials to a museum for permanent curation;	City of Ontario Planning Department in coordination with Landowner/Project Applicant	Prior to individual project approvals and during ground disturbing activities	City of Ontario Planning Department	

2. Mitigation Monitoring Requirements

Table 2 Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	and provide a comprehensive final report including catalog with museum numbers.				
ENERGY					
No Mitigation Measures are applicable.					
GEOLOGY AND SOILS					
See MM 5-2					
GREENHOUSE GAS EMISSIONS					
No Mitigation Measures are applicable.					
HAZARDS AND HAZARDOUS MATERIALS					
No Mitigation Measures are applicable.					
HYDROLOGY AND WATER QUALITY					
No Mitigation Measures are applicable.					
LAND USE AND PLANNING					
No Mitigation Measures are applicable.					
MINERAL RESOURCES					
No Mitigation Measures are applicable.					
NOISE					
MM 12-1	Prior to the issuance of building permits for any project that involves a noise-sensitive use within the 65 dBA CNEL contour of the Ontario International Airport, the project property owner/developers shall retain an acoustical engineer to conduct an acoustic analysis and identify, where appropriate, site design and/or required building acoustical improvements (e.g., sound transmission class rated windows, doors, and attic baffling), to ensure compliance with the City's Noise Compatibility Criteria and the California State Building Code and California Noise Insulation Standards (Titles 24 and 21 of the California Code of Regulations).	City of Ontario Planning/Building Department in coordination with Landowner/Project Applicant	Prior to individual project approvals	City of Ontario Planning/Building Department	

Table 2 Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
MM 12-2	Prior to issuance of a building permit, individual projects that involve vibration-intensive construction activities, such as pile drivers, jack hammers, and vibratory rollers occurring near sensitive receptors shall be evaluated for potential vibration impacts. For construction within 135 feet of fragile structures, such as historical resources, within 100 feet of nonengineered timber and masonry buildings (e.g., most residential buildings), or within 75 feet of engineered concrete and masonry (no plaster); or a vibratory roller within 25 feet of any structure, the project applicant shall prepare a noise and vibration analysis to assess and mitigate potential noise and vibration impacts related to these activities. This noise and vibration analysis shall be conducted by a qualified and experienced acoustical consultant or engineer. The vibration levels shall not exceed Federal Transit Administration (FTA) architectural damage thresholds (e.g., 0.12 inches per second [in/sec] peak particle velocity [PPV] for fragile or historical resources, 0.2 in/sec PPV for nonengineered timber and masonry buildings, and 0.3 in/sec PPV for engineered concrete and masonry). If vibration levels would exceed this threshold, alternative uses shall be used, such as drilling piles as opposed to pile driving and static rollers as opposed to vibratory rollers. If necessary, construction vibration monitoring shall be conducted to ensure vibration thresholds are not exceeded.	City of Ontario Planning/Building Department in coordination with Landowner/Project Applicant's construction contractor	Prior to and during construction	City of Ontario Building Department	
MM 12-4	Construction activities associated with new development that occurs near sensitive receptors shall be evaluated for potential noise impacts. Construction contractors shall implement the following measures for construction activities in the City of Ontario. Construction plans submitted to the City shall identify these measures on demolition, grading, and construction plans. The City of Ontario Planning and Building Departments shall verify that grading, demolition, and/or construction plans submitted include these notations prior to issuance of demolition, grading, and/or building permits. • Construction activity is limited to the hours between 7:00 am and 6:00 pm Monday through Friday and 9:00 am to 6:00 pm	City of Ontario Planning/Building Department in coordination with Landowner/Project Applicant's construction contractor	During construction	City of Ontario Building Department	

2. Mitigation Monitoring Requirements

Table 2 Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	Saturdays and Sundays, as prescribed in Municipal Code Section 5-29.09. • During the entire active construction period, equipment and trucks used for project construction shall use the best-available noise control techniques wherever feasible (e.g., improved mufflers, equipment re-design, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds). • Impact tools (e.g., jack hammers and hoe rams) shall be hydraulically or electrically powered wherever possible. Where the use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used along with external noise jackets on the tools. • Stationary equipment such as generators and air compressors shall be located as far as feasible from nearby noise-sensitive uses. • Stockpiling shall be located as far as feasible from nearby noise-sensitive receptors. • Construction traffic shall be limited, to the extent feasible, to approved haul routes established by the City's Engineering Department. • At least 10 days prior to the start of construction activities, a sign shall be posted at the entrance(s) to the job site, clearly visible to the public, that includes permitted construction days and hours as well as the telephone numbers of the City's and contractor's authorized representatives that are assigned to respond in the event of a noise or vibration complaint. If the authorized contractor's representative receives a complaint, he/she shall investigate, take appropriate corrective action, and report the action to the City. • Signs shall be posted at the job site entrance(s), within the on-site construction zones, and along queueing lanes (if any) to reinforce the prohibition of unnecessary engine idling. All other equipment shall be turned off if not in use for more than 5 minutes.				

Table 2 Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	• During the entire active construction period and to the extent feasible, the use of noise-producing signals, including horns, whistles, alarms, and bells, shall be for safety warning purposes only. The construction manager shall use smart back-up alarms, which automatically adjust the alarm level based on the background noise level or switch off back-up alarms and replace with human spotters in compliance with all safety requirements and laws. • Erect temporary noise barriers (at least as high as the exhaust of equipment and breaking line-of-sight between noise sources and sensitive receptors), as necessary and feasible, to maintain construction noise levels at or below the performance standard of 80 dBA L_{eq}. Barriers shall be constructed with a solid material that has a density of at least 1.5 pounds per square foot with no gaps from the ground to the top of the barrier and may be lined on the construction side with an acoustical blanket, curtain, or equivalent absorptive material.				
POPULATION AND HOUSING					
No Mitigation Measures are applicable.					
PUBLIC SERVICES					
No Mitigation Measures are applicable.					
RECREATION					
No Mitigation Measures are applicable.					
TRANSPORTATION					
T-1	Prior to approval of discretionary projects subject to VMT reduction analysis, applicants shall demonstrate compliance with the City's VMT Guidelines for CEQA assessment of VMT impacts. For projects with VMT per Service Population exceeding the County's significance threshold, a mitigation plan shall be developed and implemented. Mitigation should consist of Transportation Demand Management (TDM) measures analyzed under a VMT-reduction methodology consistent with the California Air Pollution Control Officers Association's (CAPCOA) *Final Handbook for Analyzing*	City of Ontario Planning/Engineering Departments in coordination with Landowner/Project Applicant	Prior to individual project approvals	City of Ontario Planning Department	

2. Mitigation Monitoring Requirements

Table 2 Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity (2021) and approved by the City of Ontario (if applicable). Examples of measures include but are not limited to: • Pedestrian Network Improvements: constructing new sidewalks and/or improving damaged or substandard sidewalks that connect to a larger pedestrian network. • Construct or Improve Bike Facilities: constructing new or enhancing a single existing Class I, II or IV bike facility that connects to a larger bike network. • Construct or Improve Bike Boulevards: implementing a Class III bike boulevard on a local or collector street that is one travel lane in each direction, has a design speed of 25 mph or less and a design volume of 5,000 ADT or less. • Expand Bikeway Networks: constructing a network of interconnected new Class I, II, or IV bike facilities. • Provide End of Trip Bicycle Facilities: constructing facilities that support cyclists such as bike parking, lockers, and showers. • Implement Transit-Supportive Roadway Treatments: funding infrastructure improvements such as traffic signal modifications and roadway signing and striping that are dedicated to improving transit travel times and reliability. • Transit Passes: proving discounted or free transit fare to a specific geographic area, population group, or to the general public. • Vanpool Program: providing groups of 5 to 15 people with direct shuttle service between their workplace and residence. • Carshare Program (conventional or EV): providing access to a shared fleet of on-demand vehicles for short-term use/rental. Best practice is to discount carshare membership and provide priority parking for carshare vehicles to encourage use of the service. • Bikeshare Program (conventional or EV): providing access to a shared fleet of on-demand bicycles for short-term use/rental.				

Table 2 Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	Best practice is to discount bikeshare membership and dedicate bikeshare parking to encourage use of the service. • Rideshare Program: providing access to and encouraging the use of a ridesharing platform or service. This could be an app, website, or other service that provides ride-matching coordination services. • Community-Based Travel Planning (CBTP): CBTP is a residential based approach to outreach, performed by trained advisors, that provides households within a targeted geographic area with customized information, incentives, and support to encourage the use of transportation alternatives in place of single occupancy vehicles. • Commute Trip Reduction (CTR) Program: CTR programs can be mandatory or voluntary, and involve providing information, coordination, services, infrastructure, and/or incentives for alternative modes such as ridesharing, vanpool, transit passes, and cycling.				
TRIBAL CULTURAL RESOURCES					
MM 5-3	Upon receipt of an application for a proposed project subject to CEQA and within the City's jurisdiction, the City's representative shall consult with the relevant tribe(s)' representative(s) to determine if the proposed project is within a culturally sensitive area to the tribe. If sufficient evidence is provided to reasonably ascertain that the site is within a [tribal] culturally sensitive area, an archaeologist shall prepare then a cultural resources assessment. The findings of the cultural resources assessment shall be incorporated into the CEQA documentation. A copy of the report shall be forwarded to the tribe(s). If mitigation is recommended in the CEQA document, the procedure described in Mitigation Measure 5-4 shall be followed.	City of Ontario Planning Department	Prior to individual project approvals	City of Ontario Planning Department	
MM 5-4	Prior to the issuance of grading permits for a proposed project for which the CEQA document defines cultural resource mitigation for potential tribal resources, the project applicant shall contact the designated tribe(s) to notify them of the grading, excavation, and	City of Ontario Planning Department in coordination with	Prior to issuance of grading permit(s)	City of Ontario Planning Department	

2. Mitigation Monitoring Requirements

Table 2 Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	monitoring program. The applicant shall coordinate with the City of Ontario and the tribal representative(s) to develop mitigation measures that address the designation, responsibilities, and participation of tribal monitors during grading, excavation, and ground-disturbing activities; scheduling; terms of compensation; and treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site. The City of Ontario shall be the final arbiter of the conditions for projects within the City's jurisdiction.	Landowner/Project Applicant			
TRC-1	Tribal Cultural Resources Monitoring. The project archaeologist, in consultation with interested tribes, the developer, and the City of Ontario, shall develop an archaeological monitoring plan (AMP) to address the details, timing, and responsibility of archaeological and cultural activities that will occur on the project site. Details in the AMP shall include: 1. Project-related ground disturbance (including, but not limited to, brush clearing, grading, trenching, etc.) and development scheduling; 2. The development of a rotating or simultaneous schedule in coordination with the developer and the project archeologist for designated Native American Tribal Monitors from the consulting tribes during grading, excavation and ground disturbing activities on the site: including the scheduling, safety requirements, duties, scope of work, and Native American Tribal Monitors' authority to stop and redirect grading activities in coordination with all project archaeologists (if the tribes cannot come to an agreement on the rotating or simultaneous schedule of tribal monitoring, the Native American Heritage Commission shall designate the schedule for the onsite Native American Tribal Monitor for the proposed project); 3. The protocols and stipulations that the developer, City, Tribes, and project archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation.	City of Ontario Planning Department in coordination with Landowner/Project Applicant's archeologist and interested tribes	Prior to and during construction	City of Ontario Planning Department	

Table 2 Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	At least 30 days prior to application for a grading permit and before any brush clearance, grading, excavation, and/or ground disturbing activities on the site, the developer shall retain a tribal cultural monitor to monitor all ground-disturbing activities in an effort to identify any unknown archaeological resources. Pursuant to the AMP, a tribal monitor from the consulting tribe shall be present during the initial grading activities. If tribal resources are found during grubbing activities, the tribal monitoring shall be present during site grading activities.				
TRC-2	Treatment and Disposition of Cultural Resources. In the event that Native American cultural resources are inadvertently discovered during the course of any ground-disturbing activities, including but not limited to brush clearance, grading, trenching, etc., for the proposed project, the following procedures will be carried out for treatment and disposition of the discoveries: 1. Temporary Curation and Storage: During the course of construction, all discovered resources shall be temporarily curated in a secure location on-site or at the offices of the project archaeologist. The removal of any artifacts from the project site will need to be thoroughly inventoried with tribal monitor oversight of the process; 2. Treatment and Final Disposition: The landowner(s) shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts and nonhuman remains as part of the required mitigation for impacts to cultural resources. The applicant shall relinquish the artifacts through one or more of the following methods and provide the City of Ontario with evidence of same: a. Accommodate the process for on-site reburial of the discovered items with the consulting Native American tribes or bands. This shall include measures and provisions to protect the future reburial area from any future impacts. Reburial shall not occur until all cataloging, basic analysis, other analyses as recommended by the project archaeologist and approved by consulting tribes, and basic recordation have been completed;	City of Ontario Planning Department in coordination with Landowner/Project Applicant's archeologist and interested tribes	During construction	City of Ontario Planning Department	

2. Mitigation Monitoring Requirements

Table 2 Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
	all documentation should be at a level of standard professional practice to allow the writing of a report of professional quality; b. A curation agreement with an appropriate qualified repository in San Bernardino County that meets federal standards per 36 CFR Part 79, and therefore the resource would be professionally curated and made available to other archaeologists/researchers for further study. The collections and associated records shall be transferred, including title, to an appropriate curation facility in San Bernardino County, to be accompanied by payment of the fees necessary for permanent curation; c. For purposes of conflict resolution, if more than one Native American tribe or band is involved with the project and cannot come to an agreement as to the disposition of cultural materials, materials shall be curated at the San Bernardino County Museum by default; d. At the completion of grading, excavation, and ground-disturbing activities on the site, a Phase IV Monitoring Report shall be submitted to the City documenting monitoring activities conducted by the project archaeologist and Native Tribal Monitors within 60 days of completion of grading. This report shall document the impacts to the known resources on the property; describe how each mitigation measure was fulfilled; document the type of cultural resources recovered and the disposition of such resources; provide evidence of the required cultural sensitivity training for the construction staff held during the required pregrade meeting; and, in a confidential appendix, include the daily/weekly monitoring notes from the archaeologist. All reports produced will be submitted to the City, County Museum, and consulting tribes.				

Table 2 Mitigation Monitoring Requirements

Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
UTILITIES AND SERVICE SYSTEMS				
No Mitigation Measures are applicable.				
WILDFIRE				
No Mitigation Measures are applicable.				

Note: MM indicates existing mitigation measures from the Approved Project, while others (AQ, T, and TRC) indicate new mitigation measures included as part of the Proposed Project.

2. Mitigation Monitoring Requirements

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3. Report Preparation

3.1 LIST OF PREPARERS

City of Ontario

Rudy Zeledon, Planning Director
Kimberly Ruddins, AICP, Sustainability Program Manager
Thomas Grahn, Senior Planner

PlaceWorks

Nicole Vermilion, Principal
Vivian Kha, Project Planner

3. Report Preparation

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RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, APPROVE THE ONTARIO PLAN ("TOP") GOVERNANCE MANUAL, A POLICY COMPONENT OF THE ONTARIO PLAN SUPPORTING A BUSINESS PLAN APPROACH TO GOVERNANCE AND APPROVING TOP VISION. RELATED FILE NO. PGPA20-002 – PART B.

WHEREAS, the City of Ontario Certified the Environmental Impact Report prepared for The Ontario Plan ("TOP") and associated Statement of Overriding Considerations, and issued Resolution No. 2010-003; and

WHEREAS, the City of Ontario adopted The Ontario Plan on January 27, 2010, and issued Resolution No. 2010-004; and

WHEREAS, the City of Ontario adopted The Ontario Plan Governance Manual, a Policy component of The Ontario Plan, and issued Resolution No. 2010-005; and

WHEREAS, the Vision is a component of The Ontario Plan. The Vision was designed to guide the City towards a sustained, community-wide prosperity which continuously adds value and yields benefits. The Vision includes four points of vision:

(1) A **Dynamic Balance** that enables our community to confront the continued dynamic growth of the region and technological change with confidence and a sense of opportunity;

(2) A **Prosperous Economy** that sustains the perception and reality of prosperity across our entire community that positively impacts all the people of Ontario and is broadly – though not uniformly – shared;

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

(4) **Recognized Leadership** in local governance that stimulates excellence and serves to unify the people of Ontario in support of best practices in conducting public endeavors; and

WHEREAS, the City of Ontario is incorporated under State law as a general law city with a Council-Manager form of government; and

WHEREAS, the Governance Manual and the Policy Plan (General Plan) are the two stand-alone policy components of The Ontario Plan; and

WHEREAS, the Governance Manual provides policies to support two of the four Points of Vision: Prosperous Economy and Recognized Leadership; and

WHEREAS, the Governance Manual is an integrated component within TOP; and

WHEREAS, the Governance Manual, together with the Policy Plan provides the policy framework for the City's comprehensive long-term municipal business plan; and

WHEREAS, the Governance Manual is consistent with, and implements, the Vision through the following high-level guiding principles:

(1) A clear Vision and Policy Plan which is communicated to City leaders, staff and the public, serves as the foundation for informed decision making;

(2) Stable, predictable, timely and effective governance is essential to achieving the Ontario Vision;

(3) The Ontario Vision should guide community decisions;

(4) Our job is to create, maintain and grow economic value and we do our job by providing infrastructure and services;

(5) Regular investment is needed to maintain the community's public and private built environment;

(6) Ontario is in competition with other cities for this investment;

(7) The better we do our job, the more investment we will attract and the more revenue it will generate for reinvestment, creating a self-sustaining cycle; and

WHEREAS, the Governance Manual contains five sections: 1) Decision-Making, 2) Communication, 3) Implementation, 4) External Factors, and 5) Municipal Finance; and

WHEREAS, together, these sections:

(1) Provide guidance for ongoing City leadership;

(2) Describe how the City will operate in a business-like way;

(3) Require the decision-making system to always add value;

(4) Integrate TOP into the City's daily operations;

(5) Guide the budget process (the most tangible expression of the City's commitments) towards the Vision;

(6) Provide for effective administration of TOP; and

WHEREAS, TOP 2050 – Policy Plan Supplemental Environmental Impact Report (SEIR) was reviewed, studied, and found to comply with the California Environmental Quality Act (CEQA); and

WHEREAS, the City of Ontario made The Ontario Plan 2050 website (**www.Ontarioplan.org/TOP2050**) including the Vision and Governance Manual, available for public review beginning May 9, 2022; and

WHEREAS, the City of Ontario conducted a virtual open house on June 14, 2021 to gain input from impacted property owners; and

WHEREAS, the City of Ontario conducted a virtual meeting with Community Health Improvement Association on June 24, 2021, to gain input from members of the public; and

WHEREAS, the City of Ontario conducted a virtual Community Workshop #1 on June 28, 2021, to gain input from members of the public; and

WHEREAS, the City of Ontario conducted a virtual Community Workshop #2 on July 29, 2021, to gain input from members of the public; and

WHEREAS, the City of Ontario conducted outreach events at Concerts in the Park on August 25, 2021 and August 26, 2021, to gain input from members of the public and participate in the Environmental Justice Survey; and

WHEREAS, the City of Ontario conducted an outreach event at Taste of Ontario on March 19, 2022, to provide an update to the TOP 2050 and gain input from members of the public; and

WHEREAS, the City of Ontario conducted a series of virtual Open House/Office Hours on March 31, 2022, April 28, 2022, and May 26, 2022, to provide brief overview of TOP 2050 and provide the public with an informal format to ask questions and share insights; and

WHEREAS, the City of Ontario conducted a series of outreach meeting with the Ontario's Teen Action Committee on June 6, 2022, June 15, 2022, and June 16, 2022, providing an overview of the TOP 2050, climate adaptation and resiliency, and the importance of civic participation; and

WHEREAS, the City of Ontario conducted an in-person open house located inside City Hall on June 30, 2022, to provide an overview of the TOP 2050 Update SEIR, Policy Plan, and Community Climate Action Plan, and gain input from members of the public; and

WHEREAS, the City Council is the decision-making body for updates to the Policy Plan (General Plan) and Map; and

WHEREAS, on July 26, 2022, the Planning Commission of the City of Ontario conducted a duly noticed public hearing on the General Plan Update at which time all persons wishing to testify in connection with the General Plan Update were heard; and

WHEREAS, on July 26, 2022, the Planning Commission of the City of Ontario conducted a duly noticed public hearing on the SEIR and concluded said hearing on that date, voting (7-0) to recommend certification of the SEIR and adoption of Environmental Findings pursuant to the California Environmental Quality Act, a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting to the City Council, issuing Resolution No. PC22-040; and

WHEREAS, on July 26, 2022, the Planning Commission of the City of Ontario conducted a duly noticed public hearing on the Governance Manual, a Policy Component of The Ontario Plan supporting a Business Plan approach to governance and TOP Vision and concluded said hearing on that date, voting (7-0) to recommend approval of The Ontario Plan ("TOP") Governance Manual, a Policy Component of The Ontario Plan supporting a Business Plan approach to governance and TOP Vision to the City Council, issuing Resolution No. PC22-041; and

WHEREAS, on August 16, 2022, the City Council of the City of Ontario conducted a duly noticed public hearing on the Vision and Governance Manual at which time all persons wishing to testify were heard and the SEIR was fully studied; and

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

NOW, THEREFORE, BE IT 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 within Final Supplemental EIR and supporting documentation. Based on the entire record before the City Council and all written and oral evidence presented the City Council finds TOP complies with CEQA (Public Res. Code, § 2100 et seq.), the State CEQA Guidelines (14 CCR § 1500 et seq.), and the City's CEQA Guidelines.

SECTION 2: ***Concluding Facts and Reasons****.* As the decision-making body for the Project, the City Council finds that The Ontario Plan Governance Manual promotes the goals and objectives of the City of Ontario and hereby concludes as follows:

1) The Governance Manual is a long-term, vision-driven policy component of The Ontario Plan; and

2) The Governance Manual contains guiding principles that support a business plan approach to governance; and

3) The Governance Manual supports consistent City leadership sustained through time and succession; and

4) The Governance Manual promotes the principles of regional leadership, transparency, long-term value, accountability, and inclusivity; and

5) The Governance Manual is a compatible, integrated, and internally consistent component of The Ontario Plan.

SECTION 3: ***City Council Action.*** Based upon the findings and conclusions set forth in Sections 1 through 2, above, the City Council APPROVES TOP Vision and Governance Manual as set forth in Attachment "A" (Vision) and Attachment "B" (Governance Manual).

SECTION 4: ***Custodian of Records.*** The documents and materials that constitute the record of proceedings on which these findings have been based are located at the City of Ontario City Hall, 303 East "B" Street, Ontario, California 91764. The custodian for these records is the City Clerk of the City of Ontario.

SECTION 5: ***Certification to Adoption.*** The City Clerk shall certify to the adoption of the Resolution.

PASSED, APPROVED, AND ADOPTED this 16th day of August 2022.

_____
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. 2022- was duly passed and adopted by the City Council of the City of Ontario at their regular meeting held August 16, 2022 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. 2022- duly passed and adopted by the Ontario City Council at their regular meeting held August 16, 2022.

_____
SHEILA MAUTZ, CITY CLERK

(SEAL)

ATTACHMENT A:

Vision
A Component of The Ontario Plan 2050

ATTACHMENT B:

Governance
A Component of The Ontario Plan 2050

City of Ontario

Vision

A Component of The Ontario Plan 2050

Draft | May 2022

(as amended through _____)

Prepared By: PlaceWorks

3 MacArthur Place, Suite 1100

Santa Ana, CA 92707

714.966.9220

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INTRODUCTION

The central theme that motivates The Ontario Vision, as adopted by the City Council is:

> A sustained, community-wide prosperity which continuously adds value and yields benefits.

It is important to note that adding value in this sense encompasses a range of applications, including adding value to prosperity as well as to people, making Ontario truly a *premier community* of choice. Adding value is expressed in land, revenues, infrastructure, businesses, as well as in education, employment, health, community services, recreation, etc. Adding value comprehensively is what the Ontario Vision is based on and is a keystone of The Ontario Plan. The essence of the central theme can be explained as:

A Premier Community by Design

Everything the City does and every action the City takes should be done with this simple yet comprehensive theme in mind, from the design quality of our built environment to the intent of designing our socio-economic programs, to the way in which we govern as a community.

In discussing a Vision that would endure for the lifetime of The Ontario Plan (30 years or more), the City Council recognized that there are four components that serve as the basic building blocks that set the foundation for a unified and prosperous community. These foundational blocks must be expressed and widely accepted throughout the Plan's lifetime. They are:

- A **Dynamic Balance** that enables our community to confront the continued dynamic growth of the region and technological change with confidence and a sense of opportunity.
- A **Prosperous Economy** that sustains the perception and reality of prosperity across our entire community that positively impacts all the people of Ontario and is broadly – though not uniformly – shared.
- **Distinctive Development** that integrates our varied and diverse focal points, districts, centers, corridors, and neighborhoods to provide a feeling of coherence without sacrificing uniqueness.
- **Recognized Leadership** in local governance that stimulates excellence and serves to unify the people of Ontario in support of best practices in conducting public endeavors.

Building on these foundational blocks, our Vision is supported and amplified by more specific ideas we call "Points of Vision." Our Points of Vision are stated in the present tense to signify that we are now in the future and the Vision is real; it has been achieved. This required our community leaders who crafted the Vision to "mentally" relocate themselves a couple of decades into the future and describe the conditions they sought for our City. An easy way to think of these points is to mentally insert before each statement, the words "We have . . ." or We are . . ." (as appropriate). In this way you as the reader can project yourself into the future and view the Ontario that was envisioned by our leaders.

One more thing needs to be said. The people of Ontario own this Vision. The use of the active "we" and "our" used throughout indicates that it is the community speaking, not just some anonymous technical writer. We strive to be the *premier community* in the Inland Empire.

DYNAMIC STABILITY

An ongoing commitment to maintaining balance among the competing priorities we face as evidenced by the way we allocate public resources and funds through a rigorous goal-setting and budgeting process.

A community that is consistently seeking—and thoughtfully applying—new ways of doing things better.

A community that readily recognizes and capitalizes on new opportunities and intervenes in problems before they have a chance to escalate.

Consistency—year-in and year-out—in setting priorities according to their importance over the long-term rather than focusing only on short-term gains.

Planning systems and personnel that exemplify the very best in professional practices, based on a stable Vision and constantly evolving Ontario Plan.

An established City culture that reflects an ongoing commitment to The Ontario Plan, and the Plan's active use in a process of continuous improvement, informed decision making and a respect for the inherited benefits derived from past leadership.

The determination to use The Ontario Plan to enable us to leverage quality development and ensure qualities we want and reject those we do not.

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

Total commitment to coordinated implementation of the Ontario Vision by all City departments.

PROSPEROUS ECONOMY

A highly diverse economic base that capitalized on early regional centers, strategic corridor locations and international markets as the impetus for the extensive financial and technical centers that now exist.

Strengthened resiliency of Ontario's economic base alongside the fostering of vibrant mixed-use opportunities throughout the City.

Sustained economic viability and leadership in the region that reflects a highly trained and diverse workforce and that confirms Ontario as an investment destination of choice.

A world-class air facility that is a focal point and magnet for dynamic, multi-faceted metropolitan commercial, cultural and tourist centers serving the economic interests of Ontario and the Southern California region.

Prudent public ownership and timely disposition of strategic properties where public ownership can be demonstrated to reinforce market forces in achieving the City's economic development and revitalization goals.

Innovative and highly productive industrial areas that set the standards in the region for efficient land use, environmental management, and workforce employment opportunities.

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.

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

A reputation for being good for business to work with while still satisfying broader community interests.

A demonstrated ability to attract housing in pursuit of our acknowledged responsibility to balance housing with the job growth that drives our quality of life.

One of the most comprehensive and diverse housing stocks in the region that offers broad choices for its diverse workforce and their families, ranging from entry level housing to executive level development; from semi-rural to highly urban.

Distinctive and well maintained neighborhoods that offer exceptional variety in lifestyles, with convenient access to schools, recreation and cultural facilities, places of worship, places of employment and shopping.

A contemporary arrangement of neighborhoods south of Riverside Drive unified with the older set of neighborhoods to the north, with care taken to preserve and enhance what is successful and selectively allowing intensification and revitalization where desired and appropriate.

Development Quality

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

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

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

Mobility

A true multi-modal transportation system and user oriented management and techniques that facilitate an exceptional degree of movement and connectivity for people and goods to, from and within Ontario.

Comprehensive transit, pedestrian, and bicycle networks that provide connections to parks, open space amenities, schools, and other key destination points for our local citizens.

A track record of identifying and dealing effectively with "choke points" in our transportation system to prevent those constraints from limiting our mobility and economic potential.

Seamless transitions and connections between different transportation modes and between sectors of the City.

Infrastructure

Infrastructure systems that are properly sized to support approved land uses and their occupancy and are maintained in a timely fashion through funding by user groups.

A comprehensive water supply system that provides affordable and dependable volume and quality of water despite unprecedented pressures on the region's water sources.

A multi-faceted, environmentally responsible energy management system that provides cost-effective power, even during high-demand periods.

Strategically located City owned properties and facilities that serve the City's civic and economic interests, including public buildings, recreation, transportation, and other infrastructure.

Public Safety

A level of security and public safety that exceeds conventional standards, generates a sense of security throughout the community and establishes Ontario as one of the safest medium-sized cities in the nation.

A comprehensive network of safe routes between residential neighborhoods, schools, parks, community centers and cultural facilities.

Leisure and Cultural Activities

Recreation spaces, facilities and programs that offer ample recreation and cultural involvement by a diverse population.

Strong historic districts and cultural resources matching interests of a population with diverse cultural backgrounds, as well as offering a range of arts and entertainment venues of international significance.

Health and Education

A recognized healthy city, defined by public programs, advanced medical facilities (including a state-of-the-art hospital), engaged community based organizations, and land use/urban design features that foster healthy living.

An outstanding educational system that enables quality education for youth, offers lifelong learning for adults, provides for a variety of academic and vocational pathways from which to choose, and serves the needs of the business community, based on a strong community culture that highly values education.

Resource Conservation and Enhancement

Reduced air pollutants generated from Ontario on a regionally proportional basis, resulting in improved air quality in Ontario and the region.

Land preserved for the open space and recreation needs of the community and stewardship of natural resources.

A broad, integrated approach to resource allocation that will enable future generations to enjoy a quality of life at the same or higher level than the current generation.

RECOGNIZED LEADERSHIP

A City government that is renowned for applying contemporary business practices for those functions where private sector approaches are applicable.

A community that is widely recognized as a creative and effective partner and a leader within the Southern California region and the Inland Empire.

A community that continues to step into the future ahead of everyone else.

A pivotal force in identifying and implementing regional transportation system improvements and technologies that not only serve Ontario but provide critical regional access as well.

Continuance of effective governance and state-of-the-art practices that enable the municipal corporation to consistently provide exceptional levels of service to the people of Ontario at a relatively low per capita net cost.

A fine-tuned set of ordinances and regulations that implement and do not inadvertently impede our Vision, along with a widely emulated training program for officials and staff to ensure that these tools are understood and used effectively.

Strategic employment of leading new technology that has been rigorously evaluated and found to be cost-effective.

Creation and refinement of visualizations and analytics to clarify and market our Vision worldwide, based on one of the strongest data bases available to local government anywhere.

CITY OF ONTARIO SOUTHERN CALIFORNIA

City of Ontario

Governance Manual

A Component of The Ontario Plan 2050

Draft | May 2022

(as amended through _____)

PLACEWORKS

Prepared By: PlaceWorks

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INTRODUCTION

The Governance Manual institutionalizes an approach to governance that leads to The Ontario Plan serving as a business plan for the City. The Manual includes a set of high-level governance principles with long-term value as well as Vision-driven goals and broad policies. Together, the goals and policies support consistent City leadership sustained through time and succession. The Governance Manual promotes the principles of regional leadership, transparency, long-term value, accountability, and inclusivity.

Context

The City of Ontario is incorporated under State law as a general law city with a Council-Manager form of government. The Mayor and Council are directly elected by the voters as their representatives. The City Council sets policy through the adoption of minute actions, resolutions and ordinances and determines the allocation of City resources through the adoption of the City Budget. The Mayor and Council hire a professional administrator, the City Manager, to hire staff, advise them, implement their policies, and run the day-to-day operation of the City. The Mayor and Council acting as a body, not as individuals, provide direction to the City Manager and staff in duly noticed public meetings.

Ontario Approach

The City of Ontario has a very definite approach to governance. It begins with the realization that the City is a corporation. It may be a municipal corporation, but it is a corporation nonetheless. The City operates using a corporate paradigm.

The Mayor and City Council are the elected board of directors. They are responsible for making policy. They hire a CEO, the City Manager, to advise them, implement their policies and run the day to day operations of the City.

We believe that the job of the City is to create, maintain and grow economic value. We do this through the provision of infrastructure and services. Everyone choosing to buy a home, shop, open a business or develop in our community has invested in our community. They are our shareholders. Their return on investment is the maintenance and growth of both quantitative (monetary) and qualitative (quality of life) value-added. (Link to Complete Community)

Every action of the City and every interaction with current and potential shareholders is an opportunity to retain or capture their investment.

Purpose

The Governance Manual:

- Provides guidance for ongoing City leadership.
- Describes how the City will operate in a business-like way.

- Requires the decision-making system to always add value.
- Integrates The Ontario Plan into the City's daily operations.
- Guides the budget process (the most tangible expression of the City's commitments) towards the Vision.
- Provides for effective administration of The Ontario Plan.

Principles

We believe in:

- A clear Vision and Policy Plan which are communicated to City leaders, staff and the public, and serve as the foundation for informed decision making.
- Stable, predictable, timely and effective governance is essential to achieving the Ontario Vision.
- The Ontario Vision should guide community decisions.
- Our job is to create, maintain and grow economic value, and we do our job by providing infrastructure and services.
- Regular investment is needed to maintain the community's public and private built environments.
- Ontario is in competition with other cities for this investment.
- The better we do our job, the more investment we will attract and the more revenue it will generate for reinvestment, creating a self-sustaining cycle.

G1. DECISION MAKING

Ontario has succeeded in maintaining its leadership role through a system of decision-making that is based on communication, collaboration, and a clear understanding of and respect for roles within a Council-Manager form of government. The City Manager meets with City Council Members on a regular basis to ensure that Council has the information they need for decision-making. Key Management Staff members submit their best professional advice and recommendations through reports and budgetary requests, generated through broad staff collaboration, to the City Manager who transmits them to Council after determining consistency with Council's policy direction. The Ontario Plan (which encompasses the Vision, City Council Priorities, Ontario Governance Manual, Policy Plan, Implementation Program, and Tracking and Feedback), together with the Annual Budget, helps decision makers at every level to make informed choices that move Ontario toward its long-term Vision. In other words, the Plan is integrated into City operations at every level.

Goal

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

Policies

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

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

G 1-3. Maintenance and Replacement Costs. We shall incorporate maintenance and replacement costs in the pricing of new programs and facilities as well as recording such deferred costs as debits against City revenues.

Supporting Documents

[The following section is a standalone document that is separate from the Governance Manual but is provided as a link on a website and included below for additional context.]

Interpreting Intent and Applying Policies: Decision-Making

The Ontario Plan deals with the reality that the Vision must be achieved in increments over a long period of time. Many factors applicable to its achievement will change during future decades. Consequently, it is important that decisions be weighed in terms of both short and long-range benefits. Tradeoffs will sometimes be required between these two perspectives. As City leadership transitions over time, the record of past decisions and their rationale will become increasingly valuable in helping to stay the course and still exercise reasonable flexibility. Therefore, management of the City's decision-making process requires diligent documentation

in a form that is readily retrievable. Some of the decision factors involved in this documentation include:

1. Qualities. Decision-making in Ontario must be viewed in the context of an institutional mind-set. In this case, that mind-set includes several critical qualities. They include:

    - Imagination. The Vision is ambitious. Imaginative thinking and approaches will be needed to achieve it.

    - Agility. Sometimes events move very quickly and in surprising directions. The City is determined to remain agile in adjusting to these situations, requiring a combination of wisdom grounded in experience and intelligence grounded in inventiveness.

    - Innovation. Often solutions are not ready-made. We live in a time of aggressive innovation, and municipal decision-making is capable of more far-reaching results if it benefits from innovative thinking.

2. Documentation. Integrating The Ontario Plan into day-to-day decision-making and its documentation becomes a powerful device for achieving the Vision. Decision-making must be documented at multiple levels (e.g., counter staff, department heads, city management, City Council, etc.) and incrementally over time. We are doing this for transparency so stakeholders will understand how and where decisions are made.

3. Information. What information was considered relevant in support of a decision? This is necessary to assess the degree to which that information is or is no longer relevant at a later date.

4. Fiscal Considerations. Virtually all of the City's decisions will have fiscal implications, and they must be considered in decision-making. Larger impacts and longer-term impacts will be carefully analyzed and documented. Included among these factors are:

    - Potential return on investment;

    - Net amount of value added;

    - Indebtedness;

    - Capital costs and one-time revenue offsets versus net costs for ongoing operation, maintenance, and reserves; and

    - Land use net revenues (where applicable).

5. Indicators. Indicators applicable to decision options include qualitative as well as quantitative measures. Not everything of importance can be "counted." But it should be possible to describe options qualitatively with sufficient clarity to distinguish among them. In any case, these tools are available to enable more informed decision-making as well as to create records of value to subsequent decision-makers.

6. Feedback. The City's system of Evaluation and Feedback will draw heavily on the documentation associated with decision-making. This involves more than data documentation. It also includes consistency determination with appropriate goals and policies.

7. Project Steps. An illustrative table containing project evaluation steps was prepared to demonstrate how The Ontario Plan works as a tool for decision-making. It offers a guided process for determining how responsive to the Plan a proposed project is. It does not attempt to impose a rigid procedure but, rather, seeks to provide a checklist by which a project may be evaluated.

G2. COMMUNICATION

Ontario's disciplined and ambitious approach to communication is key to sustaining its role as a regional leader and achieving the Ontario Vision. Communication is not the same as information: communication involves sending and receiving; information may be only one-way. Thus, Ontario's communication culture is one that focuses on the end-user and values accuracy, timeliness, credibility, clarity, and the capacity to exchange ideas. The intent of this culture is to enable the people and the decision-makers of Ontario to have the information they need to understand what is happening in their City, why it is happening, and what it means for the quality of their lives. It should also enable them to decide what to do in response to what the information tells them.

Goal

G2. Thoroughly informed and connected leaders, staff, public and shareholders.

Policies

G2-1. Quality. We require a professional standard of quality, no matter what medium is involved, to convey the sense and reality of accuracy, validity and honesty that befits this City.

G2-2. Accessibility. Our communications shall be designed to be easily accessible to end-users, including those with special needs such as hearing or visually impaired.

G2-3. Format. Our communications shall be presented in whatever formats are best able to meet the needs of the end-users.

G2-4. Coordination. We require coordination of communication activities and products among City departments so that coherent and internally consistent information is delivered to end-users.

G2-5. Coherence. We require a level of communication in which the information is understandable to the intended audience(s).

G2-6. Connection. We require communications to include a means by which the end-users may provide feedback to the City or pursue further clarification.

Supporting Documents

[The following section is a standalone document that is separate from the Governance Manual but is provided as a link on a website and included below for additional context.]

Interpreting Intent and Applying Policies: Communication

The City continues to make a considerable investment in information assets generated within City government as well as externally. It makes information available to not only City officials, but also many other interested stakeholders. Ontario's pride in its civic identity and Vision comes

across in all information the City communicates. Anything the City produces or responds to through its communication network is expected to manifest this pride. This commitment to professional quality written, oral, and visual communication is crucial as Ontario adapts to the constantly changing ways in which information is processed by end-users. It makes information available in appealing and useful ways regardless of the medium of delivery. The Ontario Plan website is a prime example of how Ontario capitalizes on changes in communication technology and trends in order to improve delivery of service to its citizens and maintain a competitive advantage.

It is important to recognize, as the City does, that there is a vast difference between communication and information. Communication is two-way and therefore requires an appreciation and understanding for the needs of all parties to the communication system. Ease of feedback and mutual respect among end-users and information generators are essential characteristics to be sustained. In the absence of this reciprocal nature, communication is at best merely information.

Here are several considerations:

1. End-User. The first thing that Ontario's communication culture calls for on the part of any author is an understanding of the audience. That is the basic "need definition" to be used in framing what is to be conveyed, the best format(s) to use, and the most effective means of interaction between the City and the end-user. This may suggest more than one version of the material at hand if there are multiple audiences that do not share common levels of information need.

2. Transparency. Communication should enlighten government processes, such as City decision-making, and be understood by those who will be affected by it.

3. Medium. Communications are not just a transfer of information; they are a source of intelligence. So the design of communications must be based on knowing what understanding and insights are desired. This has an important impact on the type of medium to be used. For example, graphic presentations may communicate much more effectively on certain topics than written form, enabling the end-user to grasp immediately the direct information and its relationships as well.

4. Limitations of Information. The degree of accuracy and availability of information, including any conditional limitations, should be explained. It is often more important to understand what one is not being told on a certain subject than what is being stated--and why. If the information is not known or not shared or its accuracy limited, that needs to be stated and explained. Care needs to be taken by those generating communications to understand and make known the degree of accuracy reflected in what is produced.

5. Privacy. It is essential to be constantly aware of privacy laws and legal limitations on what should be publicly accessible or not. The City rigorously complies with such laws. That principle needs to be broadly understood and respected throughout the City.

6. Support. Even though contemporary communication media offer significant increases in efficiency over past technology, they still require adequate support. This takes several forms: 1) funding through the budget process; 2) competent and currently knowledgeable staffing; 3) cost-effective equipment and systems; and 4) positive leadership and reinforcement.

7. Accountability. Many City departments, the City Council, City advisory bodies and numerous other public and quasi-public agencies produce information and process responses to it. In all cases, it is essential that accountability for quality, timeliness and usability, be maintained. This is the means of improving the level of communication serving the community. While there is no direct public control over the communication activities of private sector parties and governmental organizations other than the City of Ontario, the City expects these parties to also maintain a sense of responsibility and accountability in their communications.

8. Identity. Ontario seeks, in its Vision, to be a prosperous community and a regional leader. Therefore, all communications initiated by the City are expected to maintain a consistent image so that the end-user immediately recognizes the source and has a sense of confidence in the information.

These concepts go beyond principles, rules, and procedures. They reflect and demand a commitment to a governance culture in which a vital communication mentality prevails.

G3. IMPLEMENTATION

Realization of The Ontario Plan and its Vision will not happen by accident. Intentional actions are required. Actions occur at two levels. The first and most comprehensive carries out the policies of the Plan: initiatives, programs, organizational management, resource management, education and influence of other entities that actively move the City toward its destiny. The second level is the administration of the Plan: applying the Plan's policies to the City's decisions so that development projects, budgets, public agency projects, City regulations and similar activities respond to Plan policies appropriately and do their share toward achieving the Ontario Vision. Collectively, these actions are called implementation.

Goal

G3. Continuous progress toward achievement of the Ontario Vision through sustained initiatives and diligent administration by the City and others as specified in The Ontario Plan.

Policies

G 3-1. City Council Priorities. We shall set priorities and direct timely actions for implementing The Ontario Plan through periodic adoption of City Council Priorities (Goals and Objectives).

G 3-2. Tools. We shall create and maintain state-of-the-art systems, procedures and technology that provide maximum leverage from City resources in implementing The Ontario Plan.

G 3-3. Organization. We shall maintain a municipal organization under City Council direction that offers best professional practices and integrates The Ontario Plan and Vision into its operations.

G3-4. Administration. We shall operate a cost-effective system for administration of The Ontario Plan as proposed development plans, projects, and programs are considered by the City.

G3-5. Interagency Cooperation. We shall collaborate with other initiatives and programs of other agencies such as local, county, regional, state and federal governments and non-profit agencies to the maximum extent possible toward implementing The Ontario Plan.

G3-6. Monitoring Development and City Master Plans. We monitor development to ensure that it is consistent with City Master Plans (e.g., Water, Parks, Energy, Climate Action Plan, etc.) and The Ontario Plan. The Policy Plan in particular will incorporate changes to Master Plans as they are updated periodically.

G4. EXTERNAL FACTORS

In order to achieve its Vision, the City of Ontario benefits from the dynamic environment of which it is a part, but over which it does not have direct control. The context in which the City operates is remarkably complex and will become more so. The City chooses to prepare for this reality by addressing external factors before they've had their impact, rather than taking a reactive approach. The key is an attitude of awareness, consciousness, and intent—all aimed at establishing an optimum posture regarding external factors as the future evolves.

Goal

G4. Constant diligence in dealing with external factors impacting Ontario in a manner that contributes to the Ontario Vision.

Policies

G4-1. Legal Mandates. We shall comply with legal mandates upon the City so that they are satisfied and make maximum contribution to the Ontario Vision.

G4-2. Public and Private Partnerships. We shall engage in public and private partnerships where they offer opportunities for achieving the Ontario Vision beyond what could be achieved independently.

G4-3. Awareness. We shall actively maintain awareness of the external forces impacting Ontario so that their positive impacts can be optimized, and negative impacts minimized.

G4-4. Proactive Approach. We shall seek to influence external factors impacting Ontario sooner rather than later.

G4-5. Multiple Projections. We shall maintain a range of future projections instead of a single forecast as a means of understanding and managing the forces of change and promote the same approach by other governments.

G4-6. Interagency Cooperation. We shall participate with regional governments, surrounding cities and other agencies in devising optimum strategies for addressing external factors of mutual interest.

Supporting Documents

[The following section is a standalone document that is separate from the Governance Manual but is provided as a link on a website and included below for additional context.]

Interpreting Intent and Applying Policies: External Factors

External factors are forces acting on the City but not controlled by it. They include laws, regulations, decisions, activities, initiatives, and influences originating with numerous sources, including, but not limited to:

- State and federal governments,
- Courts,
- Quasi-governmental and non-governmental organizations, including nonprofit organizations,
- Special districts,
- Utility providers,
- Intergovernmental associations,
- Professional associations,
- Focused interest groups,
- Transportation system initiatives,
- The business community, especially development interests,
- Investors,
- Neighborhood and homeowner associations,
- Financial markets,
- Economic trends,
- Social changes, including demographic trends, and
- Environmental conditions and responses to them.

As encompassing as this list appears, it is not complete. But it illustrates the impressive array of interests and influences that are brought to bear on a single community, whether that is acknowledged or not. The essence of this component of The Ontario Plan is to deal with these forces intentionally rather than reactively. In many cases, there is little or nothing the City can do to influence, modify or blunt the impacts from these sources. Still, in these instances the City can understand and prepare for what is coming its way.

It is important to understand that this is not a new perspective for the City of Ontario. It has a track record of intergovernmental involvement, creative partnerships and scanning the forces that impact its options. Moreover, the City has developed a careful strategy for getting the most out of these forces in terms of what benefits the community. In this regard, it has been unusually effective. The thrust of this component of The Ontario Plan is to continue and build upon that foundation so that the City can sustain its awareness, consciousness, and intent to make the most of opportunities it encounters or can create.

The key ingredient that shapes The Ontario Plan is a thoughtful and practical Ontario Vision that motivates everything the City does. It is understandable that, by definition, external factors are driven by their own agenda—one that may or may not involve conscious consideration of

Ontario's priorities. Given that, the intent is that Ontario itself will inject that consideration into its influence or response to any external factor it must confront.

Clearly, it would be possible, given the rapid change and complex interactions of forces in our larger environment—regionally, nationally, and internationally—to be overwhelmed by these forces. That would accomplish nothing. And that is the reason that a major aspect of The Ontario Plan entails a conscious effort to stay in touch with its context by focusing on those forces that have the greatest potential to advance Ontario's future or, conversely, to detract from it. That insight then puts the City in the position to take timely action to achieve the best possible outcome.

It should be made clear that nothing in this Section is intended to suggest a reluctance on the part of the City to comply with the law nor to decline participation in thoughtful and mutually beneficial negotiations with any interested parties. Rather, it is to announce that Ontario has a Vision about which it is very serious and anyone engaging the City for whatever reason needs to be aware of that. Hopefully, because the City chooses to be so forthright about this aspect of its future, this posture will enjoy the respect of others.

Regarding general forces of change—economic, political, environmental, social, and demographic—the situation is a bit different. These are factors that operate on a scale of their own making and do not typically respond (at least, quickly) to governmental positions. Some are actually worldwide in scale, the understanding of which is evolving even as we watch. Uncertainty is rampant. The interactions stimulated by many of these conditions are simply beyond comprehension. So, what is an aspiring City in the midst of all of this to do?

The answer is to understand first and foremost what it seeks. Then it knows what tack to take in influencing or adapting to the dynamic forces of change. It will not always be right. Mistakes will be made. Totally unpredictable changes will occur, or trends will completely reverse without warning. All of these uncertainties are part of the puzzle.

Within what often appears to be chaos, those who prevail are those who keep their heads and are clear about their interests. That is why Ontario Governance contains an intentional Section devoted to "keeping its head" no matter what may confront it between now and realization of the Ontario Vision.

None of this suggests a unilateral, inelastic course of action. Rather, it suggests maintaining an informed position, knowing what matters most and retaining the capacity to shift priorities where that makes sense. It entails openness to mutually beneficial collaboration, but with clear visibility of what is on the table. It is the exact opposite of intractability.

Finally, with respect to the business of forecasts and projections into the future, Ontario leans strongly on the use of scenario modeling rather than inflexible extensions of the past into the future. There are several reasons for this approach:

1. The data base underpinning the City's scenario-building capability is robust and will become more so in the future. This allows for generating implications of multiple changes, individually and collectively, that offer a useful understanding of how different choices perform.

2. Projections often become less accurate over time and obscure the factors that leverage change. Understanding those factors and their influence is more valuable than whether or not a particular anticipated growth number has or has not been achieved.

3. Ontario's future growth opportunities are tied to its geographic context. As such, GIS-based scenario building approaches are eminently suitable.

4. The Ontario Plan is a continuously improving plan and requires dynamic tools for its optimization.

G5. MUNICIPAL FINANCE

No single action of a city government more meaningfully states its values and priorities than the budget by which it allocates City resources and reflects the Vision and City Council's goals and priorities. The system of municipal finance includes:

Annual Budgeting Process. The entire municipal finance system culminates in the preparation, adoption, and implementation of the annual budget. The City intends its budget document to establish policy, guide operations, plan for future financial circumstances, and communicate to the City's residents, businesses, and investors.

Capital Improvement Programming. To better manage large-scale investments, the City adopts an annual Capital Improvement Program that schedules engineering and design, land acquisition, and construction for large projects over the subsequent five years.

Cash Management. The process of managing cash inflows and outflows for proper collection, disbursement, and investment of cash. This involves deposits, reconciliation, and adherence to the City's Cash Handling Policy.

Public Trust. The municipal finance system rests on a foundation of public confidence in the City's ability to fairly and effectively manage municipal finances over the long-term. The City preserves the public trust with clear and concise communications and transparent and accountable financial decision-making.

Fund Balance and Reserves. The City seeks to maintain certain levels of funds in reserve for unforeseen cash flow disruptions and for specific purposes, such as post-retirement health care expenses. Reserves differ from "rainy day" funds, which are more like savings for periods of overall economic stagnation or retrenchment.

Revenue and Expenditure Forecasting. Key to effective budgeting, the City conservatively forecasts future revenues and expenditure needs and constantly tracks those assumptions.

Risk Management. The risk management program includes special funds for reserves to cover potential losses, risk control programs and activities, and self-insurance pools.

Goal

Goal G5. An easily understood, transparent, and accountable municipal finance system that implements The Ontario Plan, safeguards the City's assets, and maintains the public's trust and confidence.

Policies

G5-1. Departmental Budgeting Requests. We require each department to submit an annual budget request free from reliance on one-time revenues (except for specific grant funded projects) and unsustainable revenue and deficit spending.

G5-2. Department Budget Limitation. We will not commit to spending more than a conservative projection of recurring revenues for the City as a whole.

G5-3. Limitations on Fund Transfers. The City Manager may transfer budgeted amounts between departments within any fund; however, we require the City Council approve any revisions that alter the total expenditures of any individual fund.

G5-4. Cost Allocation Plans. We account for costs for administration, employment benefits, risk management, and support services through special funds, including reimbursements from special projects, funds, and contracts based on an annual cost allocation plan.

G5-5. Investment Objective. We require safety of principal as the foremost investment objective; investment decisions shall seek to minimize net capital losses on a portfolio basis.

G5-6. Investment Maturities and Available Resources. We will mitigate market risk by limiting the weighted average maturity of the fund consistent with the approved investment policy; the City's fund will be structured to ensure that the City's projected expenditure requirements for the next six months can be met with a combination of anticipated revenues, maturing securities, principal and interest payments and liquid instruments.

G5-7. Fund Balance Target. We expect the annual budget to maintain a minimum unreserved general fund balance in accordance with policies established and from time to time revised by City Council resolution; we maintain this unreserved fund balance to deal with unanticipated disruptions to cash flow and do not otherwise use this reserve.

G5-8. Deferred Maintenance. We acknowledge current and cumulative deferred maintenance, if any, in the annual budget document.

G5-9. Comprehensive Debt Strategy. We pursue a strategy to avoid or minimize bonded indebtedness against the General Fund and to finance capital improvement projects on a pay-as-you-go basis and through special funds, or, if warranted by magnitude and/or lifespan, through applicable special financing districts and mechanisms.

G5-10. General Fund Purpose. We pursue a strategy to allocate general fund resources toward the City's provision of basic municipal services.

G5-11. Transparency. We expect our City's budget and annual financial report documents to maintain the highest standards for clarity and content.

G5-12. Investment Strategies. We utilize the Treasurer's Investment Policy to establish strategies that guide how the City invests short-term cash flow and invests longer-term reserves.

G5-13. Financial Services Administration. We require the Financial Services Administration review and analyze City Council staff reports to determine potential fiscal impacts.

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, TO APPROVE AN AMENDMENT TO THE ONTARIO POLICY PLAN (GENERAL PLAN), FILE NO. PGPA20-002.

WHEREAS, the City of Ontario Certified the Environmental Impact Report prepared for The Ontario Plan and associated Statement of Overriding Considerations, and issued Resolution No. 2010-003; and

WHEREAS, the City of Ontario adopted the Policy Plan (General Plan) as part of the component framework for The Ontario Plan on January 27, 2010, and issued Resolution No. 2010-004; and

WHEREAS, the City of Ontario has been operating under The Ontario Plan Policy Plan (General Plan) adopted by City Council on January 27, 2010, Resolution No. 2010-004, along with their respective Policy Plan (General Plan) text and maps; and

WHEREAS, Section 65300 of the California Government Code of the State of California authorizes cities to prepare and update long-range comprehensive guides known as general plans; and

WHEREAS, the City of Ontario's Technical Update to the Policy Plan complies with Section 65300 in that it meets the state mandate of a general plan; and

WHEREAS, the Policy Plan is an integrated component within The Ontario Plan, the City's comprehensive long-term municipal business plan; and

WHEREAS, during the development of the Policy Plan, the City participated in Southern California Association of Governments (SCAG) regional planning programs including Regional Housing Needs Assessment (RHNA), and Regional Transportation Plan Sustainable Community Strategy (RTP/SCS); and

WHEREAS, the Policy Plan advances regional planning policies; and

WHEREAS, Section 65361 limits the amendment of a mandatory element of the Policy Plan to not more than four (4) times per year; and

WHEREAS, the Policy Plan contains nine elements: 1) Land Use, 2) Housing, 3) Parks and Recreation, 4) Environmental Resources, 5) Community Economics, 6) Safety, 7) Mobility, 8) Community Design, and 9) Social Resources; and

WHEREAS, the Land Use, Housing, Parks and Recreation, Environmental Resources, Safety and Mobility elements are mandatory elements of the Policy Plan per Section 65302; and

WHEREAS, the Community Economics, Community Design, and Social Resources elements are optional elements of the Policy Plan per Section 65302; and

WHEREAS, the Climate Adaptation and Resiliency, and Environmental Justice elements are woven throughout the policy plan; and

WHEREAS, the City of Ontario has determined that the existing General Plan required revision to bring the document into conformance with state law and to make all the elements internally consistent; and

WHEREAS, the City of Ontario has prepared a technical update to the Policy Plan (General Plan), to replace the current Policy Plan (General Plan) adopted in 2010, with exception to the Housing Element that was approved by the City Council on March 1, 2022 and pending the California Department of Housing and Community Developments (HCD's) review and certification; and

WHEREAS, The Ontario Plan 2050 – Policy Plan Supplemental Environmental Impact Report (SEIR) was reviewed, studied, and found to comply with the California Environmental Quality Act (CEQA); and

WHEREAS, the City of Ontario made The Ontario Plan 2050 website (**www.Ontarioplan.org/TOP2050**) including the Policy Plan, available for public review on May 9, 2022; and

WHEREAS, the City of Ontario conducted a virtual open house on June 14, 2021 to gain input from impacted property owners; and

WHEREAS, the City of Ontario conducted a virtual meeting with Community Health Improvement Association on June 24, 2021, to gain input from members of the public; and

WHEREAS, the City of Ontario conducted a virtual Community Workshop #1 on June 28, 2021, to gain input from members of the public; and

WHEREAS, the City of Ontario conducted a virtual Community Workshop #2 on July 29, 2021, to gain input from members of the public; and

WHEREAS, the City of Ontario conducted outreach events at Concerts in the Park on August 25, 2021 and August 26, 2021, to gain input from members of the public and participate in the Environmental Justice Survey; and

WHEREAS, the City of Ontario conducted an outreach event at Taste of Ontario on March 19, 2022, to provide an update to the TOP 2050 and gain input from members of the public; and

WHEREAS, the City of Ontario conducted a series of virtual Open House/Office Hours on March 31, 2022, April 28, 2022, and May 26, 2022, to provide brief overview of TOP 2050 and provide the public with an informal format to ask questions and share insights; and

WHEREAS, the City of Ontario conducted a series of outreach meeting with the Ontario's Teen Action Committee on June 6, 2022, June 15, 2022, and June 16, 2022, providing an overview of the TOP 2050, climate adaptation and resiliency, and the importance of civic participation; and

WHEREAS, the City of Ontario conducted an in-person open house located inside City Hall on June 30, 2022, to provide an overview of the TOP 2050 Update SEIR, Policy Plan, and Community Climate Action Plan, and gain input from members of the public; and

WHEREAS, the Planning Commission is responsible for reviewing updates to the Policy Plan (General Plan) and Map and forwarding a recommendation to the City Council on the adoption of the General Plan and Map; and

WHEREAS, on July 26, 2022, the Planning Commission of the City of Ontario conducted a duly noticed public hearing on the General Plan Update at which time all persons wishing to testify in connection with the General Plan Update were heard; and

WHEREAS, on July 26, 2022, the Planning Commission of the City of Ontario conducted a duly noticed public hearing on the SEIR and concluded said hearing on that date, voting (7-0) to recommend certification of the SEIR and adoption of Environmental Findings pursuant to the California Environmental Quality Act, a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting to the City Council, issuing Resolution No. PC22-040; and

WHEREAS, on July 26, 2022, the Planning Commission of the City of Ontario conducted a duly noticed public hearing on an amendment to the Ontario Policy Plan (General Plan) and concluded said hearing on that date, voting (7-0) to recommend approval of an amendment to the Ontario Policy Plan (General Plan) to the City Council, issuing Resolution No. PC22-042; and

WHEREAS, on August 16, 2022, the Planning Commission of the City of Ontario conducted a duly noticed public hearing on the Policy Plan at which time all persons wishing to testify were heard and the Policy Plan was fully studied; and

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

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

SECTION 1. ***Environmental Determination and Findings.*** The City Council finds that the environmental effects of the General Plan Update (The Ontario Plan – Policy Plan) have been analyzed and discussed in the TOP 2050 Update SEIR in compliance with CEQA. The City Council finds that the SEIR was prepared in compliance with CEQA, that the City complied with CEQA's procedural and substantive requirements, and that the SEIR is an accurate and objective statement that fully reflects the independent judgement of the City.

SECTION 2: ***City Council Action.*** Based on the entire record before the City Council, all written and oral evidence presented, and the findings made in this Resolution, the City Council hereby amends the Policy Plan (General Plan) as set forth in Attachment "A" (The Ontario Plan 2050– Policy Plan).

(1) Land Use. The General Plan Update (The Ontario Plan – Policy Plan) shows how the City of Ontario will develop, use and arrange land which is critical to achieving the Ontario Vision. Land is a finite and valuable resource. How it is used is a key factor in the City's economic future. As stewards of the land, the City must plan for uses and development that adds value to the community, in terms of function, design and fiscal return. Ontario is steadfast in its Vision, but the Policy Plan is flexible enough to accommodate the evolution of development types. Ontario desires to have distinct neighborhoods and activity centers; diversity of residential, employment, retail, entertainment, and community and recreational services; and a world-class airport which are connected through a unified mobility system. The Land Use Element reflects Ontario's Vision to be a complete community.

(2) Housing. The General Plan Update (The Ontario Plan – Policy Plan) is integrated and compatible with the Housing Element in that it provides for development consistent with the existing and projected housing needs of the community. The General Plan Update (The Ontario Plan – Policy Plan) will maintain a supply of developable residential land adequate to accommodate the amount and type of projected household and job growth. The General Plan Update (The Ontario Plan – Policy Plan) will also ensure that residential sites are served by adequate infrastructure and services and with a range of housing types to accommodate a variety of incomes and lifestyles including the City's fair share of regional housing need. The General Plan Update (The Ontario Plan – Policy Plan) will also provide housing opportunities for groups with special needs and for all people regardless of race, religion, gender, marital status, ancestry or national origin.

(3) Parks & Recreation. The General Plan Update (The Ontario Plan – Policy Plan) integrates parks and recreational spaces which are critical physical, social and psychological element of a complete community. Beyond merely providing recreational opportunities, carefully sited and well-designed parks serve a multitude of functions for the community: creating neighborhood identity, serving as focal points for gathering and celebration, and increasing and protecting environmental resources. Moreover, parks act as the city's "breathing spaces", where people experience relief as they go about their daily routines.

(4) Environmental Resources. Ontario's environmental resources are an integral part of our maturing City and are valued for the benefits they provide. Appropriately managed, they reduce health risks for residents and workers, lower energy and water costs, safeguard our water assets, and protect our environment. The systems that convey and treat water and waste, generate and distribute energy, promote beneficial air quality, and protect natural resources are essential to Ontario's health and prosperity. The General Plan Update (The Ontario Plan – Policy Plan) will manage resources comprehensively, utilizing natural and man-made systems that are both environmentally and economically sustainable.

(5) Community Economics. The City's role is to create, maintain and grow economic value. Community shareholders, including property owners, tenants, families and businesses have invested in Ontario and should expect a return from those investments, including financial and qualitative returns, such as: quality of life, job opportunities, potential for business growth, sense of safety, healthy environment, responsive government, amenities and so much more - all of which is part of the Vision of being a "complete community". Their investments, in turn, generate returns for the community. A business investing in expansion creates new job opportunities for residents. A developer investing in new housing attracts new consumers for Ontario's retailers. These investments add municipal revenues, which the City reinvests in community facilities, public improvements, and services that increase shareholder returns. Through the Community Economics Element policies, The General Plan Update (The Ontario Plan – Policy Plan) commits itself to protecting these investments. Generating better and higher returns gives Ontario a competitive advantage to attract even more investment. This new investment and reinvestment creates a self-sustaining cycle of prosperity. The General Plan Update (The Ontario Plan – Policy Plan) is integrated and compatible with the Community Economics Element.

(6) Safety. The General Plan Update (The Ontario Plan – Policy Plan) is integrated and compatible with the Safety Element in that it provides an appropriate land use distribution and orientation which protects the community from unreasonable risks associated with seismic, geologic, flood, wind, and wildfire hazards.

(7) Mobility. Ontario is strategically located within a regional transportation network that includes an international airport with passenger and air cargo operations, three freeways, three freight rail lines, commuter and passenger rail services, public transit and a local network of streets and multi-purpose trails. This network provides multi-modal transportation options for those traveling within, to or through the City. This robust system creates unique opportunities for Ontario as a regional jobs hub and a complete community. Ontario's Vision to concentrate growth in key locations will allow the City to capitalize on this transportation system. Ontario's Vision is that there will be more mobility options as the City and the region grow. Personal vehicles will continue to provide individual mobility and flexibility for travel, though fuel systems will change, and guidance technology will become much more sophisticated. Bus travel will be a convenient and reliable option. The commuter rail system will provide service all day throughout the region and high-speed rail may be developed for longer-distance trips. Air travel will be linked through a future multi-modal station in close proximity to ONT airport where access to many modes of transit will be available. Freight transportation via trucks, rail and air cargo will provide efficient movement of goods to the City, region and beyond while minimizing negative impacts. The mobility element will be coordinated with future land use patterns and levels of buildout. Access and connectivity to mobility options will be integrated into neighborhoods, centers, corridors and districts. The placement of housing, jobs and amenities in closer proximity to each other and design strategies focused on the pedestrian will make walking a desirable alternative and a connected regional system of multi-purpose trails will enable safe and convenient non-motorized travel. The General Plan Update (The Ontario Plan – Policy Plan) is integrated and compatible with the Mobility Element.

(8) Community Design. All members of the community—residents, business owners, workers, visitors and investors— need places and spaces that are both functional and appealing. Quality design of the built environment can: protect existing investments; achieve sustainable environments; create safe and pleasant places where people want to live, work and recreate; and add value to the community. The General Plan Update (The Ontario Plan – Policy Plan) is integrated and compatible with the Community Design Element.

(9) Social Resources. Access to healthcare, nutrition, and healthy environments, quality education, diverse community services and facilities and cultural opportunities are essential to a prosperous Ontario. All are critical to individual and community well-being and Ontario's ability to attract residents and investors. However, direct control over delivery of healthcare, education, social services and cultural opportunities is in the hands of outside organizations. Therefore, the City must leverage the efforts of service providers within the region. The General Plan Update (The Ontario Plan – Policy Plan) is integrated and compatible with the Social Resources Element.

SECTION 4: ***Custodian of Records.*** The documents and materials that constitute the record of proceedings on which these findings have been based are located at the City of Ontario City Hall, 303 East "B" Street, Ontario, California 91764. The custodian for these records is the City Clerk of the City of Ontario.

SECTION 5: ***Certification to Adoption.*** The City Clerk shall certify to the adoption of the Resolution.

PASSED, APPROVED, AND ADOPTED this 16th day of August 2022.

_____
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. 2022- was duly passed and adopted by the City Council of the City of Ontario at their regular meeting held August 16, 2022 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. 2022- duly passed and adopted by the Ontario City Council at their regular meeting held August 16, 2022.

_____
SHEILA MAUTZ, CITY CLERK

(SEAL)

ATTACHMENT A:

Policy Plan (General Plan)
A Component of The Ontario Plan 2050

ATTACHMENT B:

Vulnerability Assessment Report For The Ontario Plan 2050 Update

A Component of The Ontario Plan 2050

City of Ontario

Policy Plan

A Component of The Ontario Plan 2050

Public Review Draft | May 2022

Please note that this is a hard copy version of what is intended to be published in a web-based format. There are notations and placeholders for links throughout that are not active in this draft.

Prepared By: PlaceWorks

3 MacArthur Place, Suite 1100

Santa Ana, CA 92707

714.966.9220

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APPENDIX A. IMPLEMENTATION ACTIONS RELATED TO ENVIRONMENTAL JUSTICE AND CLIMATE ADAPTATION AND RESILIENCY

APPENDIX B. GLOSSARY OF TERMS AND ABBREVIATIONS

INTRODUCTION

The Policy Plan states long-term goals, principles, and policies for achieving Ontario's Vision. It guides growth and development to achieve optimum results from the City's physical, economic, environmental, and human resources. The Policy Plan serves as the City's General Plan, which is mandated by state law. General Plans are required to include eight topics (Land Use, Housing, Circulation, Noise, Safety, Open Space and Conservation, and Environmental Justice). The organization of these eight topics, and any optional topics, are determined by the local jurisdiction. The General Plan is required to be comprehensive in nature and internally consistent.

Ontario's General Plan is made up of nine elements: Land Use, Housing, Mobility, Safety (including Noise), Environmental Resources (including Conservation), Parks and Recreation (including Open Space), Community Economics, Community Design, and Social Resources. Environmental Justice is woven throughout the Policy Plan.

While State law requires Housing and Safety Elements to be updated every eight years, the State Office of Planning and Research recommends that local jurisdictions comprehensively update their General Plan every 10-15 years. Ontario's last comprehensive General Plan update was adopted in 2010. The Housing Element was updated in 2022.

In addition to acting as to the City's General Plan, the Policy Plan incorporates the goals and policies necessary for the City to achieve its full Vision beyond what state law mandates.

The Policy Plan is intended to be a long-term policy document. It includes abiding principles for each element, goals (what we want to achieve) and policies (how we accomplish these goals). The short-term actions needed to implement the Policy Plan are housed in a separate Implementation Plan. The portion of the Implementation Plan related to Housing, Environmental Justice, and Safety Element regulations are part of the Policy Plan as required by state law; all other portions of the Implementation Plan are not and do not require an amendment to the Policy Plan to be updated.

Purpose

The Policy Plan:

- Takes a fresh look at the changing circumstances within the City and the region since the previous Policy Plan was adopted.
- Establishes a strong, yet flexible policy base that moves the City towards its Vision.
- Incorporates the current (link) City Council Priorities (goals and objectives) into this policy document which will help guide future Council efforts when the plan is updated or revised.
- Complies with State requirements for local general plans.
- Imbeds the City's governance (link) approach into how it operates and makes decisions.

LAND USE ELEMENT

Introduction

How we develop, use and arrange our land is critical to achieving the Ontario Vision. Land is a finite and valuable resource. How we use it becomes a key factor in the City's economic future. As stewards of the land, the City must plan for uses and development that adds value to the community in terms of function, design, and fiscal return. We are steadfast in our Vision, but the Policy Plan is flexible enough to accommodate the evolution of development types.

We desire Ontario to have distinct neighborhoods and activity centers, corridors, and districts; diversity of residential, employment, retail, entertainment, community, and recreational services; and a world-class airport which are connected through a unified mobility system. The Land Use Element reflects Ontario's Vision to be a complete community.

Purpose

The Land Use Element:

- Designates the distribution, location, and balance of land uses.
- Describes the desired build-out of Ontario
- Describes building intensity standards for each land use.
- Communicates population density.
- Ensures compatibility between land uses.

Principles

The City believes:

- Development that supports the Vision will strengthen the City's economy.
- New growth will enhance the quality of life in the entire community, including our existing neighborhoods.
- Land uses and development should be consistent with the Vision while protecting the quality of life in existing neighborhoods.
- Our development review process should incorporate flexible standards to achieve our Vision.
- The way land is used and developed will determine our revenue base and expenditures.

Goals & Policies

LU-1 Balance

Ontario is poised to experience extraordinary growth. Achieving this growth in a manner that is consistent with our Vision requires a delicate balancing act. For instance, the City must balance the benefits and impacts of being a regional urban and transportation hub with the livability of our neighborhoods.

As an active participant in regional planning, Ontario contributes to the regional jobs-housing balance by providing significant office, industrial and retail employment opportunities while focusing this growth strategically to minimize development impacts on established neighborhoods.

Goal LU-1 **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.**

Policies

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. (Link to Mobility Element Policies M2-M-2.1, M3-M-3.3; Community Design Element *Image and Identity* Section; Community Design Policies CD-3.1, CD-3.3, CD-3.6)

LU-1.2 **Sustainable Community Strategy.** We integrate state, regional, and local Sustainable Community/Smart Growth principles into the development and entitlement process.

LU-1.3 **Adequate Capacity**. We require adequate infrastructure and services for all development.

LU-1.4 **Multimodal Mobility.** We require development and urban design, where appropriate, that reduces reliance on the automobile and capitalizes on active transportation, transit, electric vehicles, and multimodal transportation opportunities (Link to Mobility Element Policies M-2.1, M-3.3; Community Design Element Policy CD-2.6, CD-3.1, CD-3.3, CD3.6).

LU-1.5 **Jobs-Housing Balance**. We coordinate land use, infrastructure, and transportation planning and analysis with regional, county, and other local agencies to further regional and subregional goals for jobs-housing balance. (Link to Community Economics Element Policy CE-1.1; Mobility Element Policy M-1.6)

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. (Link to Community Economics Element *Complete Community* Section; Community Design Element *Urban, Mixed Use, and Transit-oriented Place Types* Section)

LU-1.7 **Revenues and Costs.** We require future amendments to our Land Use Plan to be accompanied by analyses of fiscal impacts. (Link to Community Economics Policy CE-3.2)

LU-2 Compatibility

The Land Use Plan provides for a wide range of land uses, including residential, industrial, office, and commercial. Some land use designations and the uses permitted within them are compatible, while others have the potential to create adverse impacts. The City utilizes land use regulations, site planning, and design controls to achieve compatibility.

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

Policies

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

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

LU-2.3 **Hazardous Uses.** We regulate the development of industrial and similar uses that use, store, produce, or transport toxic substances, air emissions, other pollutants, or hazardous materials. (Link to Safety Element *Hazardous Materials & Waste* Section, including Policies S-6.4 and S-6.5)

LU-2.4 **Regulation of Nuisances.** We regulate the location, concentration, and operation of potential nuisances.

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

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

LU-2.7 **Inter-jurisdictional Coordination.** We maintain an ongoing liaison with ONT, Caltrans, Public Utilities Commission, the railroads, and other agencies to help minimize impacts and improve the operations and aesthetics of their facilities.

LU-2.8 **Transitional Areas.** We require development in transitional areas to protect the quality of life of current residents.

LU-2.9 **Methane Gas Sites.** We require sensitive land uses and new uses on former dairy farms or other methane-producing sites be designed to minimize health risks.

LU-2.10 **Sensitive Uses.** We monitor and share information with the community about stationary and non-stationary emission sources. We encourage siting and design of facilities to minimize health and safety risks on existing and proposed sensitive uses, especially in environmental justice areas.

LU-2.11 **Context-Aware Transitions and Connections**. We require new development projects and land-planning efforts to provide context-aware and appropriate transitions and connections between existing and planned neighborhoods, blocks, sites, and buildings. (Link to Community Design Element Policies CD-1.1, CD-1.3, CD-3.4)

LU-3 Flexibility

Our Policy Plan and implementing regulations are designed to focus growth in key areas; however, they cannot address every situation. In order to take advantage of opportunities or remove impediments to achieving our Vision of a complete community, we need the ability to quickly respond to changing market conditions and innovative development proposals. This is accomplished through our planning incentive program and flexible application of development standards.

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

Policies

LU-3.1 **Development Standards**. We maintain clear development standards which allow flexibility to achieve our Vision and provide objective standards that ensure predictability and deliver the intended physical outcomes. (Link to Community Design Element *Design Quality* and *Urban, Mixed Use, and Transit-oriented Place Types* Sections)

LU-3.2 **Design Incentives**. We offer design incentives to help projects achieve the Vision. (Link to Community Design Element)

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

LU-4 Phased Growth

As we progress, we will face development decisions that require us to balance short and long-term costs and benefits. In some cases, conditions necessary for development of the type and scale that fully realizes our Vision may be years in the future. But opportunities that can add immediate value may present themselves. We will allow interim development in our growth areas, provided it can be modified or replaced when circumstances for development more reflective of our Vision are right. We will not allow development that impedes, precludes, or compromises our ability to achieve our Vision.

Goal LU-4 Development that provides short-term value only when the opportunity to achieve our Vision can be preserved.

Policies

LU-4.1 **Commitment to Vision.** We are committed to achieving our Vision but realize that it may take time and several interim steps to get there.

LU-4.2 **Interim Development.** We allow development in urban, mixed use, and transit-oriented Place Types that is not immediately reflective of our ultimate Vision for the Place Type, provided it can be modified or replaced when circumstances are right to support development aligned with the Place Type Vision. We will not allow development that impedes, precludes, or compromises our ability to achieve our Vision. (Link to Community Economics Element Policy CE-2.3; Community Design Element Policy CD-1.2; Community Design Element *Urban, Mixed Use, and Transit-oriented Place Types* section).

LU-4.3 **Infrastructure Timing**. We require that the necessary infrastructure and services be in place prior to or concurrently with development.

LU-4.4 **Shared Infrastructure.** We encourage and facilitate the use of shared infrastructure (including shared or managed parking) in urban, mixed use, and transit-oriented Place Types. (Link to Community Design Element Policy CD-3.6)

LU-5 Airport Planning

Airports play a significant role in regional and local economies providing critical services such as business travel, tourism, and emergency response. The City benefits from having two airports in close proximity, Ontario International Airport (ONT) and Chino Airport, and is responsible for implementing measures to ensure their orderly expansion while protecting the public from excessive noise and safety hazards. ONT and Chino Airport are part of a national aviation transportation system that is overseen by federal, state and local governments.

ONT is a medium-hub commercial airport. Centrally located within the City, ONT is the single most prominent land use in Ontario. Chino Airport, a general aviation airport, is located outside the City along the southern boundary. This section addresses the impacts of the airports.

Goal LU5 Integrated airport systems and facilities that minimize negative impacts to the community and maximize economic benefits.

Policies

LU-5.1 **Coordination with Airport Authorities.** We collaborate with FAA, Caltrans Division of Aeronautics, airport owners, neighboring jurisdictions, and other shareholders in the preparation, update, and maintenance of airport-related plans.

LU-5.2 **Airport Planning Consistency.** We coordinate with airport authorities to ensure The Ontario Plan is consistent with state law, federal regulations, and/or adopted master plans, and airport land use compatibility plans for ONT and Chino Airport.

LU-5.3 **Airport Impacts.** We work with agencies to maximize resources to mitigate the impacts and hazards related to airport operations – their homes.

LU-5.4 **ONT Growth Forecast.** We support and promote an ONT that accommodates 30 million annual passengers and 1.6 million tons of cargo per year, as long as the impacts associated with that level of operations are planned for and mitigated.

LU-5.5 **Airport Compatibility Planning for ONT.** We create and maintain the Airport Land Use Compatibility Plan for ONT.

LU-5.6 **Alternative Process.** We fulfill our responsibilities and comply with state law with regard to the Alternative Process for proper airport land use compatibility planning.

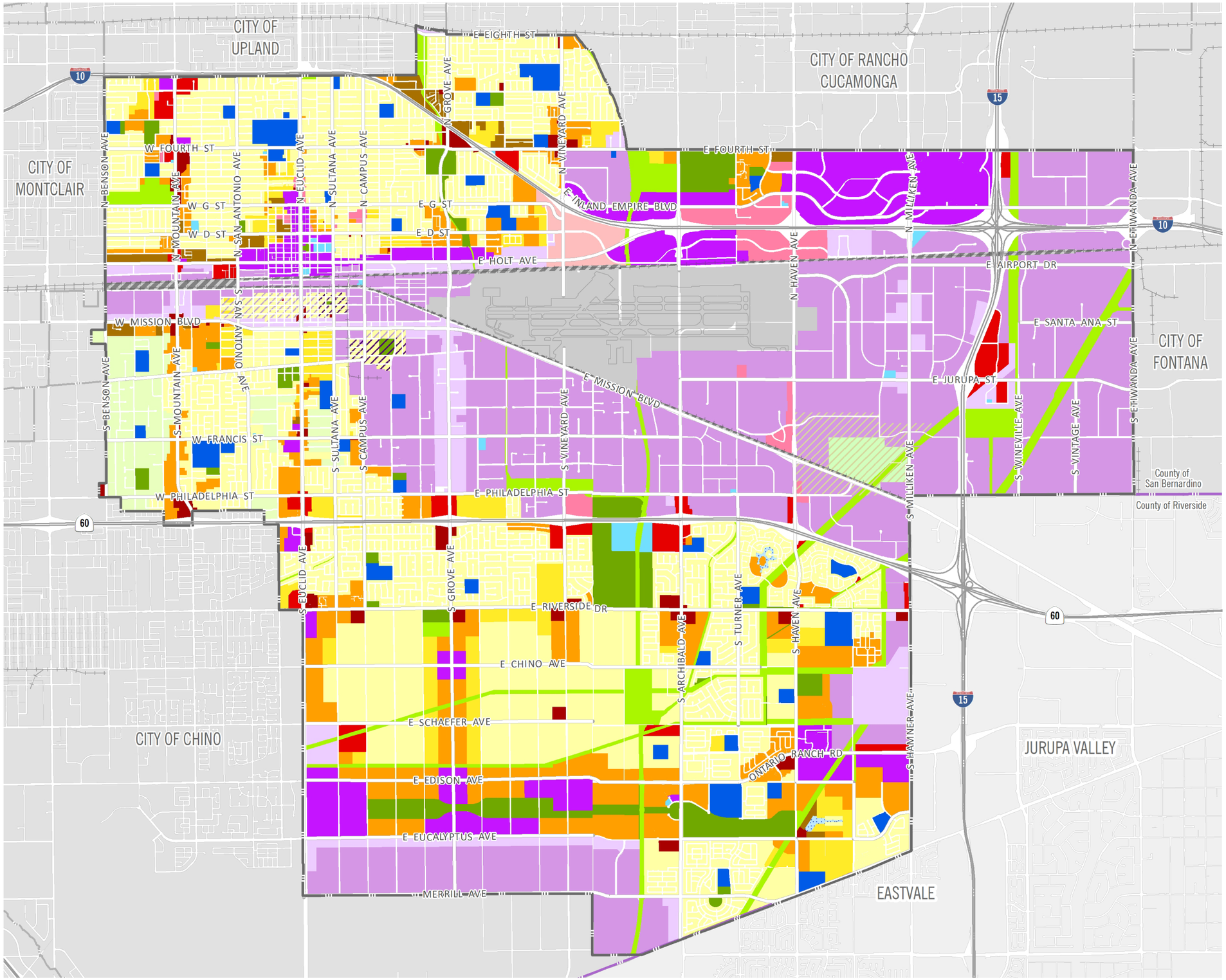
LU-5.7 **ALUCP Consistency with Land Use Regulations.** We comply with state law that requires general plans, specific plans, and all new development to be consistent with the policies and criteria set forth within an Airport Land Use Compatibility Plan for any public-use airport.

LU-5.8 **Chino Airport.** We will support the creation and implementation of the Airport Land Use Compatibility Plan for Chino Airport.

Exhibits: Tables and Figures

Figure LU-01

Official Land Use Plan



- Ontario City Boundary
- County Boundary
- Rail Network

Overlay Zones
- Business Park
- Industrial
- Landfill Impact Area

Proposed Land Use

Residential
- RR Rural Residential
- LDR Low Density Residential
- LMDR Low Medium Density Residential
- MDR Medium Density Residential
- HDR High Density Residential

Mixed-Use
- MU Mixed Use

Commercial
- NC Neighborhood Commercial
- GC General Commercial
- OC Office Commercial
- HOS Hospitality

Employment
- BP Business Park
- IND Industrial

Other
- OS-NR Open Space - Non-Rec
- OS-R Open Space - Recreation
- OS-W Open Space - Water
- PF Public Facility
- PS Public School
- ARPT Airport
- LF Landfill
- Rail

2·0·5·0 THE ONTARIO PLAN

0 2,500 5,000 10,000 FT

Source: The City of Ontario 2022 Date: 5/9/22

LU-02 Land Use Designations Summary Table

Land Use Designation	Residential Density & Non-Residential Intensity	Intention
Residential – A wide range of housing densities and products to meet the demand of current and future residents with varying lifestyles. In addition to the residential uses described below, other uses such as schools, parks, childcare facilities, utilities, live-work units, and other public/institutional uses that are determined to be compatible with, oriented towards the needs of residential neighborhoods they serve, and those that help enhance community may also be allowed. When calculating the number of units permitted, the existing parcel size, before required dedication, shall be used. For developments that 1) encompass multiple properties and/or districts in established specific plans, 2) contain more than one land use designation, and 3) are located South of Riverside Drive, the maximum number of units permitted for the development may be spread over the entire site thereby allowing the blending of residential densities.		
Rural	0 to 2.0 dwelling units per acre	Single-family detached residences, typically in an estate setting.
Low Density[1]	2.1 to 5.0 dwelling units per acre	Single-family detached residences.
Low-Medium Density[1]	5.1 to 11.0 dwelling units per acre	Single/multi-family attached and detached residences, including small lot subdivisions, townhouses, and courtyard homes.
Medium Density[1]	11.1 to 25.0[2,3] dwelling units per acre	Single/multi-family attached and detached residences including townhouses, stacked flats, courtyard homes, and small lot single-family subdivisions.
High Density[1]	25.1 to 45.0 dwelling units per acre	Multi-family dwellings including stacked flats and mid-rise and high-rise residential complexes.
Retail/Service – A full spectrum of retail, service, professional, office, medical, tourist-related, and entertainment uses at a range of intensities to respond to market demand and the character of the surrounding environment. In addition to the retail/service uses described below, other uses such as parks, childcare facilities, live-work units, utilities, and other public/institutional uses that are determined to be compatible with, oriented towards the needs of the surrounding neighborhood, and those that help enhance community may also be allowed.		
Neighborhood Commercial[1]	0.40 FAR	Local serving retail, personal service, office, and dining uses, typically located within a predominantly residential neighborhood.
General Commercial[1]	0.40 FAR	Local and regional serving retail, personal service, entertainment, dining, office, tourist-serving, and related commercial uses.
Office/ Commercial[1]	0.75 FAR	An intense mixture of professional office, supported by regional serving retail, service, tourist-serving, entertainment, dining, and supporting service uses that capitalize on strategic locations in Ontario. This designation also allows for professional offices such as financial, legal, insurance, medical, and other similar uses in a neighborhood setting and/or as adaptive reuse.

LU-02 Land Use Designations Summary Table

Land Use Designation	Residential Density & Non-Residential Intensity	Intention
Hospitality[1]	1.00 FAR	Regional serving tourist-serving, retail, entertainment, and service uses such as convention centers, hotels/motels, and restaurants.
Employment – An array of employment uses, such as manufacturing, distribution, research and development, and office, at a range of intensities to meet the demand of current and future market conditions. In addition to the employment uses described below, other uses such as parks, live-work units, utilities, and other public/institutional uses that are determined to be compatible with and oriented towards the surrounding community may also be allowed.		
Business Park[1]	0.60 FAR	Employee-intensive office uses including corporate offices, technology centers, research and development, "clean" industry, light manufacturing, and supporting retail within a business park setting.
Industrial[1]	0.55 FAR	Variety of light industrial uses, including warehousing / distribution, assembly, light manufacturing, research and development, storage, repair facilities, and supporting retail and professional office uses. This designation also accommodates activities that could potentially generate impacts, such as noise, dust, and other nuisances. If office uses and/or multiple tenant uses are developed on parcels fronting on the Milliken, Haven, and Archibald corridors, a FAR of 0.60 may be used.
Other		
Open Space - Non-Recreation[1]	Not applicable	Open space that includes utility easements, and drainage channels. We desire to realize multiple uses from these open spaces, such as trails, greenways, joint-use recreational amenities, landscaped parkways/medians, parking lots, and nurseries.
Open Space - Parkland[1]	Not applicable	Recreational facilities, such as tot-lots, parks, golf courses, and sports complexes and joint-use facilities with schools, utilities, and drainage facilities.
Public Facility[1]	Not applicable	Public facilities including civic centers, governmental institutions, police and fire stations, transportation facilities, museums, and public libraries.
Public School[1]	Not applicable	Public schools (K-12) and universities.
Airport	Not applicable	Airport, including terminals, parking, service commercial, distribution, hangers, repair, and warehousing.
Landfill	Not applicable	Allows for the use, operation, and reclamation of the Milliken Landfill. If the site is reclaimed, the City will

LU-02 Land Use Designations Summary Table

Land Use Designation	Residential Density & Non-Residential Intensity	Intention
		consider a host of uses including a transit station and multimodal transfer station.
Mixed Use – An intense mixture of uses that, when concentrated, create focal points for community activity and identity and facilitate walking, biking, and the use of transit. The Mixed Use land use category accommodates a horizontal and/or vertical mixture of retail, service, office, restaurant, entertainment, cultural, and residential uses. • Density, intensity and intended character varies by area, as generally described below, and defined in detail under the applicable Place Type in the Community Design Element. • The densities and intensities of the Mixed Use designation represent the intended level of anticipated development; however, individual projects may vary depending upon an approved master plan, such as a specific plan, or planned unit development. • The maximum amount of development in each Mixed Use area shall be limited by the Future Buildout Projections detailed in Table LU-03. Further direction regarding land use distributions, densities and intensities within some of these areas are provided by specific plans as noted below. • Most Mixed Use areas are the focal point of the City's Place Type designations illustrated on Figure CD-01 and noted below. Place Types are defined in the Community Design Element, and the vision for the intended outcome and character of each area is established and illustrated in the Place Type Figures noted below.		
Mixed Use - Downtown[1] *(MU-Downtown)*	• 25.0 to 75.0 dwelling units per acre • 2.0 FAR for retail and office uses *Subject to PUD at City's discretion*	Envisioned as an intensive vertical and horizontal mixture of retail, office, and residential uses in a pedestrian friendly atmosphere. The historic character is enhanced. The most intensive uses are envisioned along Euclid and Holt Avenues. [Link to Community Design Element *Urban, Mixed Use, and Transit-oriented Place Types* Section, Community Design Element *Exhibits CD-01, CD-02, CD-03* and *CD-08*]
Mixed Use - Holt Blvd[1] *(MU-Holt)*	• 14.0[2] to 40.0 dwelling units per acre • 2.0 FAR for office uses • 1.0 FAR for retail uses *Subject to PUD at City's discretion*	This area is envisioned as a low-rise (3-5 stories) intensification of the Holt Corridor. The intent is to create identity and place along the Holt Corridor, connect the corridor to Downtown, and connect the Downtown to the Ontario Airport Metro Center. [Link to Community Design Element *Urban, Mixed Use, and Transit-oriented Place Types* Section, Community Design Element *Exhibits CD-01, CD-02, CD-08* and *CD-09*]
Mixed Use - Meredith[1] *(MU-Meredith)*	• 14.0 to 125.0 dwelling units per acre • 3.0 FAR for office and retail uses	This area is envisioned as a mixture of mid-rise buildings, regional-serving retail and office centers, and stand-alone high density residential projects. [Link to Community Design Element *Urban, Mixed Use, and Transit-oriented Place Types* Section, Community Design Element *Exhibits CD-01, CD-02,* and *CD-08*]

LU-02 Land Use Designations Summary Table

Land Use Designation	Residential Density & Non-Residential Intensity	Intention
Mixed Use - [1]Multimodal[1] *(MU-Multimodal)*	• 20.0 to 80.0 dwelling units per acre • 1.0 FAR for office and retail uses	The Multimodal Mixed Use Area is under consideration for our future multimodal transit station that links rail, regional, local, and Airport transit. Intensive office, retail, and residential uses are envisioned to be integrated with the transit station, which is expected to be within the area or in close proximity. The transit center is envisioned as an iconic, convenient, and intuitively designed multimodal transportation center that serves the City of Ontario and the region at-large. [Link to Community Design Element *Urban, Mixed Use, and Transit-oriented Place Types* Section, Community Design Element *Exhibits CD-01*, *CD-02,* and *CD-05*]
Mixed Use - Inland Empire Corridor[1] *(MU-Inland Empire)*	• 14.0 to 30.0 dwelling units per acre • 2.0 FAR for office uses • 1.0 FAR for retail uses	Located along Inland Empire Boulevard, this area is primarily residential with a retail center at the corner of Inland Empire Boulevard and Archibald. Commercial uses that relate to the park are envisioned for the area West of the regional park. [Link to Community Design Element *Urban, Mixed Use, and Transit-oriented Place Types* Section, Community Design Element *Exhibits CD-01*, *CD-02,* and *CD-08*]
Mixed Use - Guasti[1] *(MU-Guasti)*	• 25.0 to 65.0 dwelling units per acre • 1.0 FAR for office and retail uses	This site includes the Guasti Winery, which is on the National Register of Historic Places. This area is envisioned as a mixture of high-quality office, lodging, retail and residential uses that incorporate the Guasti Winery. More intensive office and commercial uses are envisioned along I-10 while office, commercial, and lodging uses are envisioned in and around the historic structures; the southern portion of the area is being considered as potential site for the multimodal transit center. There is an approved Specific Plan on this site that may require amendment to align with TOP. [Link to Community Design Element *Urban, Mixed Use, and Transit-oriented Place Types* Section, Community Design Element *Exhibits CD-01, CD-02,* and *CD-05*]
Mixed Use - Ontario Center[1] *(MU-Ontario Center)*	• 20.0 to 125.0 dwelling units per acre • 2.0 FAR for office uses • 1.0 FAR for retail uses	This area is one of the most intensive developments in Ontario and is characterized by low-rise (3-5 stories) and mid-rise (5-10 stories), mixed use buildings, iconic architecture, and regionally significant uses, such as the City owned arena and other cultural and entertainment uses. This area accommodates a vertical and horizontal mixture of entertainment, retail, office, and residential uses in an active, pedestrian oriented atmosphere. In this

LU-02 Land Use Designations Summary Table

Land Use Designation	Residential Density & Non-Residential Intensity	Intention
		area, the Haven Corridor is envisioned as an elegant, landscaped boulevard lined multi-story office uses near the I-10 and mixed and residential uses closer to the City's northern boundary along 4th Street. There is an approved Specific Plan on this site that may require amendment to align with TOP. [Link to Community Design Element *Urban, Mixed Use, and Transit-oriented Place Types* Section, Community Design Element *Exhibits CD-01, CD-02,* and *CD-04*]
Mixed Use - Ontario Mills[1] *(MU-Ontario Mills)*	• 25.0 to 85.0 dwelling units per acre • 1.5 FAR for office uses • 1.0 FAR for retail uses	This area will continue to be our regional retail center. We envision intensification of the area to include additional retail and entertainment, office, and multi-family (3-5 story) residential uses. New development is envisioned to occur along the interior loop road and the perimeter of the area. There is an approved Specific Plan on this site that may require amendment to align with TOP. [Link to Community Design Element *Urban, Mixed Use, and Transit-oriented Place Types* Section, Community Design Element *Exhibits CD-01, CD-02,* and *CD-04*]
Mixed Use - Rich Haven *(MU-Rich Haven)*	• 14.0 to 50.0 dwelling units per acre • 0.7 FAR for office and retail uses *Subject to approved Specific Plan*	The Rich-Haven Mixed Use Area is within the Rich-Haven Specific Plan. This area is envisioned as a low-rise (3-5 stories), primarily horizontal mixture of retail, office, medical, and residential uses. The greatest level of intensity is envisioned along Ontario Ranch Road and Hamner Avenue.
Mixed Use - Great Park[1] *(MU-Great Park)*	• 14.0 to 65.0 dwelling units per acre[2] • 1.5 FAR for office uses • 1.0 FAR for retail uses *Subject to Specific Plan[3]*	The Great Park Mixed Use Areas are envisioned as the southwestern—activity centers for citizens of Ontario. These areas accommodate a vertical and horizontal mixture of commercial, office, entertainment, and residential uses all connecting to the Great Park with a pedestrian oriented atmosphere. It is envisioned that the major roads through these Mixed Use areas are couplets, which are a series of one-way streets that disperse traffic and allow reduced street widths, maximize the sense of community, and emphasize pedestrian accessibility. These Mixed Use areas are envisioned as low-rise (3-5 stories) with some mid-rise (5-10 stories) near the intersection of Euclid and Edison/Ontario Ranch Road. [Link to Community Design Element *Urban, Mixed Use, and Transit-oriented Place Types* Section, Community Design Element *Exhibits CD-01, CD-02, CD-06, CD-09*]

LU-02 Land Use Designations Summary Table

Land Use Designation	Residential Density & Non-Residential Intensity	Intention
Mixed Use - Grove[1] *(MU-Grove)*	• 14.0[2] to 65.0 dwelling units per acre • 1.5 FAR for office uses • 1.0 FAR for retail uses *Subject to Specific Plan[3]; subject to PUD at City's discretion*	Envisioned as a low-rise (3-5 stories), mixture of retail and residential uses that will create identity and place along the corridor and serve the surrounding residents. [Link to Community Design Element *Urban, Mixed Use, and Transit-oriented Place Types* Section, Community Design Element *Exhibits CD-01, CD-02,* and *CD-09*]
Mixed Use - Eucalyptus / Chino Airport Overlay[1] *(MU-EU)*	• 25.0 to 45.0 dwelling units per acre (outside of airport safety zone) • 2.0 FAR for office and vertically-mixed uses • 0.60 FAR for business park and retail uses *Subject to Specific Plan[3]*	Envisioned to primarily accommodate employee-intensive office, entertainment facilities, live/work, and supporting retail uses in a campus environment designed to leverage proximity to the park and maintain compatibility with surrounding residential areas. Stand-alone and mixed use residential is permitted outside of the Chino Airport safety zone, primarily centered on Grove. Business park uses, such as research and development and "clean" industrial are also permitted provided they do not involve the frequent use of trucks (Class 4 or higher) as part of its primary activities. [Link to Community Design Element *Urban, Mixed Use, and Transit-oriented Place Types* Section, Community Design Element *Exhibits CD-01, CD-02,* and *CD-07*]
Mixed Use - Parkside[1] *(MU-PS)*	• 25.0 to 45.0 dwelling units per acre • 1.0 FAR for retail uses *Subject to approved Specific Plan*	Envisioned as a low-rise (3-5 stories), mixture of retail and residential uses that will create identity and place and serve the surrounding residents. [Link to Community Design Element *Urban, Mixed Use, and Transit-oriented Place Types* Section, Community Design Element *Exhibits CD-01, CD-02,* and *CD-09*]
Mixed Use - Neighborhood Activity Hubs[1] *(MU-NH)*	• 20.0 to 75.0 dwelling units per acre • 1.0 FAR for retail and office *Subject to Specific Plan[3]; projects outside of Ontario Ranch subject to PUD at City's discretion*	Envisioned as a low-rise (3-5 stories), mixture of retail and residential uses that will create identity and place along the corridor and serve the surrounding residents. [Link to Community Design Element *Urban, Mixed Use, and Transit-oriented Place Types* Section, Community Design Element *Exhibits CD-01, CD-02,* and *CD-09*]
Overlays – An overlay is intended to reflect a particular characteristic of an area and is applied "over" an underlying land use designation to provide guidance above and beyond the underlying land use designation.		
Business Park Transitional Areas	Per the underlying designation unless a non-residential use is developed in which case the density and use requirements of the Business Park land use designations shall apply.	This area is within existing and future noise and safety impact zones of Ontario International Airport. This overlay allows residential uses to transition to a Business Park land use if an entire block can be recycled to a Business Park use and the block is contiguous to another non-residential block. In these cases, the City shall be

LU-02 Land Use Designations Summary Table

Land Use Designation	Residential Density & Non-Residential Intensity	Intention
		responsible for the necessary amendments to the Policy Plan Map and Development Code.
Industrial Transitional Areas	Per the underlying designation unless a non-residential use is developed in which case the density and use requirements of the Industrial land use designations shall apply.	This area is within existing and future noise and safety impact zones of Ontario International Airport. This overlay allows residential uses to transition to an industrial land use if an entire block can be recycled to an Industrial use and the block is contiguous to another non-residential block. In these cases, the City shall be responsible for the necessary amendments to the Policy Plan Map and Development Code.
ONT Airport Influence Area	Varies	An area in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restriction on those uses. Refer to the Airport Land Use Compatibility Plan for Ontario International Airport.
Chino Airport Influence Area	Varies	An area in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restriction on those Uses. Refer to the Ontario Development Code for Chino Airport land use policies and criteria for development.
Landfill Impact Area	Varies	Lands immediately surrounding the Milliken Landfill may be contaminated or have other landfill-related hazards that may limit allowable uses, as well as site design. Development in this area requires the submission of a detailed environmental analysis.
Plan Required Overlay – Denotes areas where specific plans or planned unit development plans are required prior to development, with final determination at the discretion of the City. See adopted specific plans and planned unit development in the City on the City's website.		
Ontario Airport Metro Center	Per approved individual specific plans	Envisioned as the most intensive area outside of downtown Los Angeles with a vertical and horizontal mixture of regional-serving retail, office, restaurant, entertainment, cultural, and residential uses in low to mid-rise buildings (3-10 stories). See adopted specific plans for more detail.
Ontario Ranch	Per approved individual specific plans[3]	Envisioned as a mixture of residential neighborhoods integrated with areas of high intensity (3-10 stories) with a mixture of employment, retail, service, entertainment, cultural, and residential uses united by a network of greenways/trails, open spaces, amenities, and infrastructure. All development to be oriented toward or designed to leverage the "Great Park," a linear open space amenity

LU-02 Land Use Designations Summary Table

Land Use Designation	Residential Density & Non-Residential Intensity	Intention
		containing active and passive recreational features, gardens, water features, and cultural facilities. Additional direction may be provided through the application of place types and specific plans.
Downtown	Per approved planned unit development (PUD may be waived at City's discretion)[3]	Envisioned as an intensive vertical and horizontal mixture of retail, office, and residential uses in a pedestrian friendly atmosphere. The historic character is enhanced. The most intensive uses are envisioned along Euclid and Holt Avenues. See the Downtown District Plan in the City's development code for more detail.

Notes:

1. Some parcels with this designation may fall within a Place Type, which characterizes the vision and urban design intent within a specified area. If any portion of a parcel is within a Place Type boundary, as shown in Figure CD-01, Place Types in the Community Design Element, that parcel is subject to Goal CD-3, and related policies. Projects must demonstrate that they are consistent with the vision and policy intent for the applicable Place Type as defined in Exhibits CD-02 through CD-09. Link to Community Design Element *Urban, Mixed-Use, and Transit-oriented Place Types* Section.
2. Parcels designated as MDR within the affordable housing overlay zoning district allow a maximum density of 30 dwelling units per acre if the project includes 25 percent of units affordable to lower incomes, consistent with Tier 2 requirements of the overlay zone.
3. All parcels within the affordable housing overlay zoning district have a minimum density of 20 dwelling units per acre. All parcels within the affordable housing overlay zoning district are exempt from the specific plan requirement if there is no existing specific plan and the project includes 20 percent of units affordable to lower incomes, consistent with Tier 1 requirements of the overlay zone.

LU-03 Future Buildout Table

Land Use	Acres[2]	Assumed Density/Intensity[3]	Units	Pop[4]	Non-Residential Square Feet	Jobs[5]
Residential						
Rural	529	2.0 du/ac	1,057	3,863	-	-
Low Density[6,7]	6,509	5.9 du/ac (north of Riverside Dr) 4.5 du/ac (south of Riverside Dr)[7]	36,173	132,167	-	-
Low-Medium Density[6]	889	8.5 du/ac	7,197	26,363	-	-
Medium Density[7]	2,237	18.0 du/ac (north of Riverside Dr) 22.0 du/ac (south of Riverside Dr)[8]	45,469	147,233	-	-
High Density	206	25.0 du/ac	5,299	13,577	-	-
Subtotal	**10,370**		**95,495**	**323,203**	**-**	**-**
Mixed Use						
• Downtown	128	• 60% of the area at 35 du/ac • 40% of the area at 0.80 FAR for office and retail	2,678	6,862	1,777,586	3,973
• East Holt Boulevard[8]	65	• 75% of the area at 30 du/ac • 25% of area at 0.80 FAR retail	1,473	3,773	570,156	475
• West Holt Boulevard[8]	1	• 75% of the area at 30 du/ac • 25% of area at 0.80 FAR retail	33	84	12,678	11
• Meredith	91	• 50% of the area at 40 du/ac • 50% at 0.35 FAR for retail uses	1,815	4,651	691,939	577
• Multimodal Transit Center	73	• 15% of the area at 60 du/ac • 60% of the area at 1.0 FAR office and retail • 25% of the area at 0.70 FAR Lodging	653	1,673	2,449,557	5,993
• Inland Empire Corridor	37	• 82% of the area at 10 du/ac • 18% of area t 0.35 FAR retail	300	769	100,455	84
• Guasti	86	• 30% of the area at 30 du/ac • 15% of area at 1.0 FAR retail • 30% of area at 0.70 FAR office • 25% of area at 0.70 FAR Lodging	777	1,991	2,012,077	3,848
• Ontario Center[8] *(south of Concourse & east of Haven)*	186	• 40% of area at 40 du/ac • 20% of area at 1.0 FAR office • 30% of area at 0.70 FAR retail	3,729	9,553	3,329,507	7,327
• Ontario Center[8] *(north of Concourse & west of Haven)*	169	• 75% of area at 40 du/ac • 10% of area at 1.00 FAR office • 15% of area at 0.80 FAR retail	5,076	13,006	1,621,435	3,417
• Ontario Mills	249	• 40% of area at 40 du/ac • 5% of area at 0.75 FAR office • 55% of area at 0.50 FAR retail	3,990	10,223	3,394,666	3,971
• Rich-Haven[2]	154	• 30% of area at 35 du/ac • 70% of area at 0.70 FAR office and retail	3,311	6,621	6,729,889	17,188
• Parkside	3	• 50% of the area at 35 du/ac • 50% of area at 0.80 FAR retail	52	132	51,440	129

LU-03 Future Buildout Table

Land Use	Acres[2]	Assumed Density/Intensity[3]	Units	Pop[4]	Non-Residential Square Feet	Jobs[5]
• Eucalyptus/ Chino Airport[2]	105	• 40% of the area at 35 du/ac • 10% of area at 0.80 FAR retail • 20% of area at 1.00 FAR office • 30% of area at 0.60 FAR business park (industrial)	1,471	3,769	2,059,760	4,008
• Grove[2]	36	• 65% of the area at 35 du/ac • 25% of area at 0.80 FAR retail • 10% of area at 0.70 FAR Office	821	2,104	385,285	630
• Great Park[2]	305	• 30% of area at 25 du/ac • 30% of area at 0.35 FAR for office • 40% of area at 0.30 FAR for retail uses	7,470	19,141	2,789,181	4,930
• Neighborhood Activity Hub[8] *(Mountain Village)*	8	• 50% of the area at 35 du/ac • 50% of area at 0.80 FAR retail	137	350	136,070	340
• Neighborhood Activity Hub[8] *(Mountain & Fourth)*	7	• 70% of the area at 50 du/ac • 30% of area at 0.80 FAR retail	251	643	75,008	188
• Neighborhood Activity Hub[8] *(Euclid & Francis)*	13	• 50% of the area at 30 du/ac • 50% of area at 0.80 FAR retail	190	487	220,912	552
• Neighborhood Activity Hub[8] *(Euclid & Walnut)*	16	• 75% of the area at 30 du/ac • 25% of area at 0.80 FAR retail	369	945	142,840	357
• Neighborhood Activity Hub[2,8] *(Euclid & Riverside)*	15	• 75% of the area at 35 du/ac • 25% of area at 0.80 FAR retail	394	1,009	130,662	327
Subtotal	**1,748**	-	**34,067**	**87,289**	**22,340,301**	**41,508**
Retail/Service						
Neighborhood Commercial[6]	248	0.30 FAR	-	-	3,238,367	8,832
General Commercial	385	0.30 FAR	-	-	5,033,395	5,605
Office/ Commercial	310	0.75 FAR	-	-	-	-
Hospitality	143	1.00 FAR	-	-	9,981,163	27,902
Subtotal	**1,085**		**-**	**-**	**24,583,993**	**51,057**
Employment						
Business Park	1,149	0.50 FAR	-	-	25,028,936	43,251
Industrial	7,664	0.55 FAR	-	-	183,596,786	148,483
Subtotal	**8,812**		-	-	**208,625,721**	**191,734**
Other						
Open Space– Non-Recreation	1,200	Not applicable	-	-	-	-

LU-03 Future Buildout Table

Land Use	Acres[2]	Assumed Density/Intensity[3]	Units	Pop[4]	Non-Residential Square Feet	Jobs[5]
Open Space–Parkland[6]	913	Not applicable	-	-	-	-
Open Space-Water	17	Not applicable	-	-	-	-
Public Facility	90	Not applicable	-	-	-	-
Public School	614	Not applicable	-	-	-	-
Ontario International Airport	1,423	Not applicable	-	-	-	-
Landfill	137	Not applicable	-	-	-	-
Railroad	250	Not applicable	-	-	-	-
Roadways	5,364	Not applicable	-	-	-	-
Subtotal	***10,007***	-	-	-	-	-
Total	***32,022***	-	***129,562***	***410,492***	***261,491,779***	***296,002***

Notes

1 Historically, citywide buildout levels do not achieve the maximum allowable density/intensity on every parcel and are, on average, lower than allowed by the Policy Plan. Accordingly, the buildout projections in this Policy Plan do not assume buildout at the maximum density or intensity and instead are adjusted downward. There are a few notable exceptions to this. The assumed density for Low-Density Residential north of Riverside Drive is estimated above the allowed density to account for the continued use of areas that were built at densities above the current allowance, and to account for growth in these areas due to accessory dwelling unit (ADU) development and lot splits. Some areas were also entitled at greater densities due to the use of gross acreage rather than net acreage. These areas, identified in note 7 utilized customized growth assumptions to ensure that the future projection was equal to or larger than the number of existing units in built areas, and equal to or larger than existing entitlements in undeveloped or partially developed areas.

2 Acres are based on the City's Parcel data as of January 2021.

3 Assumed Density/Intensity includes both residential density, expressed as units per acre, and non-residential intensity, expressed as floor area ratio (FAR), which is the amount of building square feet in relation to the size of the lot.

4 Projections of population by residential designation are based on projected occupancy rates and a persons-per-household factor that varies by housing type.

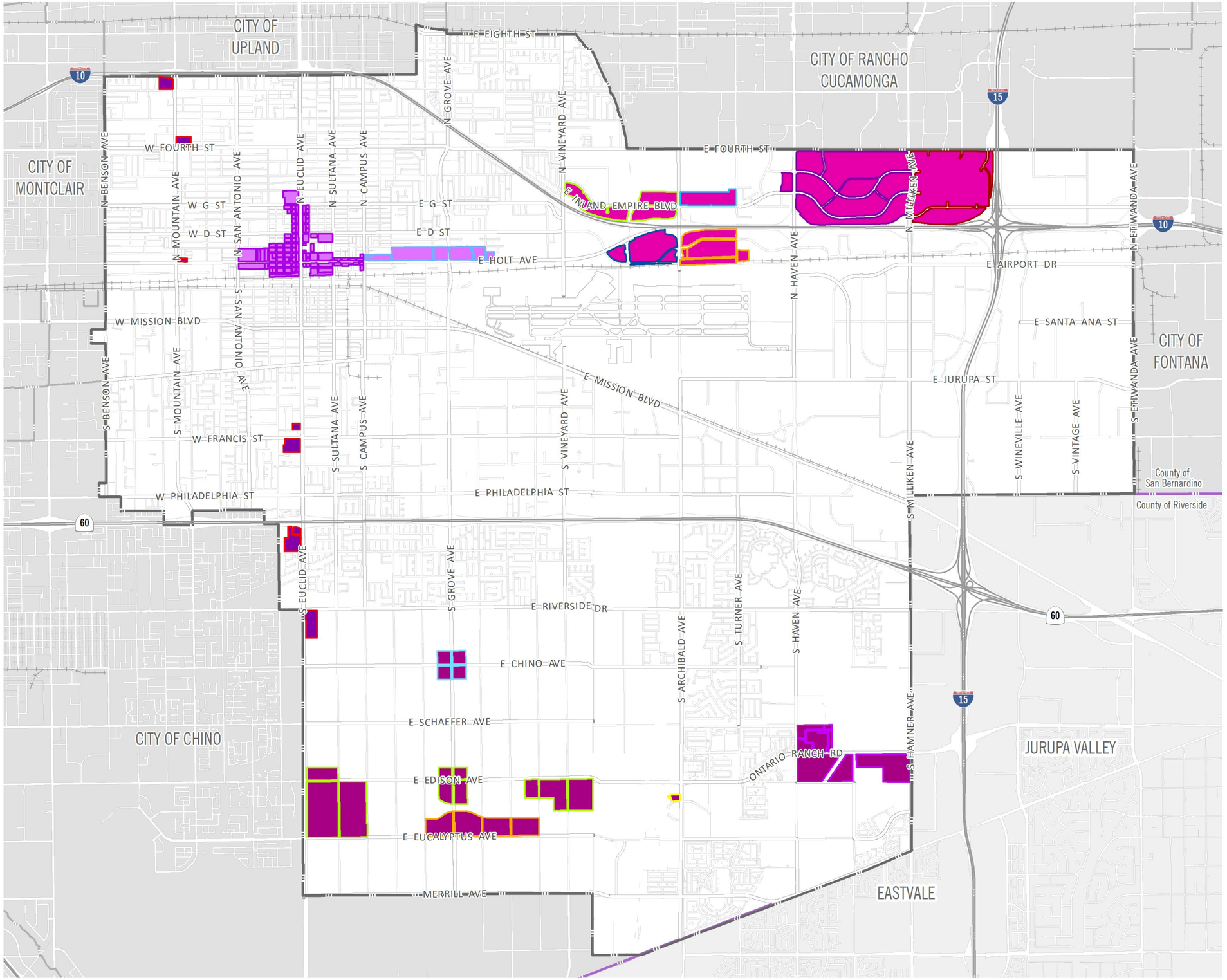
5 The factors used to generate the number of employees by land use category were derived by comparing 2018 employment data published by the U.S. Census as part of the Longitudinal Employer-Household Dynamics (LEHD) dataset to existing building square footage by use type, as recorded in the City's building permit database.

6 Acreages and corresponding buildout estimates for these designations do not reflect underlying land uses within the Business Park and Industrial Overlays. Estimates within overlay areas are included within the corresponding Business Park and Industrial categories.

7. To ensure future projections are equal to or larger than existing conditions in built out areas as of August 2021, and equal to or larger than existing entitlements (approved before August 2021) in undeveloped or partially developed areas, buildout estimates for the following projects, assumed realistic densities as follows: Countryside Specific Plan (Low Density Residential: 6.18 du/ac), Creekside Specific Plan (Low Density Residential: 7.47 du/ac, Medium Density Residential: 15.81 du/ac), Subarea 29 Specific Plan (Low Density Residential: 7.03).

8. In certain mixed use categories, different buildout assumptions were employed on different sites. Variations in assumptions are included in multiple rows within this table.

Last Amended: [Placeholder for TOP 2050 Policy Plan Adoption Date]



LAND USE

Figure LU-04
Mixed Use Areas

Mixed Use Categories

- Mixed Use - Downtown
- Mixed Use - Holt Blvd
- Mixed Use - Meredith
- Mixed Use - Multimodal
- Mixed Use - Inland Empire Corridor
- Mixed Use - Guasti
- Mixed Use - Ontario Center
- Mixed Use - Ontario Mills
- Mixed Use - Rich Haven
- Mixed Use - Great Park
- Mixed Use - Grove
- Mixed Use - Eucalyptus / Chino Airport Overlay
- Mixed Use - Parkside
- Mixed Use - Neighborhood Activity Hub
- Ontario City Boundary
- County Boundary
- Rail Network

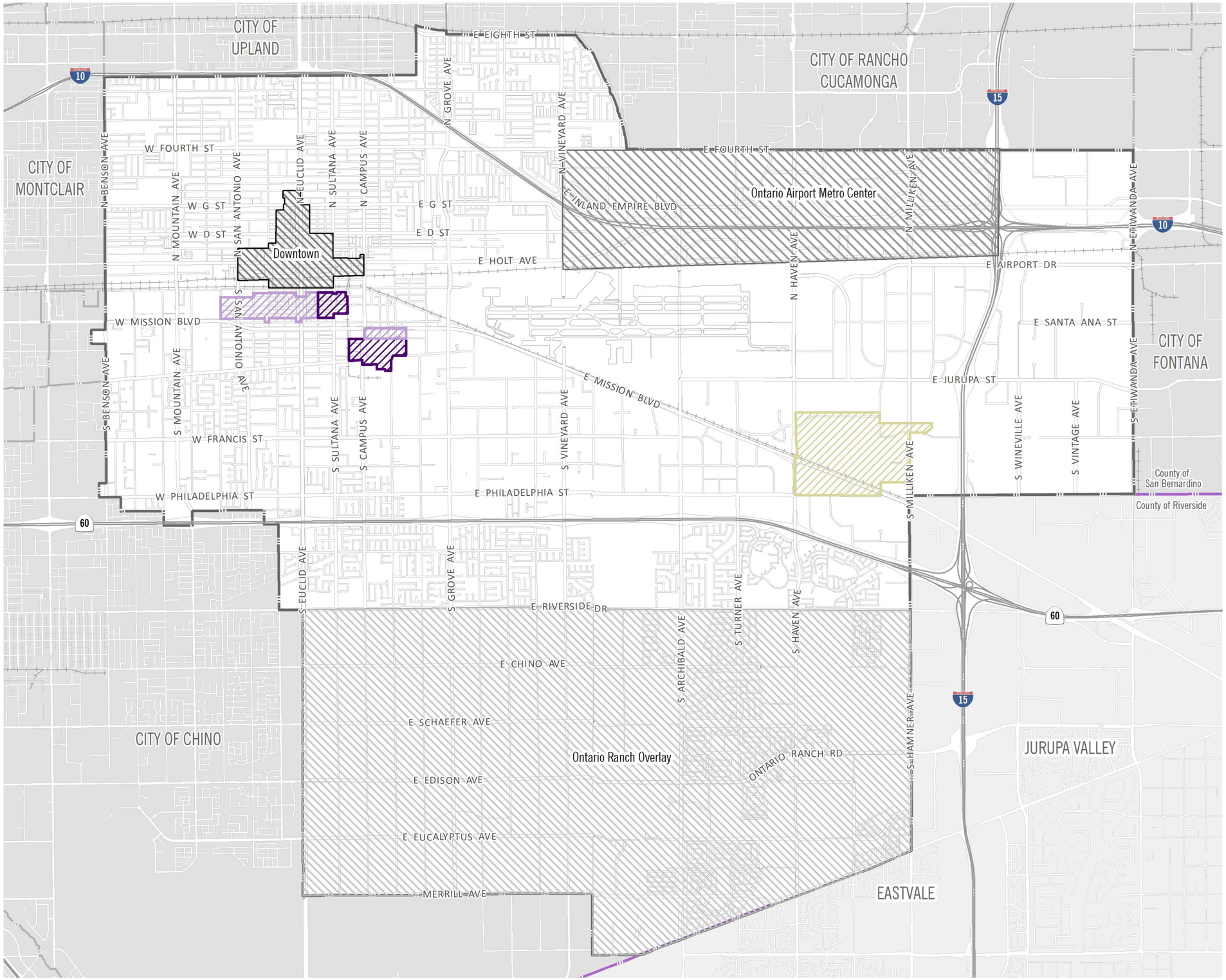
2·0·5·0 THE ONTARIO PLAN

0 2,500 5,000 10,000 FT

Source: The City of Ontario 2022 Date: 5/9/22

Figure LU-05

Overlay Areas



- Ontario City Boundary
- County Boundary
- Rail Network

Overlays
- Business Park
- Industrial
- Landfill Impact Area

Plan-Required Overlays
- Downtown District Overlay
- Ontario Airport Metro Center Overlay
- Ontario Ranch Overlay

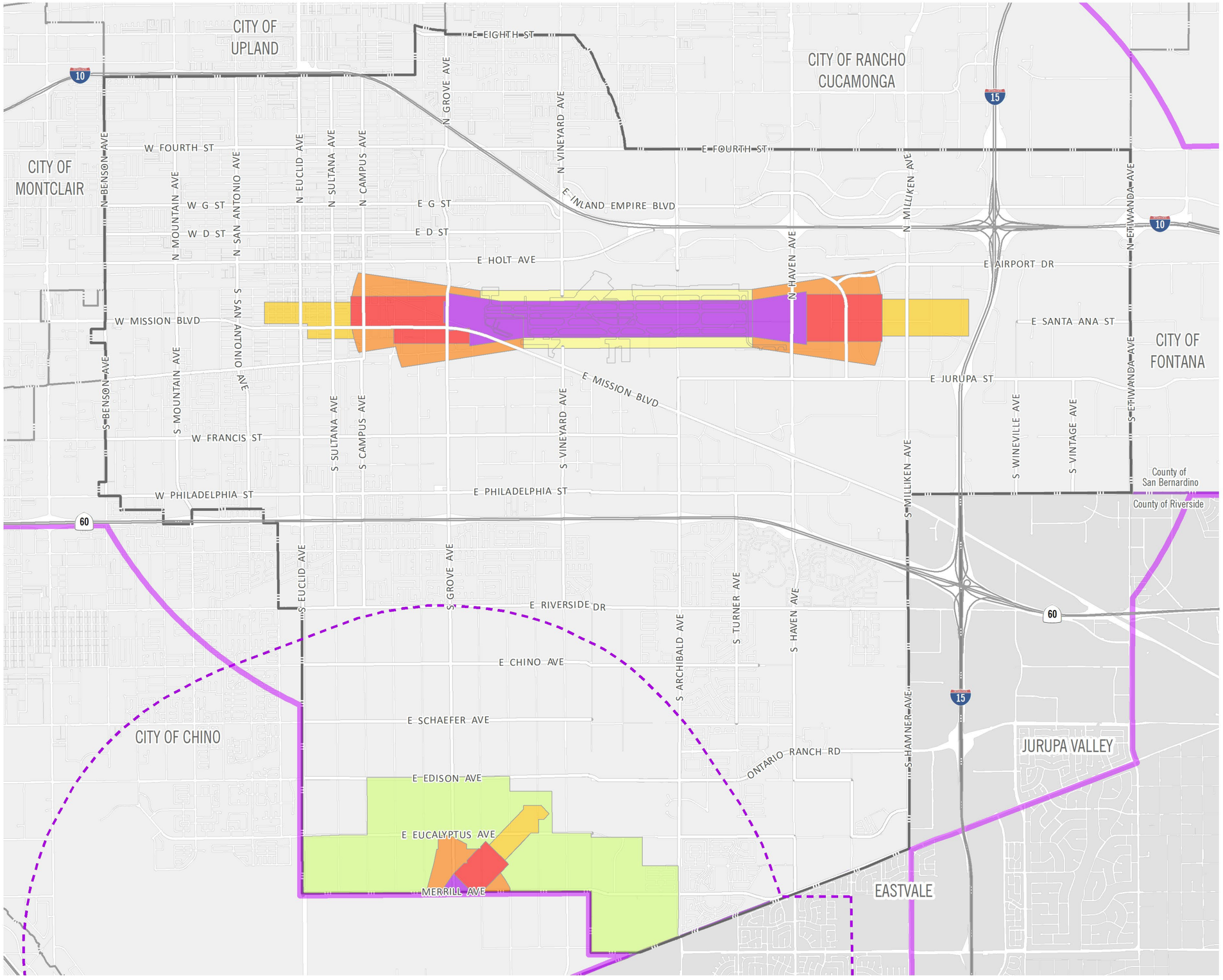
2·0·5·0 THE ONTARIO PLAN

0 2,500 5,000 10,000 FT

Source: The City of Ontario 2022 Date: 5/9/22

Figure LU-06

Airport Safety Zones & Influence Areas



Ontario City Boundary

County Boundary

Ontario International Airport Safety

- ZONE-1
- ZONE-2
- ZONE-3
- ZONE-4
- ZONE-5

Chino Airport Safety Zones

- Safety Zone 1
- Safety Zone 2
- Safety Zone 3
- Safety Zone 4
- Safety Zone 6

Airport Influence Areas

- Airport Influence Area (2020)
- Chino Airport Influence Area (2009)

2·0·5·0 THE ONTARIO PLAN

0 2,500 5,000 10,000 FT

Source: City of Ontario, 2019 and 2022 Date: 5/9/22

LU-05 Noise Level Exposure and Land Use Compatibility Guidelines

Land Use Categories		Community Noise Equivalent Level (CNEL)						
Category	**Land Use**	**55**	**60**	**65**	**70**	**75**	**80**	
Residential / Lodging	Single Family / Duplex							
	Multi-Family							
	Mobile Homes							
	Hotel/Motels							
Public / Institutional	Schools/Hospitals							
	Churches/ Libraries							
	Auditoriums/Concert Halls							
Commercial	Offices							
	Retail							
Industrial	Manufacturing							
	Warehousing							
Recreational/ Open Space	Parks/Playgrounds							
	Golf Courses/ Riding Stables							
	Outdoor Spectator Sports							
	Outdoor Music Shells/ Amphitheaters							
	Livestock/Wildlife Preserves							
	Crop Agriculture							

Legend

Clearly Acceptable:	No special noise insulation is required, assuming buildings of normal conventional construction.
Normally Acceptable:	Acoustical reports will be required for major new residential construction. Conventional construction with closed windows and fresh air supply systems of air conditioning will normally suffice.
Normally Unacceptable:	New construction should be discouraged. Noise/aviation easements are required for all new construction. If new construction does proceed, a detailed analysis of noise reduction requirements must be made, and necessary noise insulation features included.
Clearly Unacceptable:	No new construction should be permitted.

Note: For noise compatibility criteria and contours for Ontario International Airport refer to the adopted ALUCP for ONT.

HOUSING ELEMENT

Introduction

The State of California recognizes the importance of housing and therefore legislates requirements for local jurisdictions to contribute to solutions to meet their local and regional housing needs. All communities across California are therefore required to prepare a Housing Element every eight years to address their local housing needs and a share of the region's need for housing.

Purpose

An adequate supply of quality and affordable housing is fundamental to the economic and social well-being of Ontario. The Housing Element is required to address the production, preservation, and improvement of housing in the community. Among its most important functions, the Housing Element analyzes existing and future housing needs; addresses constraints to meeting local housing needs; identifies land, financial, and administrative resources for housing; sets forth goals and policies to meet community housing needs; and establishes housing programs and an implementation plan.

Principles

The City believes:

- A range of housing for all income levels is essential to a complete community.
- The City's housing stock should match the type and price needed by current and future residents and workforce, including those with special needs.
- Preserving, maintaining, improving, and creating distinct neighborhoods and the housing stock within them protects property values and provides a desirable place to live.
- Affordable, quality housing helps attract and retain a qualified workforce and supports a prosperous local economy.

Goals & Policies

H-1 Neighborhoods & Housing

Ontario's neighborhoods determine our quality of life and reflect the value we place in our community. Neighborhoods differ in lot sizes, housing types, history, purpose, and environment. Whether rural residential, suburban, historic, or urban, Ontario's neighborhoods should provide a nurturing environment for all residents to enjoy their lives. Residential neighborhoods should

provide quality housing, ample parks and recreational opportunities, tree-lined streets and sidewalks for walking, safety and security, and public facilities and services.

As an established community, Ontario is committed to improving its older neighborhoods. This may be achieved through redevelopment, housing rehabilitation, code enforcement, and neighborhood improvement projects. Ontario will facilitate the development of new neighborhoods consistent with their unique purpose, such as Ontario Ranch (areas south of Riverside Drive), Ontario Airport Metro Center, and other areas. Taken together, Ontario is committed to creating and strengthening neighborhoods to promote a high quality of life for residents.

Goal H-1 Stable neighborhoods of quality housing, ample community services and public facilities, well-maintained infrastructure, and public safety that foster a positive sense of identity.

Policies

H-1.1 **Housing Rehabilitation.** We support the rehabilitation, maintenance, and improvement of single-family, multiple-family, and mobile homes through code compliance, removal of blight where necessary, and provision of rehabilitation assistance where feasible.

H-1.2 **Neighborhood Conditions.** We direct efforts to improve the long-term sustainability of neighborhoods through comprehensive planning, provision of neighborhood amenities, rehabilitation and maintenance of housing, and community building efforts.

H-1.3 **Community Amenities.** We shall provide adequate public services, infrastructure, open space, parking and traffic management, pedestrian, bicycle, and equestrian routes and public safety for neighborhoods consistent with City master plans and neighborhood plans.

H-1.4 **Historical Preservation.** We support the preservation and enhancement of residential structures, properties, street designs, lot configurations, and other reminders of Ontario's past that are considered to be local historical or cultural resources.

H-1.5 **Neighborhood Identity.** We strengthen neighborhood identity through creating parks and recreational outlets, sponsoring neighborhood events, and encouraging resident participation in the planning and improvement of their neighborhoods.

H-2 Housing Supply & Diversity

Bolstered by its International Airport, burgeoning employment sector, the Ontario Ranch, and unparalleled transportation access, Ontario aspires to be the premier community of the Inland Empire. Housing diversity is critical to achieving this goal. Ontario is committed to ensuring the provision of the widest range of housing choices for the varied lifestyles of its residents and future

workforce. This includes single-family and multiple-family housing, mixed- and multi-use housing, senior housing, live-work units, and other types of housing opportunities.

Housing production is to be encouraged in a responsible manner that furthers citywide and neighborhood goals. New housing will be creatively designed, sustainable and accessible. Residential and mixed-use growth is strategically directed to the Downtown, corridors, Ontario Airport Metro Center Area, Ontario Ranch, and other areas. By encouraging an adequate supply and diversity of housing, Ontario will accommodate its changing housing needs, support economic prosperity, foster an inclusive community, and become the premier community of the Inland Empire.

Goal H-2 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.

Policies

H-2.1 **Corridor Housing.** We revitalize transportation corridors by encouraging the production of higher density residential and mixed-uses that are architecturally, functionally, and aesthetically suited to corridors.

H-2.2 **Historic Downtown.** We foster a vibrant historic downtown through facilitating a wide range of housing types and affordability levels for households of all ages, housing preferences, and income levels.

H-2.3 **Ontario Airport Metro Center.** We foster a vibrant, urban, intense, and highly amenitized community in the Ontario Airport Metro Center Area through a mix of residential, entertainment, retail, and office-oriented uses.

H-2.4 **Ontario Ranch.** We support a premier lifestyle community in the Ontario Ranch, distinguished by diverse housing, highest design quality, and cohesive and highly amenitized neighborhoods.

H-2.5 **Housing Design.** We require architectural excellence through adherence to City design guidelines, thoughtful site planning, environmentally sustainable practices, and other best practices.

H-2.6 **Infill Development.** We support the revitalization of neighborhoods through the construction of higher-density residential developments on underutilized residential and commercial sites.

H-3 Governmental Regulations

The City is committed to facilitating and encouraging the production, maintenance and improvement of housing in a responsible manner. However, various factors may limit the City's ability to address its housing needs, such as governmental regulations or environmental considerations. Market factors may also affect the feasibility of building housing or the affordability of housing in the community. Moreover, housing goals may at times conflict with

the need to promote other important City goals, including open space or the provision of jobs for the region.

Whereas City land use policy and municipal codes provide a regulatory framework for addressing housing, existing regulations cannot address every situation. In order to facilitate the type of development desired and to realize the greatest community benefits, the City's regulatory framework must be flexible and incentive based. The development review process must be time sensitive, predictable, and thorough. The review process must support long-term community benefits, rather than just short-term gain. Finally, the regulatory framework must contain a broad range of incentives to stimulate desired development and private investment and realize the community features that improve quality of life.

Goal H-3 A City regulatory environment that balances the need for creativity and excellence in residential design, flexibility and predictability in the project approval process, and the provision of an adequate supply and prices of housing.

Policies

H-3.1 **Incentives.** We maintain incentive programs that can be offered to projects that provide benefits to the community such as exceptional design quality, economic advantages, environmental sustainability, or other benefits that would otherwise be unrealized.

H-3.2 **Flexible Standards.** We allow flexibility in the application of residential and mixed-use development standards in order to gain benefits such as exceptional design quality, economic advantages, sustainability, or other benefits that would otherwise be unrealized.

H-3.3 **Development Review.** We maintain a residential development review process that provides certainty and transparency for project stakeholders and the public, yet allows for the appropriate review to facilitate quality housing development.

H-3.4 **Financial Incentives.** We consider financial incentives to facilitate and encourage the production, rehabilitation or improvement of housing, or provision of services where such activity furthers housing and community-wide goals.

H-4 Housing Assistance

Ontario recognizes the importance of an adequate supply of affordable housing and its importance to the quality of life of residents. Residential developments in the Ontario Ranch and Ontario Airport Metro Center area will provide quality housing opportunities to attract and retain Ontario's workforce and support Citywide economic development goals. Lower- and moderate-income residents will require homeownership and rental assistance to secure and maintain housing.

Housing prices and rents in Ontario and across the region continue to lead to lower homeownership rates, longer commutes, increased traffic congestion, higher cost burdens, and overcrowding in neighborhoods. Working with partners and the state and federal governments,

the City of Ontario is committed to providing a range of housing types and prices affordable to all economic segments of the City and assisting residents and the workforce to secure and maintain housing that is affordable and appropriate to their needs.

Goal H-4 Increased opportunities for low- and moderate-income households and families to afford and maintain quality ownership and rental housing opportunities, including move-up opportunities. Inclusive communities, racial equity, fair housing choice, and access to opportunity.

Policies

H-4.1 **Preservation of Affordable Apartments.** We strive to facilitate the preservation of the affordability of publicly assisted apartments for lower-income households through financial assistance, technical assistance, rehabilitation, and collaborative partnerships.

H-4.2 **Homeownership Opportunities.** We increase and expand homeownership rates for lower- and moderate-income households by offering financial assistance, low-interest loans, and educational resources, and by working in collaboration with partnerships.

H-4.3 **Rental Assistance.** We support the provision of rental assistance for individuals and families earning extremely low, very low, and low income with funding from the state and federal government.

H-4.4 **Mixed-income Housing.** We encourage the integration of affordable housing in the Ontario Ranch, Ontario Airport Metro Center Area, and existing neighborhoods.

H-4.5 **Collaborative Partnerships.** We support collaborative partnerships of nonprofit organizations, affordable housing developers, major employers, and for-profit developers to produce affordable housing.

H-4.6 **Fair Housing.** We further fair housing by prohibiting discrimination in the housing market, lifting barriers that restrict access to housing, and providing education, support, and enforcement services to address discriminatory practices.

H-5 Special Needs

The City of Ontario is home to a large number of people with special housing needs. These special needs may be related to occupation, income, family characteristics, disability, veteran status or other characteristics. Special needs groups include, but are not limited to, seniors, large families with children, people with disabilities, single-parent families, college students, veterans and people who are homeless. Though each group is markedly different, they share the challenge of finding suitable and affordable housing.

Ontario aspires to be the premier community in the Inland Empire. As such, the city's population will become increasingly diverse, with people of many cultures, backgrounds, family types, ages, and experiences. The housing needs of Ontario's residents will be equally diverse. Recognizing

the contributions of this diversity to the community, Ontario has the opportunity to demonstrate leadership in addressing the housing and support needs of all residents. Ontario is thus committed to creating a community that allows people to live in the City for their entire life, regardless of their special needs.

Goal H-5 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.

Policies

H-5.1 **Senior Housing.** We support the development of accessible and affordable senior housing and provide financial assistance for seniors to maintain and improve their homes.

H-5.2 **Family Housing.** We support the development of larger rental apartments that are appropriate for families with children, including, as feasible, the provision of services, recreation, and other amenities.

H-5.3 **Disabled People.** We increase the supply of permanent, affordable, and accessible housing for people with disabilities, and provide assistance to allow them to maintain and improve their homes.

H-5.4 **Homeless People.** We partner with nonprofit partners to provide emergency shelters, transitional housing, permanent supportive housing, and supportive services for people who are homeless.

H-5.-5 **Supportive Services.** We financially support organizations, as feasible, that provide support services that meet the needs of those with special needs and further the greatest level of independence.

H-5.6 **Partnerships.** We collaborate with nonprofit organizations, private developers, employers, government agencies, and other interested parties to develop affordable housing and provide support services.

Exhibits: Documents Incorporated by Reference

Housing Element Technical Report

PARKS AND RECREATION ELEMENT

Introduction

Parks and recreational spaces represent a critical physical, social and psychological element of a complete community. Beyond merely providing recreational opportunities, carefully sited and well-designed parks serve a multitude of functions for the community: creating neighborhood identity, serving as focal points for gathering and celebration, and increasing and protecting environmental resources. Moreover, parks act as the city's "breathing spaces," where people experience relief from the urban environment as they go about their daily routines.

Purpose

The Parks and Recreation Element:

- Establishes goals for the Ontario park and recreation system and recreation programs.
- Underscores the vital role parks and recreation programs play in achieving economic development, land use, housing, community health, infrastructure, and transportation objectives.

Principles

The City believes:

- Parks promote community engagement, economic investment, and quality aesthetic design.
- Parks should be distributed throughout the City.
- Well planned, managed and maintained parks provide opportunities for physical exercise and relaxation, which can lead to better health of members of the community.
- Programs and activities enrich the lives of members of the community.

Goals & Policies

PR-1 Planning & Design

Ontario's Park system will establish park sites that serve the City's population and employment locations. These parks will provide active, organized uses such as sports, local gathering spaces, recreational facilities, passive use areas, and signature destinations with notable attractions. They will be planned and designed to integrate with their surroundings.

Goal PR-1 A system of safe and accessible parks that meets the needs of the community.

Policies

PR-1.1 **Access to Parks.** In all new residential development areas, we strive to provide a park and/or recreational facility within walking distance (¼ mile) of every residence and prioritize the establishment of parks in environmental justice areas that do not have adequate access to parks.

PR-1.2 **Adjacency to Schools.** We examine locating parks adjacent to school sites to promote joint-use opportunities.

PR-1.3 **Funding.** We shall seek outside, one-time sources of funding for capital improvements and reserve ongoing City funds primarily for operations and maintenance.

PR-1.4 **Joint-use Opportunities.** In areas where there is a need but no City recreational facility, we explore joint-use opportunities. (e.g., school sites**).**

PR-1.5 **Acreage Standard.** We strive to provide 5 acres of parkland (public and private) per 1,000 residents.

PR-1.6 **Private Parks.** We expect development to provide a minimum of 2 acres of developed private park space per 1,000 residents.

PR-1.7 **Special Needs/Universal Design.** We attempt to provide recreational opportunities at parks for people of all ages and abilities.

PR-1.8 **Renovation.** We examine renovating existing facilities prior to building replacement facilities.

PR-1.9 **Phased Development.** We require parks be built in new communities before a significant proportion of residents move in.

PR-1.10 **Master Plans for Individual Park Facilities.** We require an individual park master plan for parks in excess of 10 acres.

PR-1.11 **Environmental Function of Parks.** We require new parks to meet environmental management objectives.

PR-1.12 **Trails.** We promote connections between parks and local trails including those managed by other public agencies.

PR-1.13 **Equestrian Trails.** We require the design, construction, and maintenance of equestrian trails in Rural Residential designated areas.

PR-1.14 **Multi-family Residential Developments.** We require that new multi-family residential developments of five or more units provide recreational facilities or open space, in addition to paying adopted impact fees.

PR-1.15 **Trail Connectivity.** We strengthen and improve equestrian, bike, and multipurpose trail connections within the City and work to improve trail connections into adjacent jurisdictions.

PR-1.16 **Equestrian Master Plan.** We use Homer Briggs Park as the primary focal point for the development of a Master Plan of Equestrian Trails in the Rural Residential area.

PR-2 Programming

Programs maximize the use of facilities, enrich the lives of residents, and strengthen social networks. Ontario's park and recreational facilities should be programmed to provide a range of recreational, cultural and educational opportunities that meet the needs of the entire community. As needs continue to evolve, we will respond by involving community members and organizations in programming, fostering a sense of ownership and increasing park usage, thereby creating a safer park environment.

Goal PR-2 A range of recreational programs provided by public, private, and nonprofit organizations that meet the needs of the community's varied interests, age groups, and abilities.

Policies

PR-2.1 **Participation.** We program park facilities to maximize utilization and participation, while considering park size, location, and population served.

PR-2.2 **Needs Assessment.** We track the needs and priorities for recreational programming and look for ways to meet demand.

PR-2.3 **Community Involvement.** We involve the local community in planning programs for neighborhood and community park facilities.

PR-2.4 **Access to Programs**. We provide a range of recreational and physical exercise programs that are accessible to residents of all income levels throughout the community and prioritize establishing and maintaining equitable access for residents in environmental justice areas.

PR-2.5 **Partnerships.** We partner with local and regional agencies, nonprofit organizations, and the private sector to provide a comprehensive range of recreational programs.

PR-2.6 **Crime Deterrents.** We promote and participate in recreational programming as part of our crime prevention effort.

Exhibits: Figures



PARKS & RECREATION

Figure PR-01

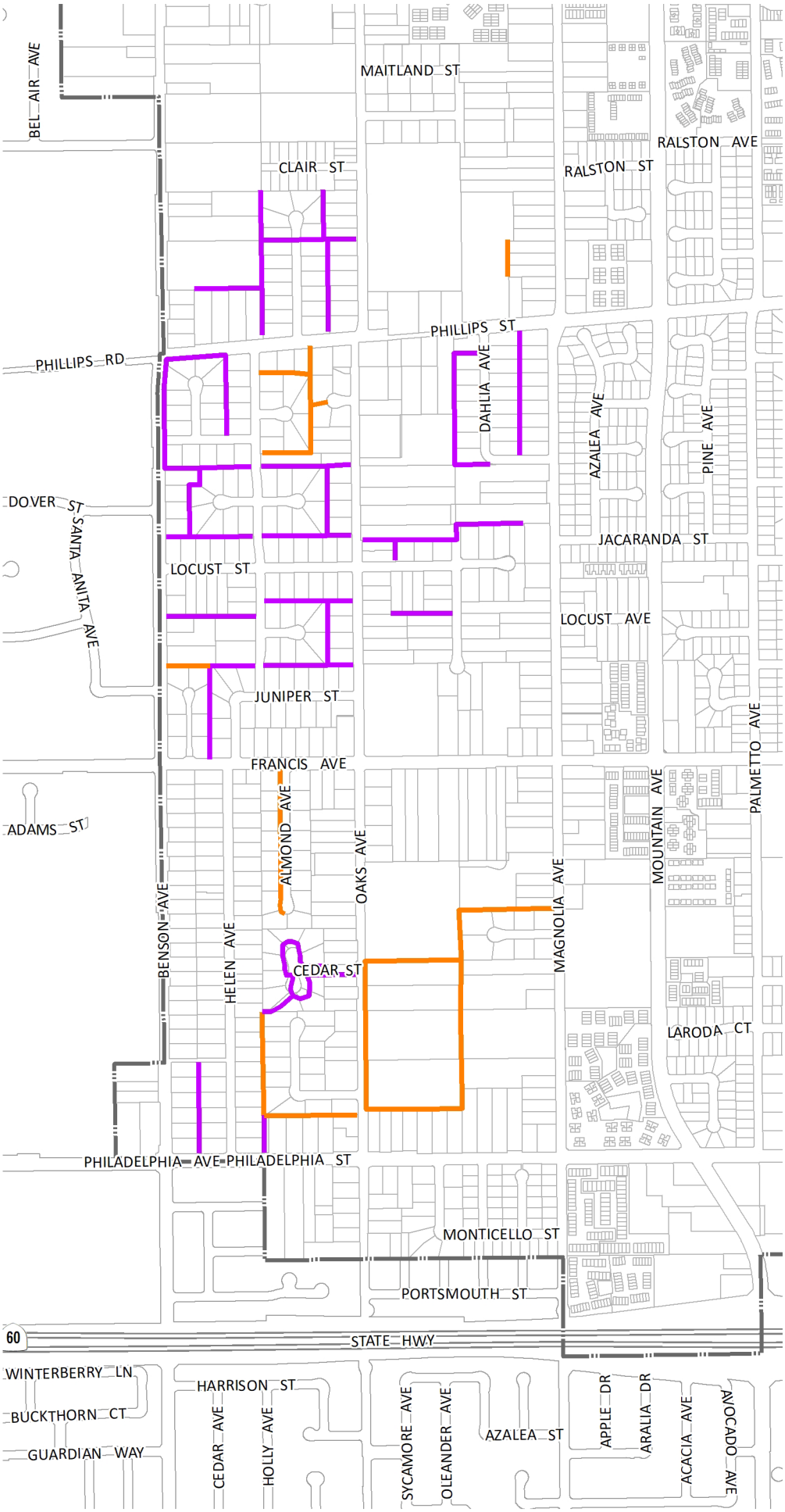
Park & Recreational Facilities

- Existing Park
- Existing Parkway
- Existing Trail
- Proposed Public Park
- Ontario City Boundary
- County Boundary
- Rail Network
- ★ Community Center
  1. Anthony Munoz Community Center
  2. Armstrong Community Center
  3. De Anza Community & Teen Center
  4. Dorothy A Quesada Community Center
  5. Ontario Senior Center
  6. Veterans Memorial Community Center
  7. Westwind Community Center

2·0·5·0 THE ONTARIO PLAN

0 2,500 5,000 10,000 FT

Source: The City of Ontario 2021 Date: 5/9/22



PARKS & RECREATION

Figure PR-02
Equestrian Trails

City Equestrian Trail
Private Equestrian Trail
Ontario City Boundary

2·0·5·0 THE ONTARIO PLAN

0 400 800 1,600 FT

Source: The City of Ontario 2022 Date: 5/9/22

ENVIRONMENTAL RESOURCES ELEMENT

Introduction

Ontario's environmental resources are an integral part of our maturing City and are valued for the benefits they provide. Appropriately managed, they reduce health risks for residents and workers, lower energy and water costs, safeguard our water assets, and protect our environment. The systems that convey and treat water and waste, generate and distribute energy, promote beneficial air quality, and protect natural resources are essential to Ontario's health and prosperity. Ontario will manage resources comprehensively, utilizing natural and man-made systems that are both environmentally and economically sustainable.

Meeting growth demands in Ontario, however, requires careful treatment of our land, water, air and energy—not as disposable goods but as essential commodities and capital assets.

Particular focus must be given to improving the conditions and opportunities for those residents that face the highest risk of exposure to pollution and are also burdened by socioeconomic and health issues. These residents are considered to be disadvantaged and live in environmental justice areas. Our Vision and Principles throughout the Policy Plan reinforce the City's commitment to enabling all persons to enjoy equal access to healthy environments, healthy foods, parks and recreational facilities, and civic engagement opportunities. Although this Element includes a number of policies and a map that addresses the topic of environmental justice, the City has opted for an "environmental justice in all policies" approach to ensure the topic is present alongside the multitude of issues and topics that affect our residents and resources.

Purpose

The Environmental Resources Element:

- Defines the ethic to guide management of the City's environmental resources.
- Establishes goals for Environmental Infrastructure.
- Maps environmental justice areas.
- Establishes policies that support system integration, resource conservation and regeneration, energy independence, environmental justice, and healthy communities.

Principles

The City believes:

- Quality design of the physical environment includes vigilant stewardship of the City's environmental resources.

- Efficient backbone infrastructure systems should be multifunctional, strategically sited, sustainably designed, and integrated into the urban fabric.
- Commitment to the development and maintenance of our environmental infrastructure ensures community prosperity.
- Environmental infrastructure is a critical public investment.
- Every resident of Ontario should have the opportunity to live in a community that is healthy and safe.
- High quality environmental resources are integral building blocks of the community.
- Ecosystems improve public health and contribute significantly to the City's overall economic vitality.
- In order to protect our environmental resources, we must make wise decisions regarding the use of these resources.
- Protecting environmental resources is the responsibility of individuals, communities, the region, and the world.

Goals & Policies

ER-1 Water & Wastewater

Given constrained supplies in Southern California, water is a precious commodity that is critical to the City's ability to achieve its Vision.

Ontario gets water from four sources: groundwater, imported water, recycled water and local precipitation. Ontario's potable water supply comes predominantly from a combination of groundwater and imported sources. Recycled water is available for non-potable purposes in portions of the City. Some urban run-off is captured and used for recharging the aquifer, but most travels through the City during storm events via natural and man-made systems to Prado Dam. Protection of ground and surface water quality is important to the continued availability of the resource. Wholesale recycled water is available through the Inland Empire Utilities Agency (IEUA) for distribution by the City.

The City maintains a wastewater collection system and contracts with the IEUA for wastewater treatment. IEUA also operates an industrial non-reclaimable wastewater system, which runs through Ontario and is available to our industries.

Ontario recognizes that all water sources are not of equal quality, but all water has value and the water used should match the water quality required for the use. Recycled water, for example, should be used for landscape irrigation. The City's approach to water resources is to conserve when possible, reclaim and reuse where feasible, and ensure "the right water for the right use."

Goal ER-1 A reliable and cost-effective system that permits the City to manage its diverse water resources and needs.

Policies

ER-1.1 **Local Water Supply.** We increase local water supplies to reduce our dependence on imported water. New and redevelopment projects are aligned with our available water supply and/or to enhance our available water supply.

ER-1.2 **Matching Supply to Use.** We match water supply and quality to the appropriate use.

ER-1.3 **Conservation and Sustainable Water Supply.** We work with regional water providers and users to conserve water and ensure sustainable local water supplies as more frequent droughts reduce long term local and regional water availability.

ER-1.4 **Supply-Demand Balance.** We require that available water supply and demands be balanced.

ER-1.5 **Water Resource Management.** Environmental justice areas are prioritized as we coordinate with local agencies to protect water quality, prevent pollution, address existing contamination, and remediate contaminated surface water and groundwater.

ER-1.6 **Urban Run-off Quantity.** We encourage the use of low impact development strategies, including green infrastructure, to intercept run-off, slow the discharge rate, increase infiltration, and ultimately reduce discharge volumes to traditional storm drain systems.

ER-1.7 **Urban Run-off Quality.** We require the control and management of urban run-off, consistent with Regional Water Quality Control Board regulations.

ER-1.8 **Wastewater Management.** We require the management of wastewater discharge and collection consistent with waste discharge requirements adopted by the Regional Water Quality Control Board.

ER-2 Solid Waste & Recycling

Ontario provides solid waste collection and disposal services. For solid waste materials that cannot be reduced at the source, the City must take steps to maximize recycling and composting to ensure efficient collection and safe, environmentally sound disposal. If not recycled or composted, solid waste takes up landfill space that is very limited. Waste materials cause environmental impacts at each stage of their life cycle. There are environmental and economic impacts associated with the manufacture, transport, sale, disposal, and recycling of solid waste.

The treatment and disposal of solid waste traditionally creates significant unusable by-products and energy demands. The first approach to reduce the City's waste stream should be to reduce the generation of waste and find ways waste can be reused and recycled. New technologies and approaches can be used to reduce these impacts through recycling of construction, consumer,

green, and liquid waste and utilizing these waste products to generate renewable energy that reduce impacts on landfills. There is value in reducing the City's waste stream to as low as possible. Waste by-products that are channeled into a revenue stream reduce the demand upon facilities and reduce the use of non-renewable materials. The City cannot achieve its growth vision without decreasing waste by-products and freeing up capacity in landfills. Natural ecosystems efficiently breakdown waste by-products and are often more efficient, cost-effective and environmentally sensitive than man-made systems. While natural systems may be the optimal choice, the City recognizes the need to integrate both natural and manmade systems and processes to manage waste.

Goal ER-2 A cost effective, integrated waste management system that meets or exceeds state and federal recycling and waste diversion mandates.

Policies

ER-2.1 **Waste Diversion.** We shall meet or exceed AB 939 requirements.

ER-2.2 **Hazardous and Electronic Wastes.** We prohibit the disposal of hazardous and electronic waste into the municipal waste stream pursuant to state law.

ER-2.3 **Purchase Products Made from Recycled Materials.** We purchase recycled-content products where it is cost effective.

ER-3 Energy

Local conditions such as land use patterns, transportation options, and individual consumer consumption decisions impact energy use within the City. How we build neighborhoods, and construct and operate the buildings within them, can reduce per capita energy demand, increase conservation opportunities, and incorporate alternative energy sources. Finding ways to reduce the energy demands and encourage the development of renewable energy resources within the City can not only reduce our reliance upon non-renewable energy resources but can also make the City more ecologically and economically sustainable.

Goal ER-3 Cost-effective and reliable energy system sustained through a combination of low impact buildings, site and neighborhood energy conservation, and diverse sources of energy generation that collectively helps to minimize the region's carbon footprint.

Policies

ER-3.1 **Conservation Strategy.** We require conservation as the first strategy to be employed to meet applicable energy-saving standards.

ER-3.2 **Green Development– Communities.** We encourage the use of the LEED Neighborhood Development rating system, or similar mechanism, to guide the planning and development of all new communities.

ER-3.3 **Building and Site Design.** We require new construction to incorporate energy efficient building and site design strategies, which could include appropriate solar orientation, maximum use of natural daylight, passive solar, and natural ventilation.

ER-3.4 **Green Development– Public Buildings.** We require all new and substantially renovated City buildings in excess of 10,000 square feet achieve a LEED Silver Certification standard, as determined by the U.S. Green Building Council.

ER-3.5 **Fuel-Efficient and Alternative Energy Vehicles and Equipment.** We require purchase and use vehicles and equipment that are fuel efficient and meet or surpass state emissions requirements and/or use renewable sources of energy.

ER-3.6 **Generation- Renewable Sources.** We promote the use of renewable energy sources (e.g., solar, wind, biomass) in public and private sector development.

ER-4 Air Quality

Even though air quality is a regional issue, Ontario has the opportunity to demonstrate its leadership by striving for the healthiest air quality possible and reducing pollution sources within the City. 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. Most of the air pollution within Ontario is a result of the City's location within an inland valley where the predominant wind pattern flows from Orange and Los Angeles counties and backs up against the San Gabriel and San Bernardino Mountains.

The City is home to major transportation goods movement infrastructure – Ontario International Airport, major interstate highways, and three railway lines – which are major sources of air pollution. This combination of geographical factors and pollution sources contribute significantly to the region's failure to meet several federal and state standards.

The City of Ontario expects to double its population by 2050. We intend to develop strategies to minimize the air quality impacts of this growth. Of particular concern are the City's future impacts on Global Warming which is caused by an accumulation of Greenhouse Gases (GHG).

Goal ER-4 Improved indoor and outdoor air quality and reduced locally generated pollutant emissions.

Policies

ER-4.1 **Land Use.** We reduce GHG and other local pollutant emissions through compact, mixed use, and transit-oriented development and development that improves the regional jobs-housing balance.

ER-4.2 **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.

ER-4.3 **Greenhouse Gases (GHG) Emissions Reductions.** We will reduce GHG emissions in accordance with regional, state, and federal regulations.

ER-4.4 **Indoor Air Quality.** We will comply with State Green Building Codes relative to indoor air quality. We seek funding to improve indoor air quality for households with poor indoor air quality, with priority for lower income households in environmental justice areas.

ER-4.5 **Transportation.** We promote mass transit and non-motorized mobility options (walking, biking) to reduce air pollutant emissions.

ER-4.6 **Particulate Matter.** We support efforts to reduce particulate matter to meet State and Federal Clean Air Standards.

ER-4.7 **Other Agency Collaboration.** We collaborate with other agencies within the South Coast Air Basin to improve regional air quality at the emission source, with a particular focus on sources that affect environmental justice areas in Ontario.

ER-4.8 **Tree Planting.** We protect healthy trees within the City and plant new trees to increase carbon sequestration and help the regional/local air quality. We expand the tree canopy in environmental justice areas to enhance air quality and reduce the "heat island" effect.

ER-4.9 **New Localized Air Pollution Sources Near Existing Sensitive Receptors.** We require new developments to conduct a Health Risk Assessment for land uses that generate more than 100 trucks per day or 40 trucks per day by trucks operating transportation refrigeration units (TRU's) within 1,000 feet from sensitive land uses (California Health and Safety Code § 42705.5(a)(5)). If the health risk assessment determines the new development poses health hazards that increase the incremental cancer risk above the threshold established by the South Coast Air Quality Management District (AQMD), we will only approve permits upon the condition that adequate mitigation measures are proposed and implemented for potential impacts on the sensitive uses around the site and along the route within Ontario taken by the trucks to and from freeways. We require new developments that must perform a health risk assessment to conduct additional public outreach by sending notifications in multiple languages to all residents living within 500 feet, and encourage hosting a public meeting.

ER-5 Biological, Mineral & Agricultural Resources

Developed as the "Model Irrigation Colony," Ontario has a rich agricultural heritage. The northern portion of the City was farmed with grapes, citrus, olives and other fruit tree crops. The southern portion of the City has been used predominantly for dairy farms for over half a century. Other types of agricultural uses include cultivated crops, fallow fields and plant nurseries. Until the mid-1990s, southern Ontario was part of the San Bernardino County Dairy Preserve. Some of the City's dairy preserve properties are still under Williamson Act contracts. The City of Ontario adopted a right to farm ordinance which recognizes the right of agricultural operations to continue. However, increased environmental regulations are causing existing dairies to relocate

out of the region, resulting in a continued decline in the long-term viability of agricultural operations in southern Ontario.

Rare and/or endangered species that have the potential to occur in Ontario include the Delhi Sands Flower, the Loving Fly, and the San Bernardino Kangaroo Rat. Existing habitat for these species is of poor quality and/or is limited to isolated pockets. As the City further develops, there may be opportunities to integrate suitable habitat for sensitive species into new developments and/or participate in regional efforts for the conservation of high-quality habitat, thereby expanding and creating new habitat corridors.

There are no permitted mining operations in the City. According to the Department of Conservation, significant mineral resources within Ontario are limited to construction aggregate. Areas identified with potential mineral resources have been developed with urban uses and are not suitable for mineral resource extraction.

Goal ER-5 Protected high value habitat and farming and mineral resource extraction activities that are compatible with adjacent development.

Policies

ER-5.1 **Habitat Conservation Areas.** We support the protection of biological resources through the establishment, restoration, and conservation of high-quality habitat areas.

ER-5.2 **Entitlement and Permitting Process.** We comply with state and federal regulations regarding protected species.

ER-5.3 **Right to Farm.** We support the right of existing farms to continue their operations within the Ontario Ranch.

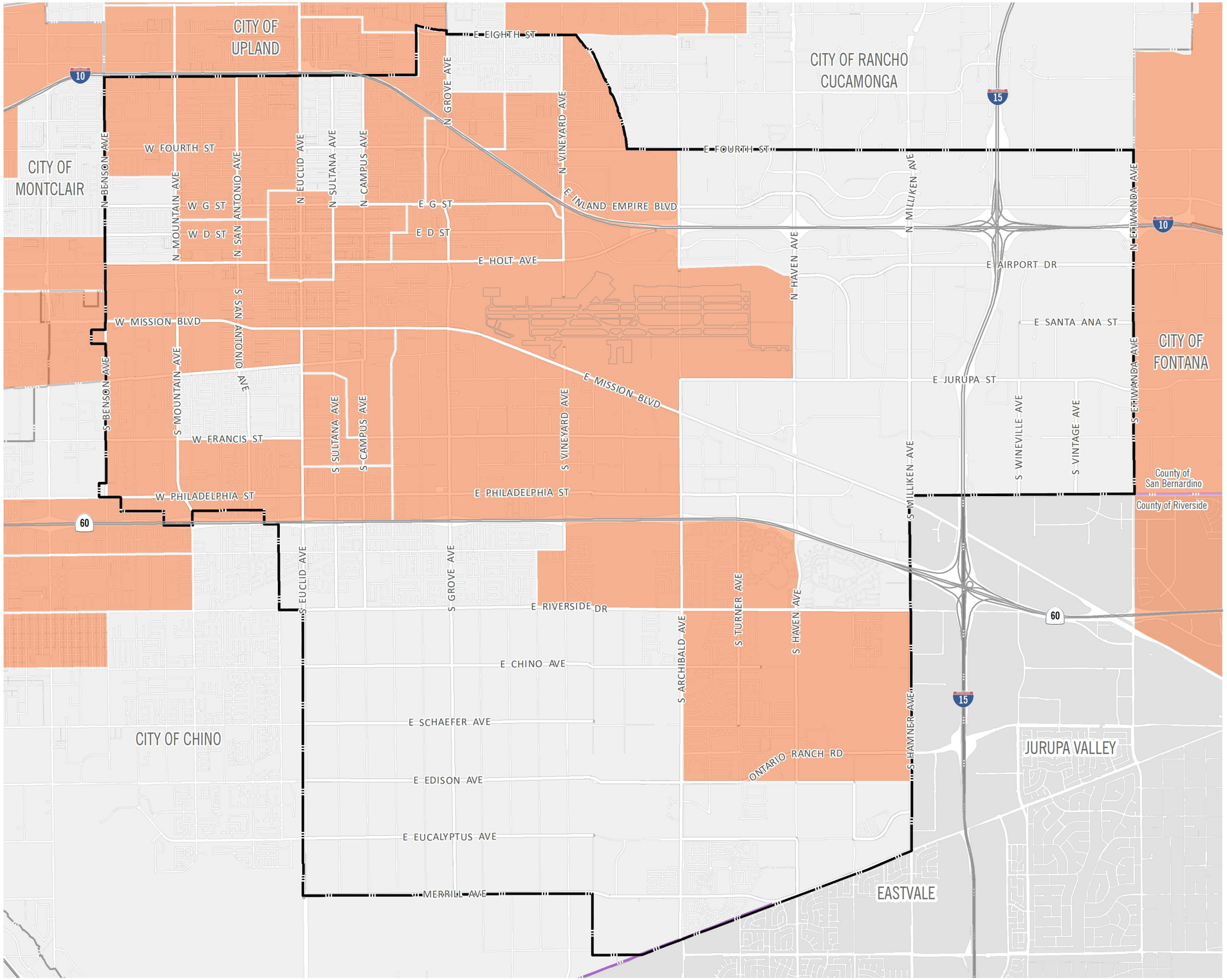
ER-5.4 **Transition of Farms.** We protect both existing farms and sensitive uses around them as agricultural areas transition to urban uses.

ER-5.5 **Mining Operations.** We prohibit future mining operations where the resource extraction activities are incompatible with existing or proposed adjacent land uses.

Exhibits: Figures

Figure ER-01

Environmental Justice Areas



Environmental Justice Community
Ontario City Boundary
County Boundary

2·0·5·0 THE ONTARIO PLAN

0 2,500 5,000 10,000 FT

Source: CES4 2021 Date: 5/9/22

COMMUNITY ECONOMICS ELEMENT

Introduction

The City's role is to create, maintain and grow economic value. Community shareholders, including property owners, tenants, families, and businesses have invested in Ontario and should expect a return from those investments, including financial and qualitative returns, such as: quality of life, job opportunities, potential for business growth, sense of safety, healthy environment, responsive government, amenities, and so much more – all of which is part of the Vision of being a "complete community."

Their investments, in turn, generate returns for the community. A business investing in expansion creates new job opportunities for residents. A developer investing in new housing attracts new consumers for Ontario's retailers. These investments add municipal revenues, which the City reinvests in community facilities, public improvements, and services that improve the quality of life for Ontario residents, employees, and visitors.

Through the Community Economics Element policies, the City commits itself to protecting these investments. Generating better and higher returns gives Ontario a competitive advantage to attract even more investment. This new investment and reinvestment creates a self-sustaining cycle of prosperity.

Purpose

The Community Economics Element:

- Articulates our approach to developing and maintaining the community's economy and its relationship to the City's fiscal health.
- Creates a framework to attract investment in Ontario.
- Establishes our policies for economic development.

Principles

The City believes:

- A complete community will be better positioned to compete and attract investment.
- The wise and principled management of the public's finances is a primary responsibility of our City government.
- Actions taken by the City should take into consideration immediate and long term economic and fiscal implications.
- Unique, high-quality places differentiate Ontario and thereby attract additional investment.

Goals & Policies

CE-1 Complete Community

The concept of creating, maintaining, and growing economic value within the City underlies the Ontario Vision. While economic value is often measured in monetary terms – property values, taxable sales, and equity growth, we require decision-making that also reflects qualitative value. We express this qualitative value as the concept of "complete community." A complete community provides housing, jobs, education, shopping and services, culture, and recreation for people at all ages and socioeconomic levels. Most importantly, a complete community provides opportunities for those residents and businesses willing to improve themselves and create wealth and invest in the community.

This section establishes policies that incorporate this concept into land use planning, regulations, City governance, and operations.

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

Policies

CE-1.1 **Jobs-Housing Balance**. We pursue improvement to the Inland Empire's balance between jobs and housing by promoting job growth that reduces the regional economy's reliance on out-commuting.

CE-1.2 **Jobs and Workforce Skills.** We use our economic development resources to:

1. attract jobs suited for the skills and education of current and future City residents;
2. work with regional partners to provide opportunities for the labor force to improve its skills and education; and
3. attract businesses that increase Ontario's stake and participation in growing sectors of the regional and global economy.

(Link to Social Resources Policy SR-2.2)

CE-1.3 **Regional Approach to Workforce Development.** We work with our partners to provide workforce training and development services throughout the region, recognizing that Ontario employers rely on workers living outside of the City.

CE-1.4 **Business Retention and Expansion.** We continuously improve two-way communication with the Ontario business community and emphasize customer service to existing businesses as part of our competitive advantage.

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

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.

CE-1.7 **Retail Goods and Services.** We seek to ensure a mix of retail businesses that provide the full continuum of goods and services for the community.

CE-1.8 **Regional Attraction.** We encourage the development and programming of regional, cultural, and entertainment destinations in Ontario.

CE-1.9 **Regional Leadership.** We provide leadership for public, quasi-public, and private-sector partners that help Ontario and its residents and businesses realize our goals and achieve our Vision.

CE-1.10 **Life-Long Education.** We work with our partners who provide life-long learning to ensure that our residents and workforce have access to education at all stages of life.

CE-1.11 **Socioeconomic Trends.** We continuously monitor, plan for, and respond to changing socioeconomic trends.

CE-1.12 **Circulation.** We continuously plan and improve public transit and non-vehicular circulation for the mobility of all, including those with limited or no access to private automobiles. (Link to Mobility Element *Public Transit* Section)

CE-1.13 **Safety and Security.** We invest in public safety and communicate our successes because the perception and reality of safety and security are necessary prerequisites for private investment and economic growth.

CE-2 Placemaking

The City's land use plans and policies seek to create distinctive and high-quality places. Such places add value and thereby attract additional investment. The City of Ontario focuses on creating a range of places where people want to live, work, and visit. This section establishes policies that acknowledge the value of place in the decision-making process.

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

Policies

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

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-2.3 **Interim Development.** We require interim development that does not reflect the long-term Vision, be limited in scale of development so that the investment can be sufficiently amortized to make Vision-compatible redevelopment financially feasible.

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. (Link to Community Design Element Policy CD-5.1)

CE-2.6 **Public Maintenance.** We require the establishment and operation of maintenance districts or other vehicles to fund the long-term operation and maintenance of the public realm whether on private land, in rights-of-way, or on publicly-owned property. (Link to Community Design Element Policy CD-5.1)

CE-3 Fiscal Decision-making

Every Municipal decision affects the revenues and expenditures of city government. New zoning regulations, for example, can necessitate staff time to document non-conformance created by new standards. Street widening can encourage speeding, requiring increased patrolling and enforcement.

Good decision-making requires that fiscal impacts be reasonably projected and be part of the deliberative process. The City desires to continuously improve its understanding of the direct and indirect fiscal impacts of its decisions and include them in its decision-making process.

This section establishes policies that minimize negative fiscal impacts and incorporate long-term fiscal thinking into decisions.

Goal CE-3 Decision-making deliberations that incorporate the full short-term and long-term economic and fiscal implications of proposed City Council actions.

Policies

CE-3.1 **Fiscal Impact Disclosure.** We require requests for City Council action to disclose the full fiscal impacts, including direct and indirect costs.

CE-3.2 **General Plan Amendments.** We require those proposing General Plan amendments to disclose reasonably foreseeable impacts through a fiscal analysis.

CE-3.3 **Long-Term Funding Disclosure.** We require those requesting City support or funding for projects or programs to disclose if and how they can be continued without further City support.

CE-3.4 **Improving Fiscal Decision-Making.** We periodically assess the accuracy of projections for staff time and City resources and use the assessment results to improve our fiscal decision-making process.

CE-3.5 **Sustainable Development.** We recognize impacts to municipal finances as an element of sustainability, and we require claims of sustainability to assess fiscal impacts.

CE-3.6 **Fully Funded Liability.** We require long-term liabilities, such as retiree medical benefits, employee accrued leave balances, and self-insured liability claims to be fully funded to ensure sound, long-term fiscal health.

CE-3.7 **Programmatically Balanced Budget.** We require that the annual budget include appropriations allocated in a manner to meet the goal of the programmatically balanced budget.

CE-3.8 **Budget Margins.** We require that the adopted budget for revenue and expenditures reflect sufficient budget margins to minimize negative impacts to City services due to economic uncertainties.

CE-3.9 **Complete Comparative Context.** We require that our annual budget process provide the complete comparative context for proposed new and increased funding so decision makers can fully understand the trade-offs among budget choices.

SAFETY ELEMENT

Introduction

The City is committed to protecting life, property, and commerce from disruptions and loss associated from human-caused and natural hazards, disasters, and other threats to public health and safety. Natural hazards that could impact Ontario include earthquakes, flooding, fire, wind, and climate-related hazards. Man-made hazards include hazardous materials, noise, and crime. A clear management framework for emergency services is essential to adequately plan for and respond to these hazards.

Purpose

The Safety Element:

- Identifies potential hazards.
- Provides background on the history of hazards and the likelihood of future changes to these hazards.
- Provides policies that increase resilience of residents, businesses, workers, and visitors.
- Provides policies to reduce the level of property loss due to a potential disaster.
- Provides a framework for emergency management.

Principles

The City believes:

- It is the role of government to minimize exposure to natural and human-caused hazards.
- A safe and healthy environment is necessary to build and maintain a sustainable, resilient, and prosperous Ontario.
- Reduction in the loss of life, injury, private property damage, infrastructure damage, economic losses and social dislocation can be achieved through planning, preparedness, and response.
- Interdepartmental and inter-jurisdictional coordination and collaboration are necessary to be resilient to everyday emergencies and major disasters.

Goals & Policies

S-1 Seismic & Geologic Hazards

Ontario is susceptible to earthquakes, liquefaction, and subsidence caused by rapid withdrawal of groundwater. For the City to thrive and continue to attract investment, residents, business owners, and investors need assurance that the City is prepared for and will effectively respond to seismic and geologic hazards.

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

Policies

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.

S-1.2 **Entitlement and Permitting Process.** We follow state guidelines and the California Building Code to determine when development proposals must conduct geotechnical and geological investigations.

S-1.3 **Continual Update of Technical Information.** We maintain up-to-date California Geological Survey seismic hazard maps.

S-1.4 **Seismically Vulnerable Structures.** We conform to state law regarding unreinforced masonry structures and coordinate with not-for-profits to facilitate seismic retrofits in environmental justice areas and for low-income households.

S-2 Flood Hazards

Flood hazards to the area can be classified as flooding down natural channels and flooding due to capacity constraints of the storm drain system. A 100-year flood or larger event is anticipated to result in extensive property damage and displacement of hundreds of households. Catastrophic failure of any water retaining structure due to storm induced flood or dam failure inundation, has the potential to cause considerable damage in Ontario.

Goal S-2 Minimized risk of injury, loss of life, property damage and economic and social disruption caused by flooding and inundation hazards.

Policies

S-2.1 **Entitlement and Permitting Process.** We require hydrological studies prepared by a state-certified engineer when new development is located in a 100-year or 500-year floodplain to assess the impact that the new development will have on the flooding potential of existing development down-gradient.

S-2.2 **Floodplain Mapping.** We require any new development partially or entirely in 100-year flood zones to provide detailed floodplain mapping for 100- and 200-year storm events as part of the development approval process.

S-2.3 **Facilities that Use Hazardous Materials.** We comply with state and federal law and do not permit facilities using, storing, or otherwise involved with substantial quantities of onsite hazardous materials to be located in the 100-year flood zone or 500-year flood zone unless all standards of elevation, floodproofing, and storage have been implemented to the satisfaction of the Building Department.

S-2.4 **Prohibited Land Uses.** We prohibit the development of new essential and critical facilities in the 100-year floodplain and discourage the development of new essential and critical facilities in the 500-year floodplain unless all standards of elevation and flood proofing demonstrate that a facility can be safe and operational during a flood event, implemented to the satisfaction of the Building Department.

S-2.5 **Stormwater Management.** We maintain the storm drain system to convey a 100-year storm, when feasible, and encourage environmental site design practices to minimize flooding and increase groundwater recharge, including natural drainage, green infrastructure, and permeable ground surfaces. (Link to Environmental Resources Element)

S-2.6 **Use of Flood Control Facilities.** We encourage joint use of flood control facilities as open space or other types of recreational facilities.

S-2.7 **Collaboration Between Agencies.** Collaborate with the San Bernardino County Flood Control District and other state and federal agencies to maintain flood-control infrastructure to minimize flood damage.

S-3 Fire & Rescue Hazards

The City of Ontario seeks to reduce the threat of fire hazards to life, property and economic viability by providing fire, rescue, emergency medical, and specialty emergency response services. Due to the local topography and nearby Cajon Pass, Santa Ana Winds by far pose the greatest fire hazard to the City. The Santa Ana winds pose a continual fire conflagration hazard to any dense area of the City, with an increased risk to older portions of Ontario. Ontario's commercial and industrial facilities increase the possibility of fires involving hazardous materials, which could affect nearby residential areas. Ontario is also surrounded and bisected by major transportation networks and pipeline transfer systems which add further risk.

Goal S-3 Reduced risk of death, injury, property damage and economic loss due to fires, accidents and normal everyday occurrences through prompt and capable emergency response.

Policies

S-3.1 **Prevention Services.** We proactively mitigate or reduce the negative effects of fire, hazardous materials release, and structural collapse by implementing the regularly adopted California Fire Code and California Building Code.

S-3.2 **Community Outreach.** We provide education to local schools and community groups to promote personal and public safety.

S-3.3 **Fire and Emergency Medical Services.** We maintain sufficient fire stations, equipment and staffing to respond effectively to emergencies and meet the needs of the community and state requirements.

S-3.4 **Special Team Services.** We maintain effective special rescue services.

S-3.5 **Emergency Notifications.** We maintain a public alert notification system that efficiently conveys information about imminent, developing, ongoing, and concluding emergency events to residents and visitors, working with network providers that translate information into other languages.

S-3.6 **Interagency Cooperation.** In order to back up and supplement our capabilities to respond to emergencies, we participate in the California Fire Rescue and Mutual Aid Plan.

S-3.7 **Water Supply and System Redundancy.** We monitor our water system to manage and ensure adequate firefighting water supplies.

S-3.8 **Fire Prevention through Environmental Design.** We require new development to incorporate fire prevention consideration in the design of streetscapes, sites, open spaces, and buildings. (Link to Community Design Element)

S-3.9 **Resource Allocation.** We analyze fire data to evaluate the effectiveness of our fire prevention and reduction strategies and allocate resources accordingly.

S-4 Noise Hazards

Physical health, psychological wellbeing, social cohesion, property values and economic productivity can all be affected by excessive amounts of noise. Ontario has many mobile and stationary sources of noise, impacts from them must be considered in development decisions.

Goal S-4 An environment where noise does not adversely affect the public's health, safety, and welfare.

Policies

S-4.1 **Noise Mitigation.** We utilize the City's Noise Ordinance, building codes, and subdivision and development codes to mitigate noise impacts.

S-4.2 **Coordination with Transportation Authorities.** We collaborate with airport owners, FAA, Caltrans, SBCTA, SCAG, neighboring jurisdictions, and other transportation providers in the preparation and maintenance of, and updates to transportation-related plans to minimize noise impacts and provide appropriate mitigation measures.

S-4.3 **Airport Noise Mitigation.** We aggressively pursue funding and utilize programs to reduce effects of aircraft noise in impacted areas of our community.

S-4.4 **Truck Traffic.** We manage truck traffic to minimize noise impacts on sensitive land uses.

S-4.5 **Roadway Design.** We design streets and highways to minimize noise impacts.

S-4.6 **Airport Noise Compatibility.** We utilize information from Airport Land Use Compatibility Plans to prevent the construction of new noise-sensitive land uses within airport noise impact zones.

S-4.7 **Rail Noise Mitigation.** We require residential and mixed use development of vibration-sensitive uses in areas within 200 feet of rail to evaluate for indoor vibration levels and mitigate any exceedances of the Federal Transit Administration vibration-annoyance criteria.

S-5 Wind-Related Hazards

Severe windstorms can pose a significant risk to property and life in the region by creating conditions that disrupt essential systems such as public utilities, telecommunications, and transportation routes. High winds, including Santa Ana winds, can cause damage to homes, businesses, landscaping, public property, and utilities, as well as pose threats to public safety through the accelerated spread of a fire. The alluvial sand that underlies the majority of Ontario is very susceptible to erosion, and strong winds cause this sand to impact property, air quality, and visibility.

Goal S-5 Minimize the risk of injury, property damage, and economic loss resulting from windstorms and wind-related hazards.

Policies

S-5.1 **Dust Control Measures.** We require the implementation of Best Management Practices for dust control at all excavation and grading projects.

S-5.2 **Grading in High Winds**. We prohibit excavation and grading during strong wind conditions, as defined by the Building Code.

S-5.3 **Public Safety Power Shutoffs.** We coordinate with utility companies to minimize service interruptions, such as Public Safety Power Shutoffs, before, during, and after windstorms and wind-related hazards.

S-6 Hazardous Materials & Waste

Ontario's role as a transportation hub and manufacturing center is key to the City's economy. However, these uses make the city susceptible to spills of toxic materials and vulnerable to the byproducts generated in industrial areas. Earthquakes, fires, floods, and strong winds all increase the potential of a hazardous materials release, contaminating the land, air, and water. Of particular concern is exposure to airborne pollutants and groundwater contamination.

Goal S-6 Reduced potential for hazardous materials exposure and contamination.

Policies

S-6.1 **Disclosure and Notification.** We enforce disclosure laws that require all users, producers, and transporters of hazardous materials and wastes to clearly identify the materials that they store, use, or transport.

S-6.2 **Response to Hazardous Materials Releases.** We respond to hazardous materials incidents and coordinate these services with other jurisdictions.

S-6.3 **Safer Alternatives.** We minimize our use of pesticides and other hazardous materials by choosing non-toxic alternatives that do not pose a threat to the environment**,** especially when it could affect public park facilities and open spaces.

S-6.4 **Safe Storage and Maintenance Practices.** We require that the users of hazardous materials be adequately prepared to prevent and mitigate hazardous materials releases.

S-6.5 **Location of Hazardous Material Facilities.** We regulate facilities that will be involved in the production, use, storage, or disposal of hazardous materials, pursuant to federal, state, county, and local regulations, so that impacts to the environment and sensitive land uses are mitigated. We prohibit new hazardous waste facilities in close proximity to sensitive land uses and environmental justice areas.

S-6.6 **Location of Sensitive Land Uses.** We prohibit new sensitive land uses from locating within airport safety zones and near existing sites that use, store, or generate large quantities of hazardous materials. (Link to Land Use Element)

S-6.7 **Household Hazardous Waste.** We support the proper disposal of household hazardous substances.

S-6.8 **Mitigation and Remediation of Groundwater Contamination.** We actively participate in local and regional efforts directed at both mitigating environmental exposure to contaminated groundwater and taking action to clean up contaminated groundwater once exposure occurs.

S-6.9 **Remediation of Methane.** We require development to assess and mitigate the presence of methane, per regulatory standards and guidelines.

S-7 Law Enforcement

Maintaining health and safety in Ontario's residential neighborhoods and commercial and industrial districts contributes to the City's prosperity. Ontario achieves this through a proactive approach that includes prevention strategies that engage the community.

Goal S-7 **Residential neighborhoods, commercial areas, and industrial districts that are kept safe through a multi-faceted approach of prevention, suppression, and community involvement in public safety.**

Policies

S-7.1 **Police Unit Response.** We respond to calls for service in a timely manner.

S-7.2 **Community Oriented Problem Solving (C.O.P.S.).** We support and maintain the mission of COPS to identify and resolve community problems.

S-7.3 **Prevention Services.** We provide crime prevention programs targeted to youth, parents, seniors, businesses, and neighborhoods.

S-7.4 **Crime Prevention through Environmental Design (CPTED).** We require new development to incorporate CPTED in the design of streetscapes, sites, open spaces, and buildings.

S-7.5 **Interdepartmental Coordination.** We utilize all City departments to help reduce crime and promote public safety.

S-7.6 **Partnerships.** We partner with other local, state, and federal law enforcement agencies and private security providers to enhance public safety services in Ontario.

S-7.7 **Resource Allocation**. We analyze crime data to evaluate the effectiveness of crime prevention and reduction strategies and allocate resources accordingly.

S-7.8 **Social Services.** We support behavioral health and social services as part of the public safety solution.

S-8 Emergency Management

Ontario is susceptible to a variety of natural and human-caused hazards including earthquakes, floods, fires, windstorms, and hazardous materials release. While evacuation routes are located throughout the city, some neighborhoods may have evacuation constraints. Ontario seeks to reduce risks and increase resilience by building collaborative preparedness, response, and recovery programs.

Goal S-8 **Disaster resilient, prepared community through effective emergency/disaster preparedness, response, mitigation, and recovery.**

Policies

S-8.1 **State and Federal Mandates.** We maintain emergency management programs that meet the requirements of the State of California Standardized Emergency Management System (SEMS) and the National Incident Management System (NIMS).

S-8.2 **Emergency Management Plans.** We maintain, update, and adopt the Emergency Operations Plan (EOP) and incorporate, by reference the City's Hazard Mitigation Plan (HMP).

S-8.3 **Emergency/Disaster Training Exercises.** We conduct training and exercises to prepare for and evaluate emergency/disaster response and recovery procedures.

S-8.4 **Interagency Collaboration.** We maintain partnerships, including automatic aid agreements, with fire protection, police and sheriff departments, and emergency management agencies in San Bernardino and Riverside County to strengthen emergency response.

S-8.5 **Interdepartmental Coordination.** We utilize all City departments to help support emergency/disaster preparedness, response, mitigation, and recovery.

S-8.6 **Community Outreach.** We provide education to the community to promote personal, family, and community emergency preparedness to both natural and human-generated hazards.

S-8.7 **Extreme Heat and Air Quality.** We work to ensure that all community members are informed about and have access to community cooling centers and clean air centers during extreme heat events or wildfires, with a focus on serving environmental justice communities. We support the development of extreme heat emergency response policies and practices to address these critical health risks in the community.

S-8.8 **Regional Partnerships for Climate Adaptation.** We partner with local governments in San Bernardino County, Riverside County, and Inland Southern California Climate Collaborative to develop regional climate change adaptation strategies and programs.

S-8.9 **Backup Power in Critical Facilities.** We require backup power be maintained in critical facilities. We encourage backup power solutions that include renewable energy components.

S-9 Energy Resiliency

Maintaining an efficient and resilient energy supply for Ontario's residents and businesses helps ensure continuity of economic drivers and city operations. Ontario attains energy resiliency through creating local, renewable energy and battery storage systems, constructing new buildings and retrofitting existing ones to use less electricity and natural gas.

Goal S-9 Incorporate energy efficient practices and renewable energy systems to improve air quality, comfort, and energy reliability during temporary power outages.

S-9.1 **Solar Energy.** We support and may incentivize the installation of residential and commercial solar panels and battery storage systems that can provide electricity during power outages.

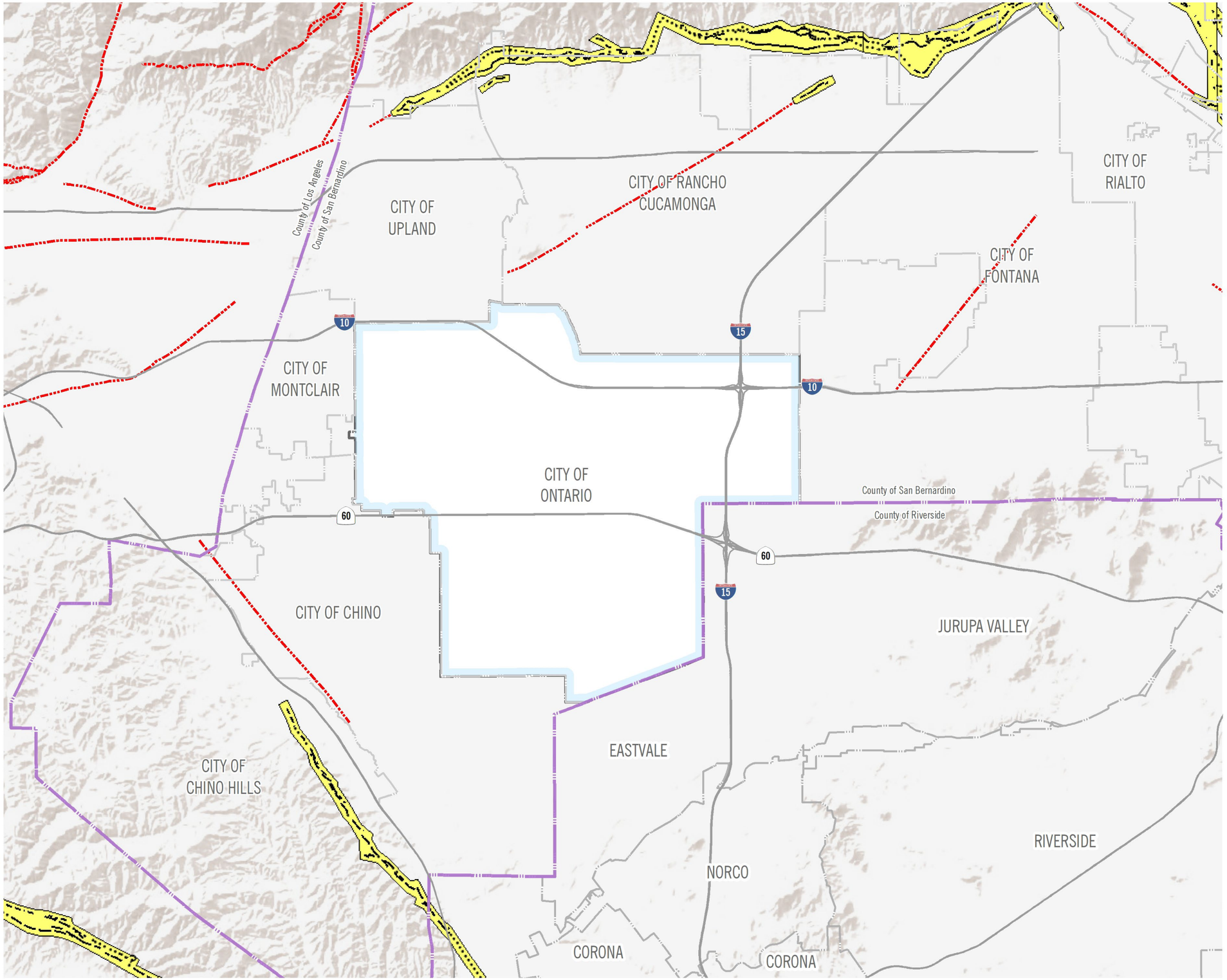
S-9.2 **Renewable Energy.** Renovate existing city-owned facilities and plan future facilities to include renewable energy generation capacity and battery storage as part of an effort to make public facilities and services greener and more resilient to power outages.

S-9.3 **Energy Efficiency Retrofits.** We support and may incentivize retrofits to residential and commercial buildings that improve energy efficiency and insulation from extreme temperatures, giving priority towards low-income applicants.

Exhibits: Figures

Figure S-01

Regional Faults & Fault Zones



Ontario City Boundary

County Boundary

Alquist Priolo Fault Traces

Inferred

Concealed

Alquist Priolo Fault Zones

Regional Faults (USGS)

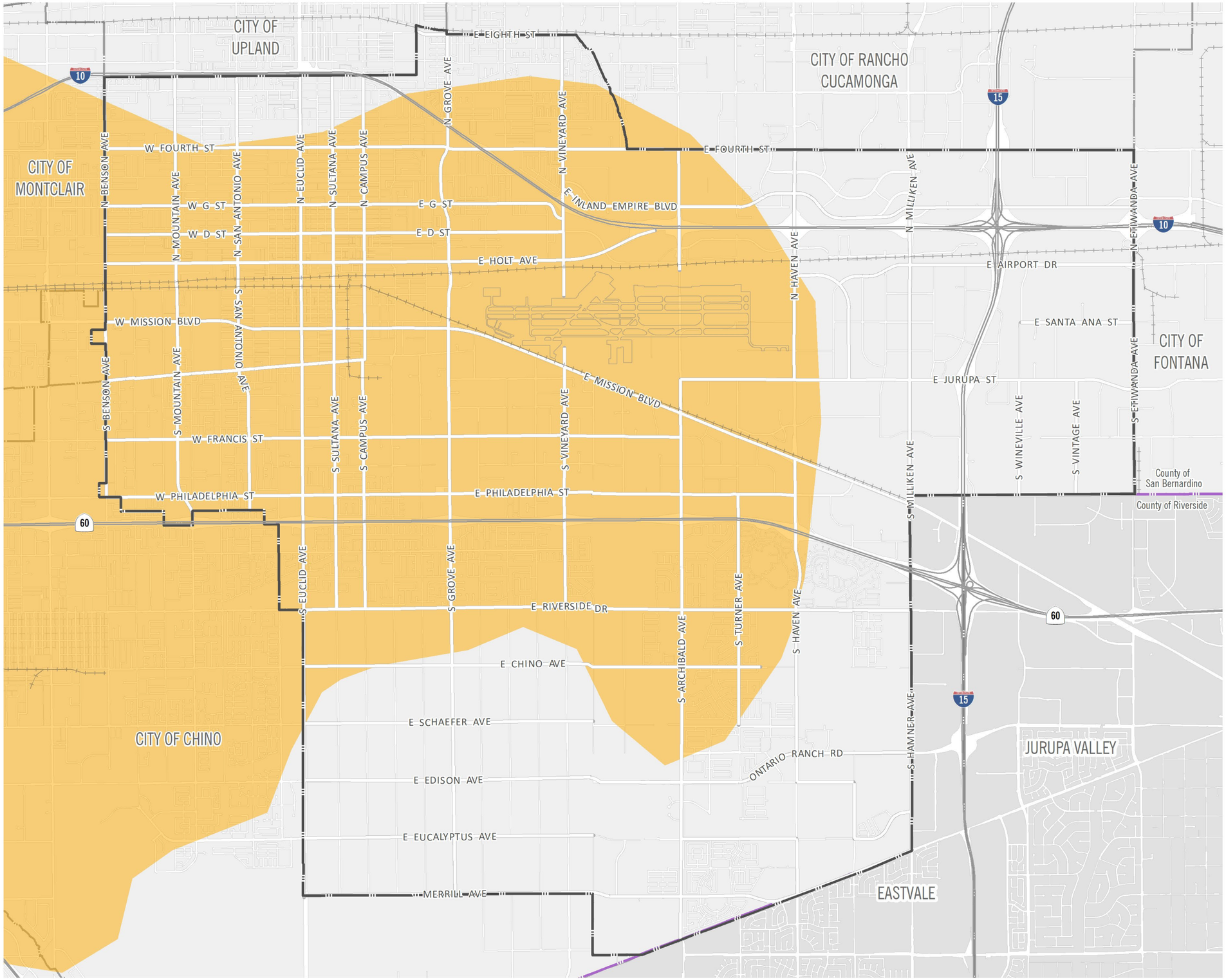
2·0·5·0 THE ONTARIO PLAN

0 2,5005,000 10,000 FT

Source: USGS 2021

Date: 5/9/22

Figure S-02
Subsidence Zones



- Ontario City Boundary
- County Boundary
- Subsidence Due to Groundwater Pumping
- Rail Network

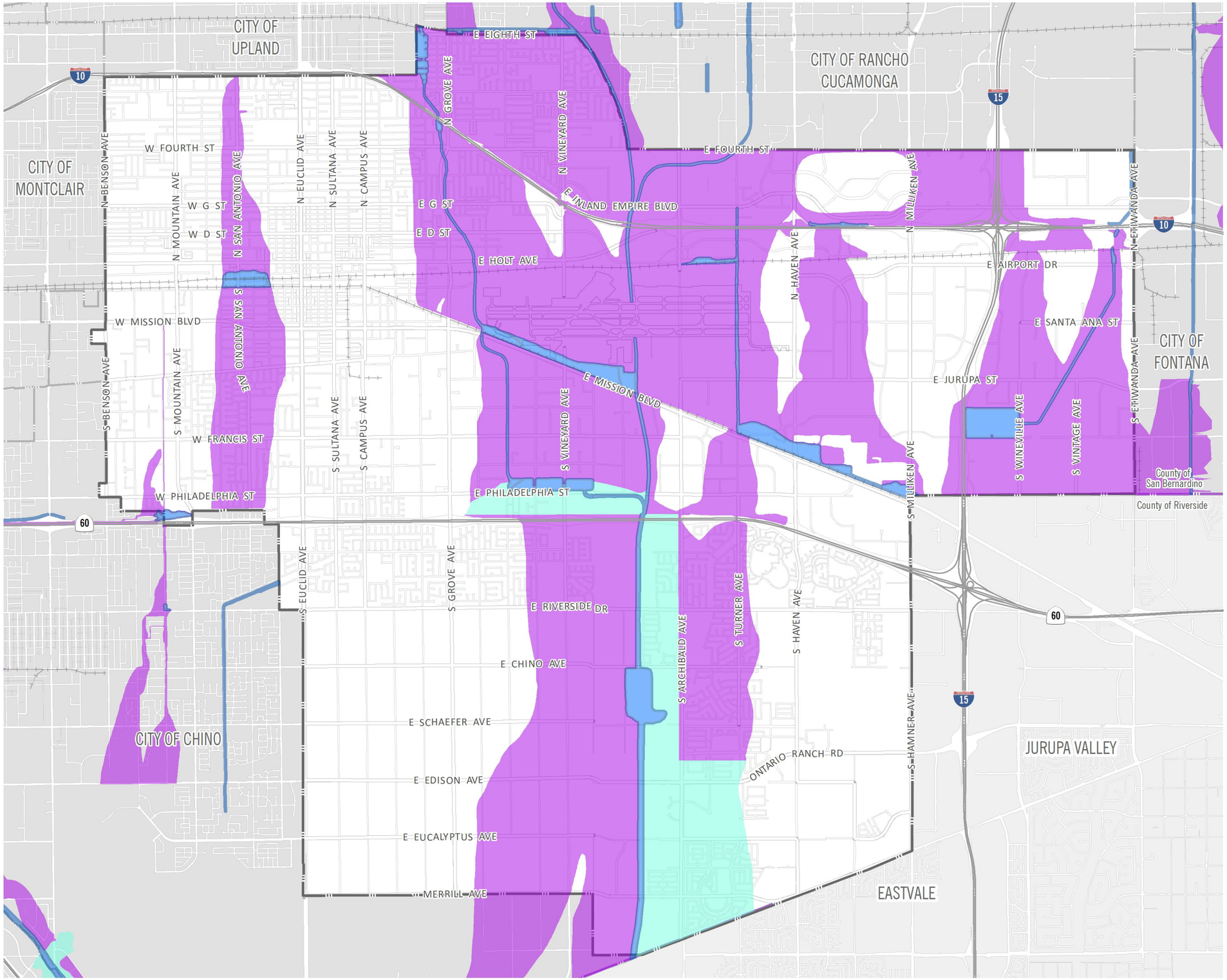
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0 2,500 5,000 10,000 FT

Source: The City of Ontario 2021

Date: 5/9/22

Figure S-03
Flood Hazard Zones



- Ontario City Boundary
- County Boundary
- Rail Network

Flood Zone

- FEMA 100-Year Floodplain
- FEMA 500-Year Floodplain
- Area with Reduced Flood Risk Due to Levee

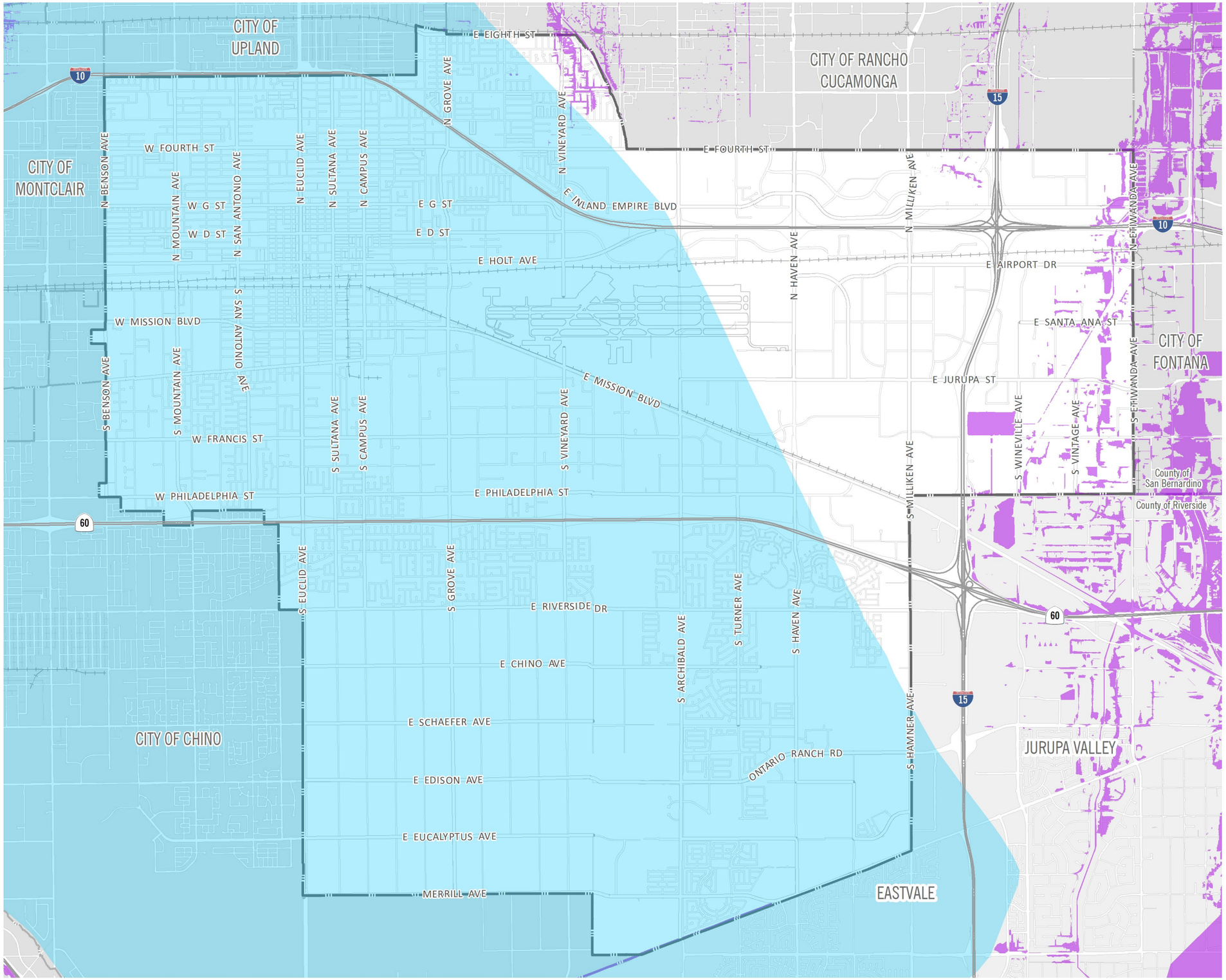
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0 2,500 5,000 10,000 FT

Source: The City of Ontario 2021 Date: 5/9/22

Figure S-04

Dam Inundation Zones



- Potential Inundation from San Antonio Dam
- Potential Inundation from Debris Basins
- Ontario City Boundary
- County Boundary
- Rail Network

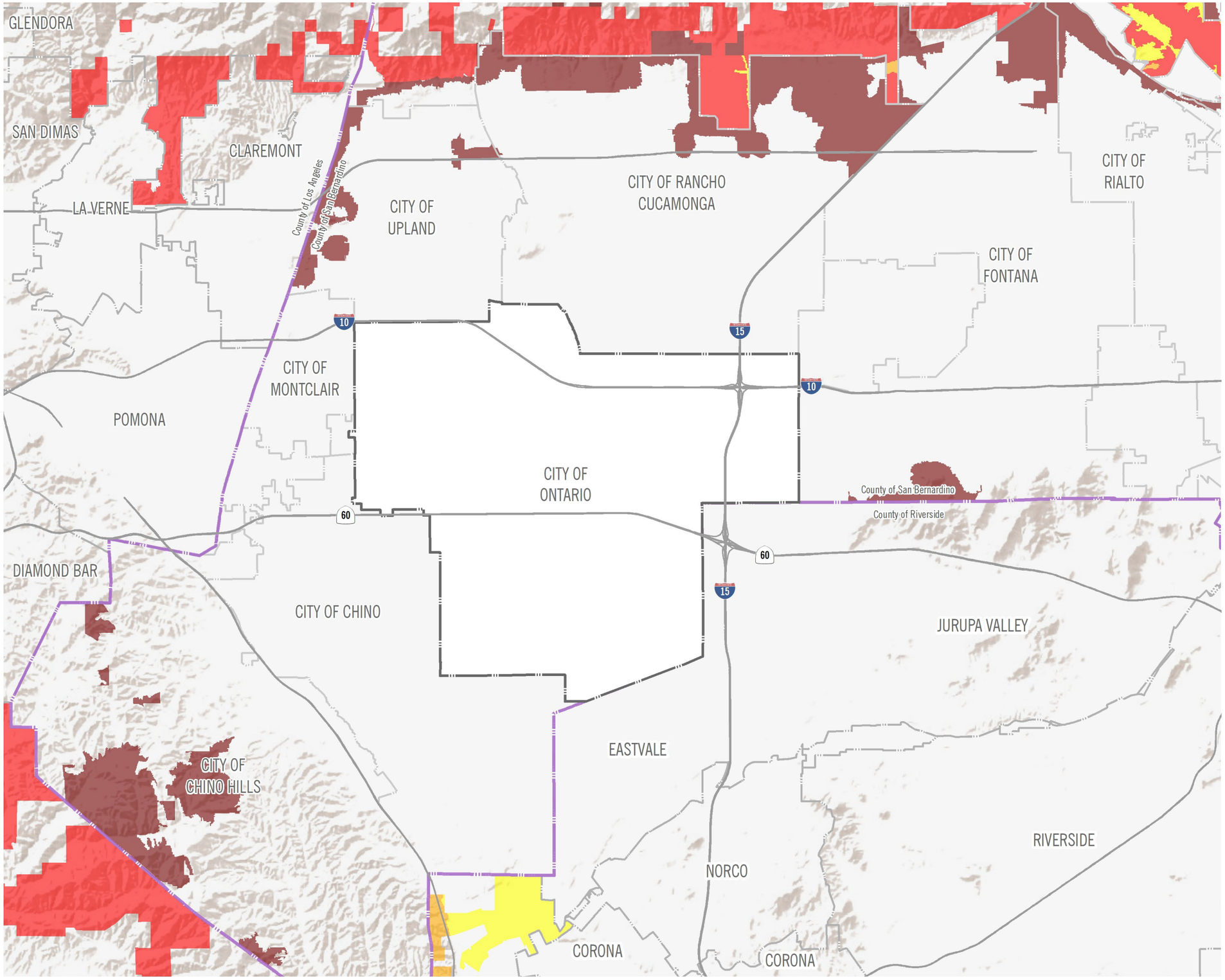
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0 2,500 5,000 10,000 FT

Source: DWR 2021

Date: 5/9/22

Figure S-05
Fire Hazard Severity Zones



Ontario City Boundary

County Boundary

Fire Hazard Severity Zone in Local Responsibility Area

Hazard Class

Very High

Fire Hazard Severity Zone in State Responsibility Area

Hazard Class

Very High

High

Moderate

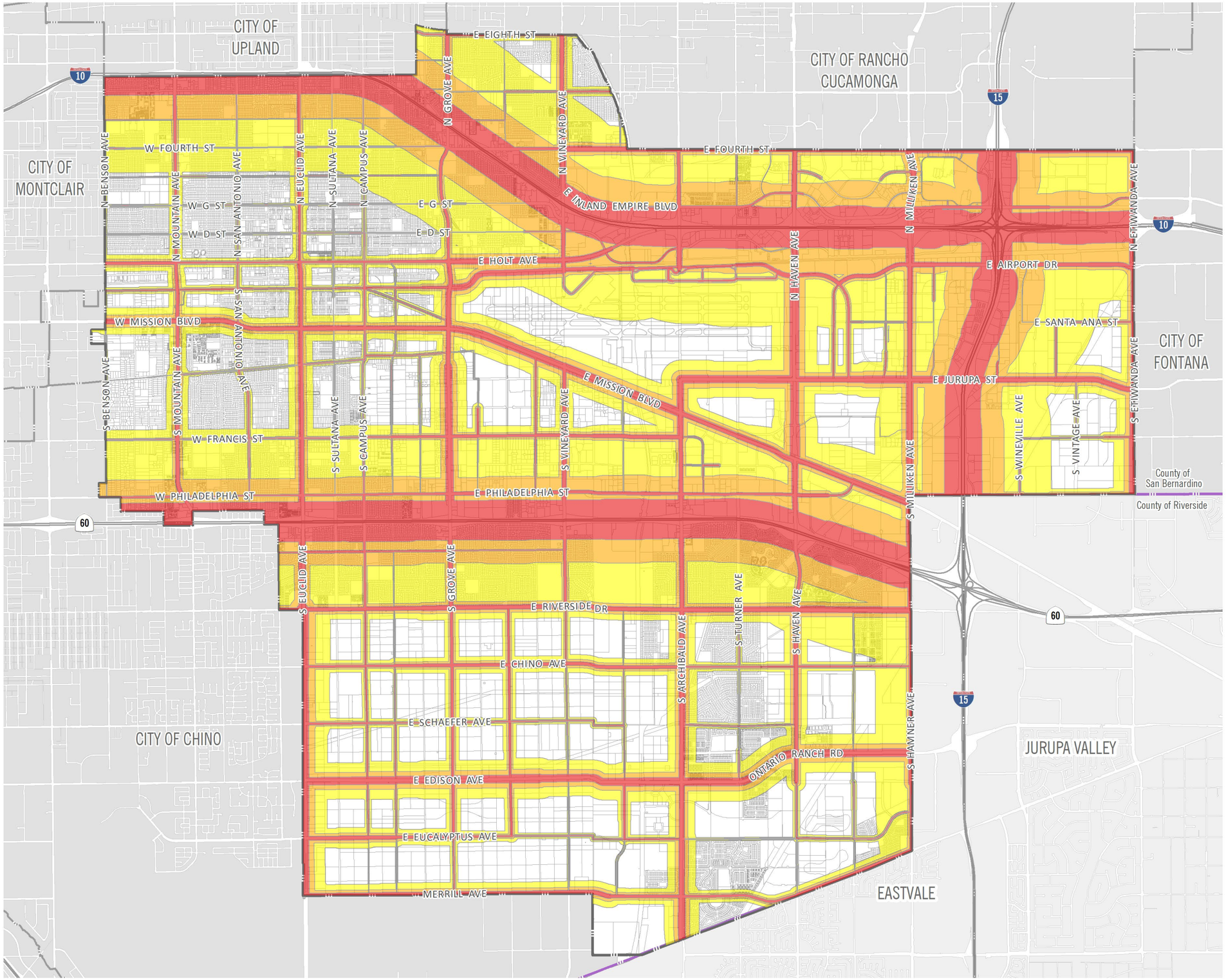
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0 2,5005,000 10,000 FT

Source: CalFire 2007

Date: 5/9/22

Figure S-06a
Future Traffic Noise Contours



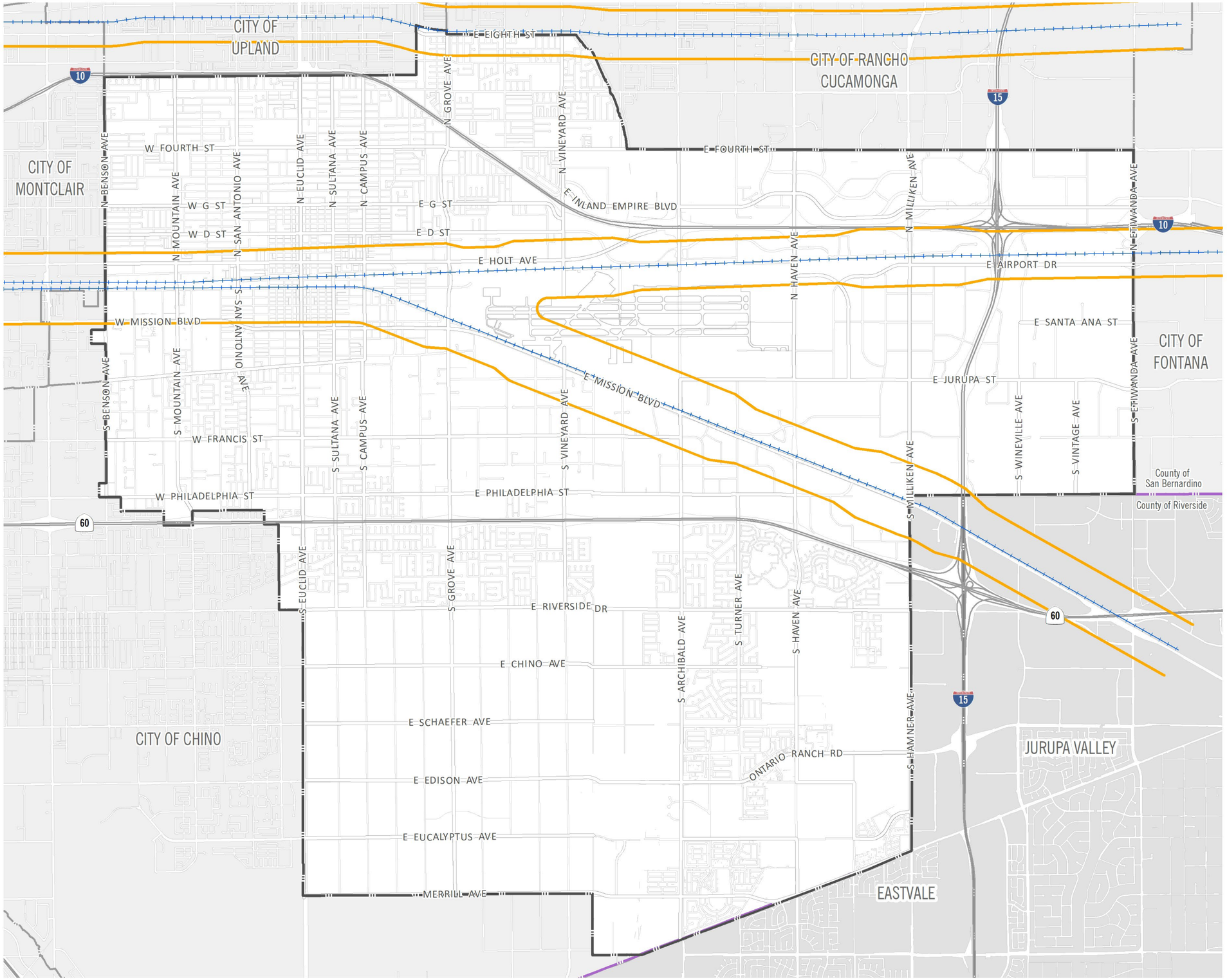
Future Noise Contours
- 60-65 dBA CNEL
- 65-70 dBA CNEL
- 70+ dBA CNEL
- Ontario City Boundary
- County Boundary

2·0·5·0 THE ONTARIO PLAN

0 2,500 5,000 10,000 FT

Source: Fehr & Peers 2021; PlaceWorks 2021 Date: 5/9/22

Figure S-06b
Rail Noise Contour



- Rail Network
- Future 65 dBA CNEL
- Ontario City Boundary
- County Boundary

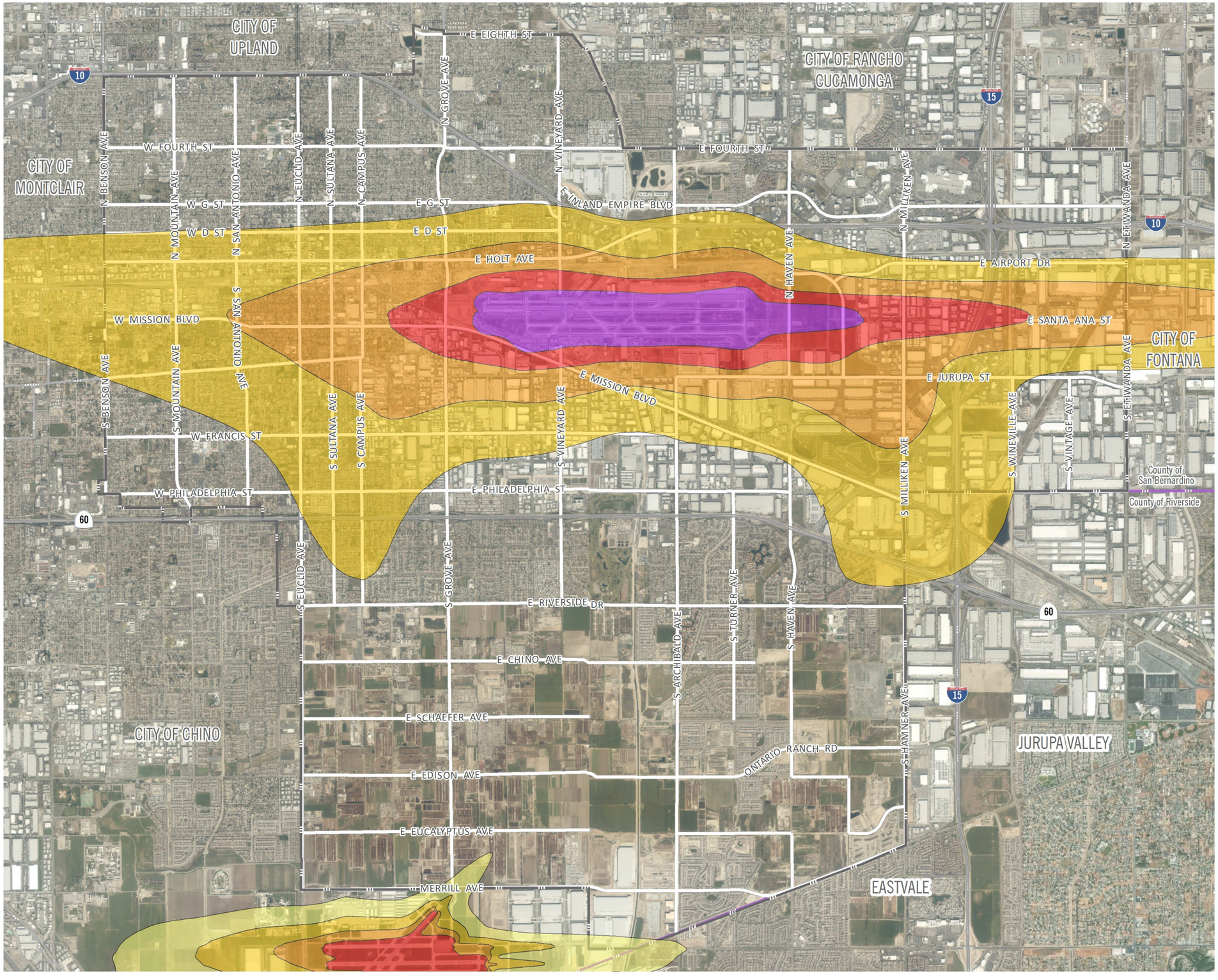
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0 2,500 5,000 10,000 FT

Source: The City of Ontario 2009

Date: 5/9/22

Figure S-06c
Airport Noise Contours



Ontario City Boundary
County Boundary

Ontario Airport Noise Contours
- 60-65 dBA CNEL
- 65-70 dBA CNEL
- 70-75 dBA CNEL
- 75+ dBA CNEL

Chino Airport Noise Contours
- 55-60 dBA CNEL
- 60-65 dBA CNEL
- 65-70 dBA CNEL
- 70+ dBA CNEL

2·0·5·0 THE ONTARIO PLAN

0 2,500 5,000 10,000 FT

Source: The City of Ontario 2020, 2022; Riverside County ALUCP 2008

Date: 5/9/22

Figure S-07

Hazardous Material Cleanup Sites



Ontario City Boundary
County Boundary
Rail Network

Hazardous Material Cleanup Sites (Open Cases)

1, Alger Manufacturing Company Inc.
2, General Electric – Flat Iron
3, General Electric Co – Jet Engine Test Cell Facility
4, Ontario International Airport Joint Investigation
5, South Archibald TCE Plume
6, Sunshine Cleaners
7, 1425 South Vineyard Avenue
8, Aluminum – Art Plating Company Inc.
9, American Metals Recycling
10, Danco
11, Mission Cleaners
12, Ontario Plaza

Cleanup sites include those where soil or groundwater has been affected or is suspected to be affected by a chemical release from past or present land uses (referred to as "environmental cases") and are identified on federal, state, and local regulatory agency lists. These lists are developed to document and record disturbance activities on identified sites.

The status of each environmental case varies and can be either active (with ongoing investigations or remediation), closed (remediation or clean-up completed and approved by the regulatory agency), or unresolved (usually indicating that efforts toward remediation have stalled or been suspended).

This exhibit shows cleanup sites with open cases in Ontario which include sites with an active or unresolved status.

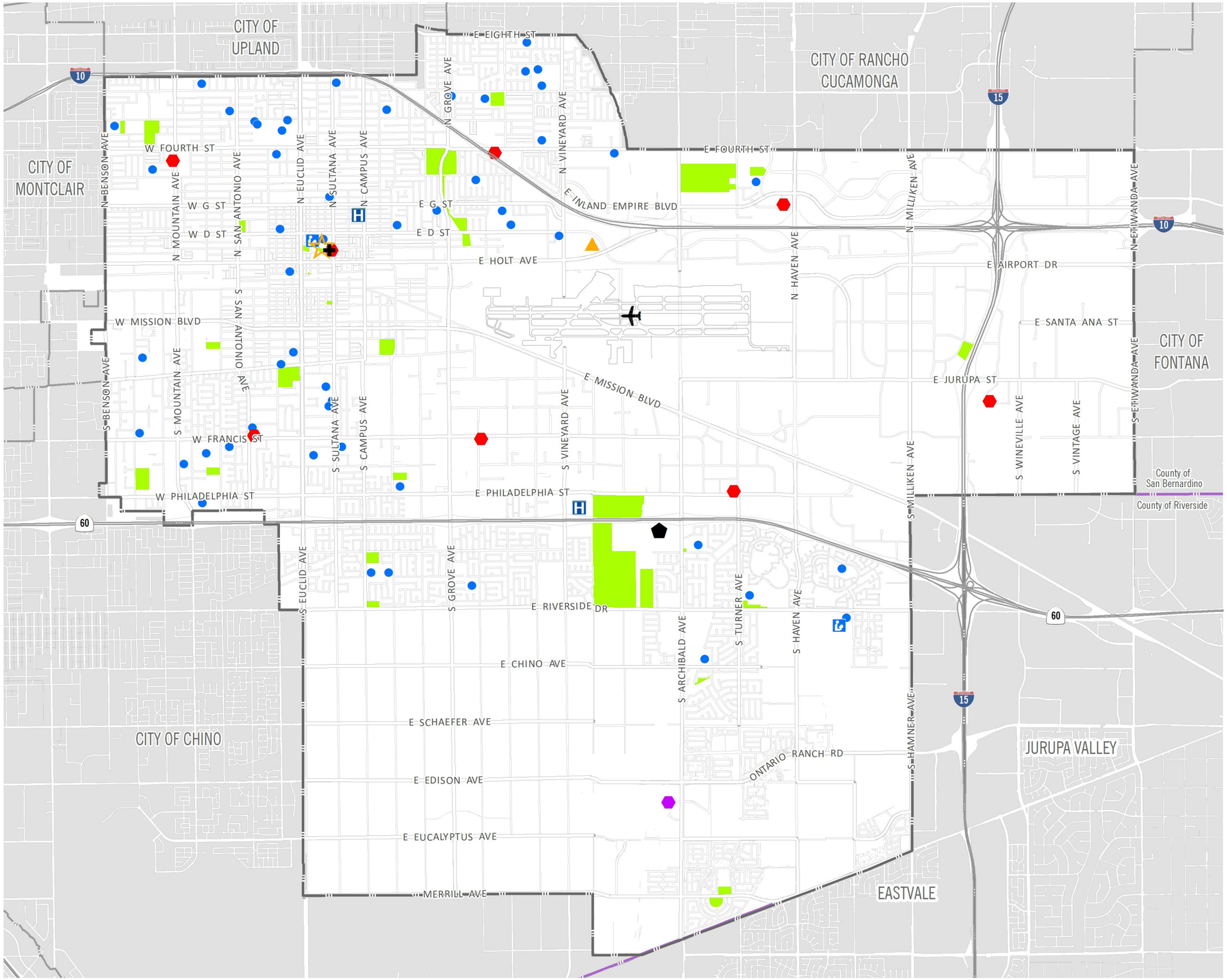
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Source: Envirostar 2021, GeoTracker 2021 Date: 5/9/22

Figure S-08

Critical Facilities



- Ontario City Boundary
- County Boundary

Critical Facilities

- City Hall
- EOC
- Police Headquarters
- Convention Center
- Fire Station
- New Fire Station
- Airport
- Hospital
- Library
- Public & Private Schools
- Park

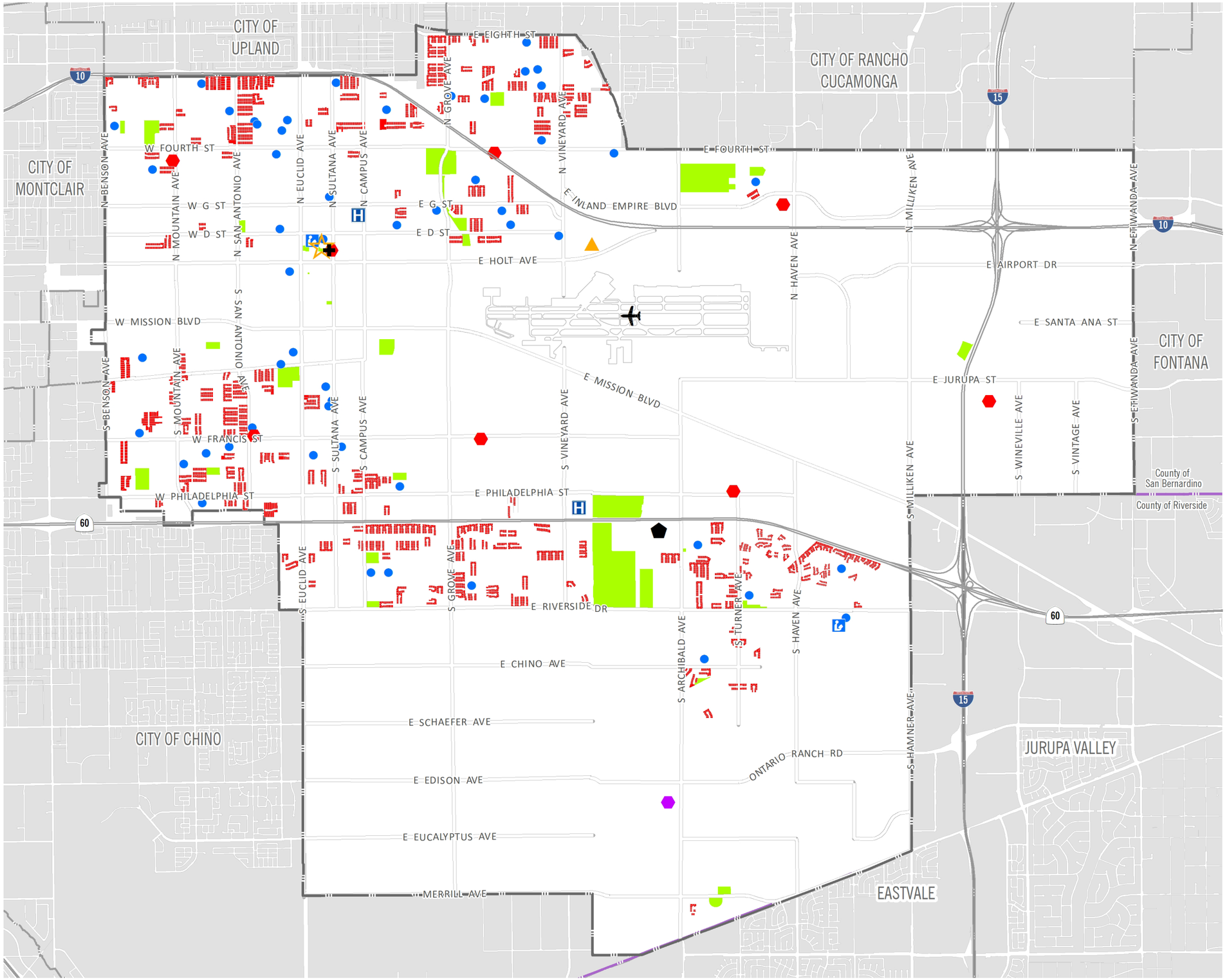
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Source: The City of Ontario 2021

Date: 5/9/22

Figure S-09
Evacuation Constrained Areas



- Ontario City Boundary
- County Boundary
- Residential Parcel with Evacuation Constraint

Critical Facilities

- City Hall
- EOC
- Police Headquarters
- Convention Center
- Fire Station
- New Fire Station
- Airport
- Hospital
- Library
- Public & Private Schools
- Park

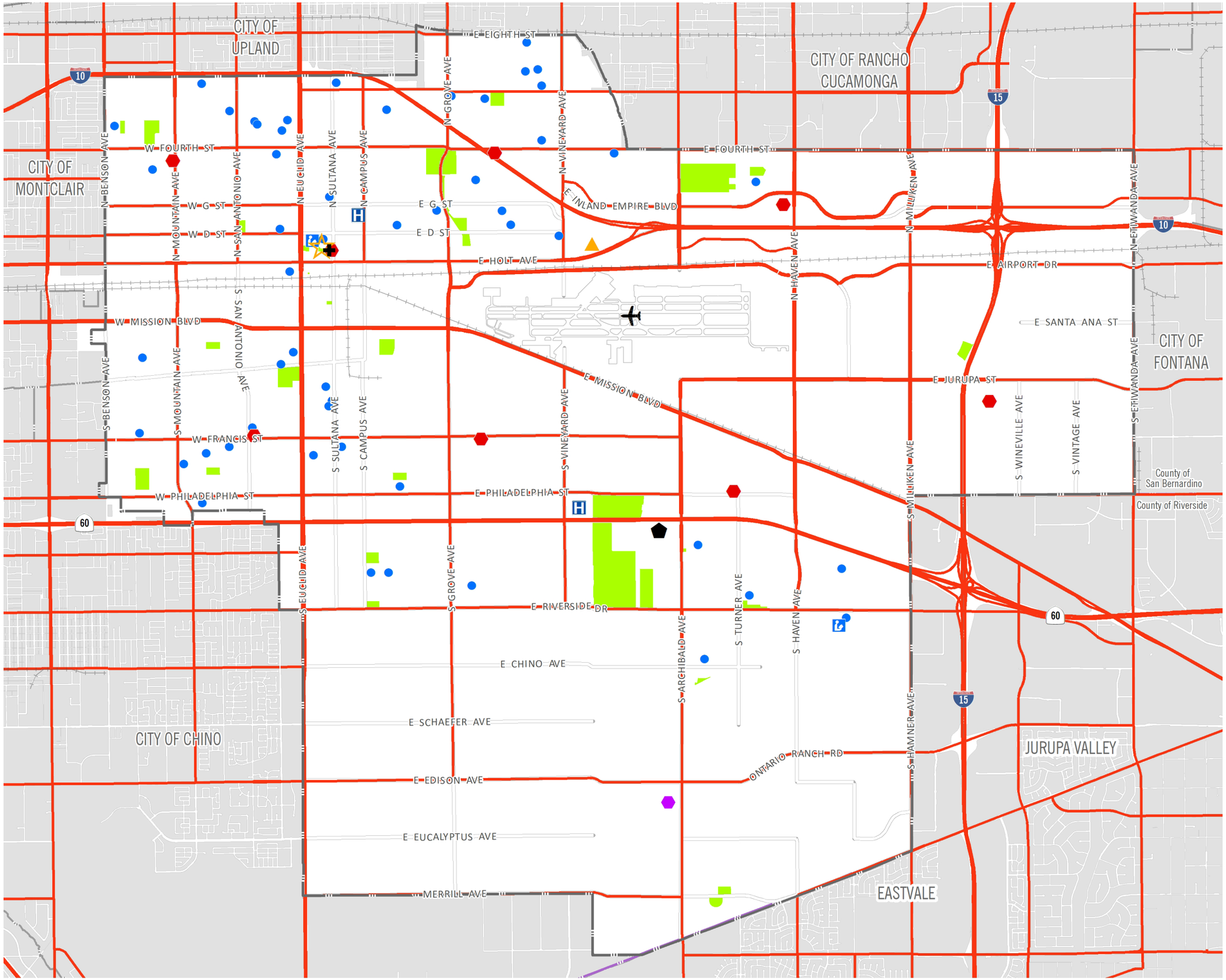
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Source: The City of Ontario 2021

Date: 5/9/22

Figure S-10
Evacuation Routes



- County Boundary
- Ontario City Boundary
- Rail Network
- Evacuation Routes

Critical Facilities

- City Hall
- EOC
- Police Headquarters
- Convention Center
- Fire Station
- New Fire Station
- Airport
- Hospital
- Library
- Public & Private Schools
- Park

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THE ONTARIO PLAN

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Source: The City of Ontario 2021 Date: 5/9/22

Exhibits: Documents Incorporated by Reference

Local Hazard Mitigation Plan

Vulnerability Assessment Report

MOBILITY ELEMENT

Introduction

Ontario is strategically located within a regional transportation network that includes an international airport with passenger and air cargo operations, three freeways, three freight rail lines, commuter and passenger rail services, public transit and a local network of streets and multi-purpose trails. This network provides multimodal transportation options for those traveling within, to or through the City. This robust system creates unique opportunities for Ontario as a regional jobs hub and a complete community. Ontario's Vision to concentrate growth in key locations will allow the City to capitalize on this transportation system.

Ontario's Vision is that there will be more mobility options as the City and the region grow. Personal vehicles will continue to provide individual mobility and flexibility for travel, though fuel systems will change, and guidance technology will become much more sophisticated. Bus travel will be a convenient and reliable option. The commuter rail system will provide service all day throughout the region and high-speed rail may be developed for longer-distance trips. Air travel will be linked through a future multimodal station in close proximity to ONT airport where access to many modes of transit will be available. Freight transportation via trucks, rail and air cargo will provide efficient movement of goods to the City, region, and beyond while minimizing negative impacts.

The mobility system will be coordinated with future land use patterns and levels of buildout. Access and connectivity to mobility options will be integrated into neighborhoods, center, corridors and districts. The placement of housing, jobs and amenities in closer proximity to each other and design strategies focused on the pedestrian and a variety of multimodal options will make walking and other forms of active transportation a desirable alternative to driving.

Purpose

The Mobility Element:

- Provides overall guidance for the City's responsibility to satisfy the local and subregional mobility needs of our residents, visitors, and businesses while maintaining the quality of life outlined in the Vision.
- Coordinates the mobility system with future land use patterns and levels of buildout.
- Addresses access and connectivity among the various neighborhoods, centers, corridors, and districts.
- Addresses the range of mobility options, including vehicular, trucking, freight and passenger rail, air, pedestrian, bicycle, other modes of active transportation, and transit.

Principles

The City believes:

- Access to convenient local and regional mobility options is essential to the City's growth and prosperity.
- A comprehensive multimodal mobility system is vital to providing equitable access to jobs, schools, shopping, services, parks, and other key destination points for people of all abilities and incomes.
- Transportation systems should reflect the context and desired character of the surrounding land uses.
- Well designed and maintained roadways, sidewalks, and bikeways are essential for the safe and efficient movement of goods and people.
- Transportation routes and their rights-of-way should be planned and preserved based upon projected travel demands.

Goals & Policies

M-1 Roadway System

Ontario's roadway system must meet multiple goals. It must provide convenient access and be safe, free flowing, visually appealing, multifunctional and in context with its surroundings. The roadway system should be designed to provide the necessary capacity to accommodate the traffic generated from the future buildout of the Land Use Plan while maintaining feasible Level of Service standards. The street rights-of-way also need to accommodate pedestrians, bicyclists, landscaping, traffic control devices, and infrastructure in a manner that is safe and aesthetically pleasing. Exhibit M-01, Roadway Classifications shows the hierarchy of our roadway system, consistent with the guidelines of the Federal Highway Administration.

Goal M-1 A system of roadways that meets the mobility needs of a dynamic and prosperous Ontario.

Policies

M-1.1 **Roadway Design and Maintenance.** We require our roadways to:

1. Comply with federal, state, and local design and safety standards;
2. Meet the needs of multiple transportation modes and users;
3. Handle the capacity envisioned in the City of Ontario Master Plan of Streets and Highways;
4. Be maintained in accordance with best practices;

5. Be compatible with the streetscape and surrounding land uses; and

6. Promote the efficient flow of all modes of traffic through the implementation of intelligent transportation systems and travel demand management strategies.

(Link to Community Design Element Policies CD-2.5, CD-2.6, CD-2.16, CD-3.3)

M-1.2 **Mitigation of Impacts.** We require development to mitigate its traffic impacts.

M-1.3 **Agency Coordination on Roadway Improvements.** We work with Caltrans, SBCTA, and others to identify, fund, and implement needed improvements to roadways when necessary. We work with neighboring jurisdictions to promote regional connectivity, access, and meet operational level of service standards at the City limits.

M-1.4 **Complete Streets.** We work to provide a complete, balanced, context-aware, multimodal transportation network that meets the needs of all users of streets, roads, and highways, including motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation. We prioritize implementation of complete streets improvements in environmental justice areas to facilitate opportunities for residents to use active transportation systems.

M-1.5 **Level of Service.** Maintain a peak hour Level of Service (LOS) E or better at all intersections. Maintain Level of Service D or better on arterial streets in the City. Develop and maintain a list of locations where LOS E or LOS F are considered acceptable and would be exempt from this level of service policy. Considerations for LOS exemption include being restricted by environmental constraints, lacking available right-of-way, deterring an increase in VMT, or degrading other modes of travel (such as bicycle or pedestrian infrastructure).

M-1.6 **Reduce Vehicle Miles Traveled.** We will strive to reduce VMT through a combination of land use, transportation projects, travel demand management strategies, and other trip reduction measures in coordination with development projects and public capital improvement projects.

M-2 Active Transportation

In Ontario, active modes of transportation, such as walking and bicycling, promote a healthy lifestyle, improve air quality and traffic congestion by reducing the number of vehicles on the road, help to provide equitable access for people of different abilities and incomes to all areas of the City, and play a key role in creating vibrant neighborhoods, centers, corridors, and districts. Promoting development patterns and a mix of land uses that encourage active transportation combined with requiring thoughtful design of our trails, rights-of-way, buildings, and public realm to create a safe, comfortable, and convenient experience is integral to establishing a robust active transportation network.

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

Policies

M-2.1 **Active Transportation.** We maintain our Active Transportation Master Plan to create a comprehensive system of on- and off-street bikeways and pedestrian facilities that are safe, comfortable, and accessible and connect residential areas, businesses, schools, parks, and other key destination points.

M-2.2 **Bicycle System.** We provide off-street multipurpose trails and Class II bikeways as our preferred paths of travel and use the Class III for connectivity in constrained circumstances. When truck routes and bicycle facilities share a right-of-way, we prefer Class I or Class IV bicycle facilities. We require new development to include bicycle facilities, such as bicycle parking and secure storage areas.

M-2.3 **Pedestrian Walkways.** We require streets to include sidewalks and visible crosswalks at major intersections where necessary to promote safe and comfortable mobility between residential areas, businesses, schools, parks, recreation areas, and other key destination points. (Link to Community Design Policy CD-3.3)

M-2.4 **Network Opportunities.** We use public rights-of-way and easements such as, utility easements, levees, drainage corridors, road rights-of-way, medians, and other potential options to maintain and expand our bicycle and pedestrian network. In urban, mixed- use, and transit-oriented Place Types, we encourage the use of underutilized public and private spaces to expand our public realm and improve pedestrian and bicycle connectivity. (Link to Community Design Element *Urban, Mixed Use, and Transit-oriented Place Types* Section)

M-3 Public Transit

Public transportation plays an important role in providing an equitable and comprehensive transportation system and is essential to achieving the Vision. It provides an alternative mode of transportation for motorists and a primary mode for the transit dependent. Though the development and operation of most public transit services and facilities are outside the City's authority, the City actively promotes transit through sound land planning, urban design, and active participation in regional transportation agencies.

Future features of the public transit system in Ontario could include a new multimodal transit center, more extensive and frequent local bus service, higher-speed bus rapid transit corridors for longer trips, more Metrolink trains that connect to other regional hubs, convenient transfer centers, light and high-speed rail connections, improved feeder systems, connections to the City's active transportation network, and future land use patterns that are designed to promote transit use.

Goal M-3 A public transit system that is a viable alternative to automobile travel and meets basic transportation needs of the transit-dependent.

Policies

M-3.1 **Transit Partners.** We maintain a proactive working partnership with transit providers to ensure that adequate public transit service is available, cost-efficient, and convenient, particularly for residents in environmental justice areas.

M-3.2 **Alternative Transit Facilities at New Development.** We require new development adjacent to an existing or planned transit stop to contribute to the creation of transit facilities, such as bus shelters, transit bays and turnouts, and bicycle facilities, such as secure storage areas.

M-3.3 **Transit-Oriented Development.** We may provide additional development-related incentives to those inherent in the Land Use Plan for projects that promote transit use and reduce vehicle miles traveled.

M-3.4 **Bus Rapid Transit (BRT) Corridors.** We work with regional transit agencies to implement BRT service and reduce vehicle miles traveled by targeting destinations and corridors with the highest number of potential riders.

M-3.5 **Light Rail.** We support extension of the Metro Rail Gold Line to Ontario, and will work to secure station locations at the proposed multimodal transit center.

M-3.6 **Metrolink Expansion.** We advocate expansion of Metrolink service to include the Downtown and the multimodal transit center.

M-3.7 **High Speed Rail.** We encourage the development of high-speed rail systems that would enhance regional mobility in Southern California and serve the City of Ontario.

M-3.8 **Feeder Systems.** We work with regional transit agencies to secure convenient feeder service from the Metrolink station and the proposed multimodal transit center to employment centers in Ontario.

M-3.9 **Ontario Airport Metro Center Circulator.** We will explore development of a convenient mobility system, including but not limited to shuttle service, people mover, and shared car system, for the Ontario Airport Metro Center.

M-3.10 **Multimodal Transportation Center.** We intend to ensure the development of a multimodal transportation center near ONT airport to serve as a transit hub with amenities for transit riders, pedestrians, and bicyclists transitioning to local buses, BRT, the Gold Line, high-speed rail, the proposed Ontario Airport Metro Center Circulator, and other future transit modes. We support locations for the multimodal transportation center that are north of ONT airport, between Vineyard Avenue and Interstate 15.

M-3.11 **Transit and Community Facilities.** We require the future development of community-wide serving facilities to be sited in transit-ready areas that can be served and made accessible by public transit. Conversely, we plan (and coordinate

with other transit agencies to plan) future transit routes to serve existing community facilities.

M-4 Goods Movement

Goods movement in Ontario is provided via trains, trucks, and airplanes. The movement of goods to and through Ontario is critical to our economy, enabling growth of industrial and transportation-related businesses in the City and region. However, planes, trucks, and trains generate noise and air pollutants and contribute to traffic congestion along flight paths and corridors and at railroad grade crossings. To mitigate these impacts, we are committed to building grade-separated rail crossings, designing and locating industrial and warehousing land uses, and developing truck routes to protect our neighborhoods from truck traffic.

Goal M-4 An efficient flow of goods through the City that maximizes economic benefits and minimizes negative impacts.

Policies

M-4.1 **Truck Routes.** We designate and maintain a network of City truck routes that provide for the safe and efficient transport of goods while minimizing negative impacts on local circulation and noise-sensitive land uses, as shown on Exhibit M-04, Truck Routes. We will minimize conflicts on truck routes through the design and implementation of buffers between travel lanes and pedestrian and bicycle facilities on designated truck routes.

M-4.2 **Regional Participation.** We work with regional and subregional transportation agencies and adjacent cities to plan and implement goods movement strategies, including regional truck routes, plans and projects that improve mobility, support the efficient movement of goods, and minimize negative environmental impacts. (Link to Environmental Resources Policy ER-4.3)

M-4.3 **Railroad Grade Separations.** We eliminate at-grade rail crossings identified on Exhibit M-01, Roadway Classifications.

M-4.4 **Environmental Considerations.** We support both local and regional efforts to reduce/eliminate the negative environmental impacts of goods movement through the planning and implementation of truck routing and the development of a plan to evaluate the future needs of clean fueling/recharging and electrified truck parking.

M-4.5 **Air Cargo.** We support and promote a ONT airport that accommodates 1.6 million tons of cargo per year, as long as the impacts associated with that level of operations are planned for and mitigated.

M-5 Regional Transportation

The transportation system serving Ontario, which includes three freeways, three rail mainlines and an international airport, provides our city with unparalleled regional access and is a primary reason for our tremendous potential. However, regional transportation forecasts project more congested freeways and local streets, which could limit economic development and affect quality of life. To maximize our potential and achieve our Vision, the City needs to be an active participant and leader in identifying and developing solutions to these issues through cooperative regional and subregional planning efforts.

Traditional solutions won't be enough to solve projected future regional traffic congestion and new approaches may be needed. The City should take a leadership role at the federal, state, regional, and subregional levels to pursue the most promising strategies.

Goal M-5 A proactive leadership role in helping identify and facilitate implementation of strategies that address regional transportation challenges.

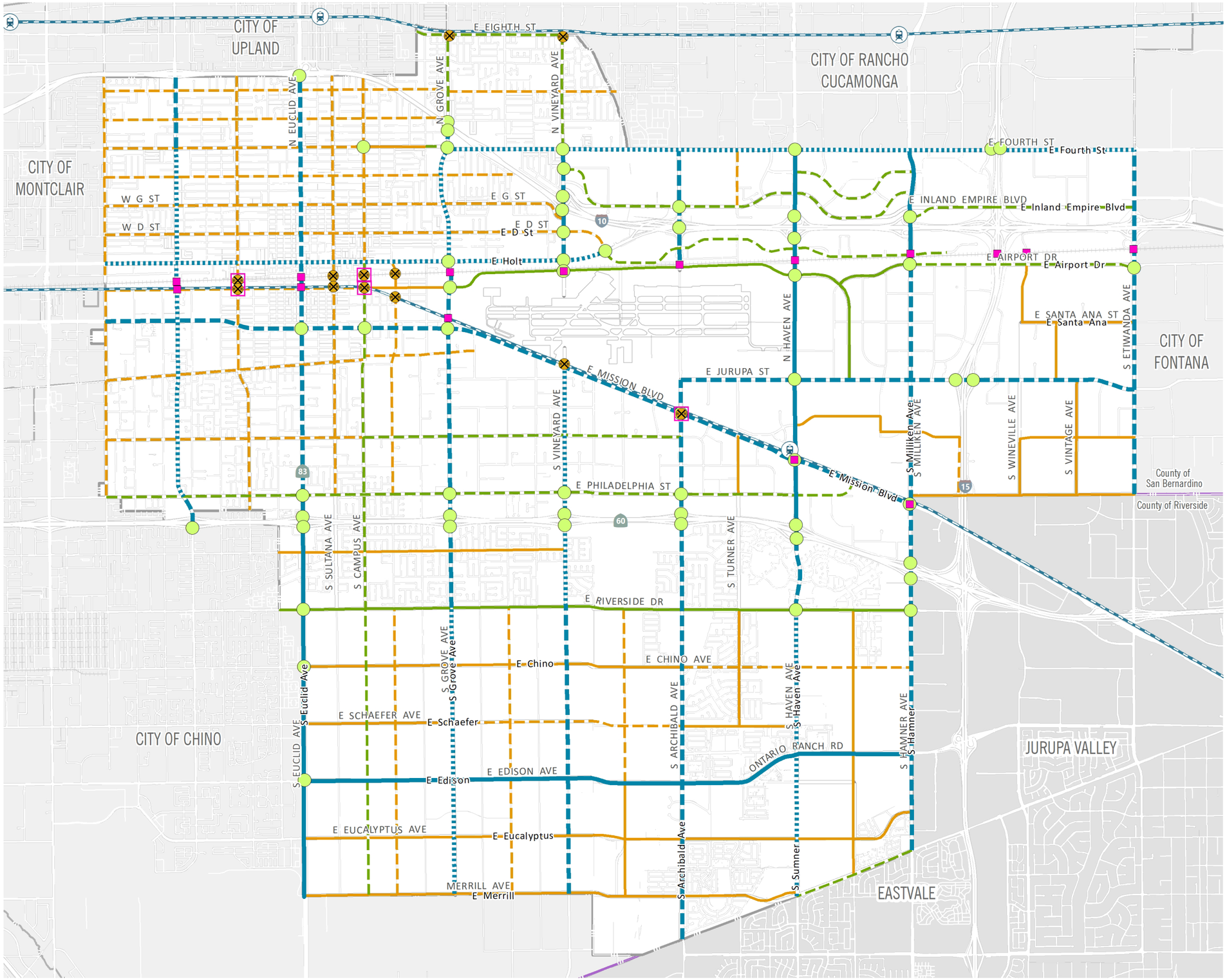
Policies

M-5.1 **Regional Leadership.** We maintain a leadership role to help identify and implement potential solutions to long-term regional transportation problems.

M-5.2 **Land Use Compatibility with Regional Transportation Facilities.** We work with ONT, railroads, Caltrans, SBCTA, and other transportation agencies to minimize impacts.

Exhibits: Figures

Figure M-01
Roadway Classifications



Principal Arterial
- 8 Lanes
- 6 Lanes
- 4 Lanes

Minor Arterial
- 6 Lanes
- 4 Lanes

Collector
- 4 Lanes
- 2 Lanes
- Enhanced Intersections

Rail Crossings
- Existing At-Grade Crossing
- Existing Grade-Separated Crossing
- Future Grade-Separated Crossing

- Metrolink
- Metrolink Station
- Railroad
- Ontario City Boundary
- County Boundary

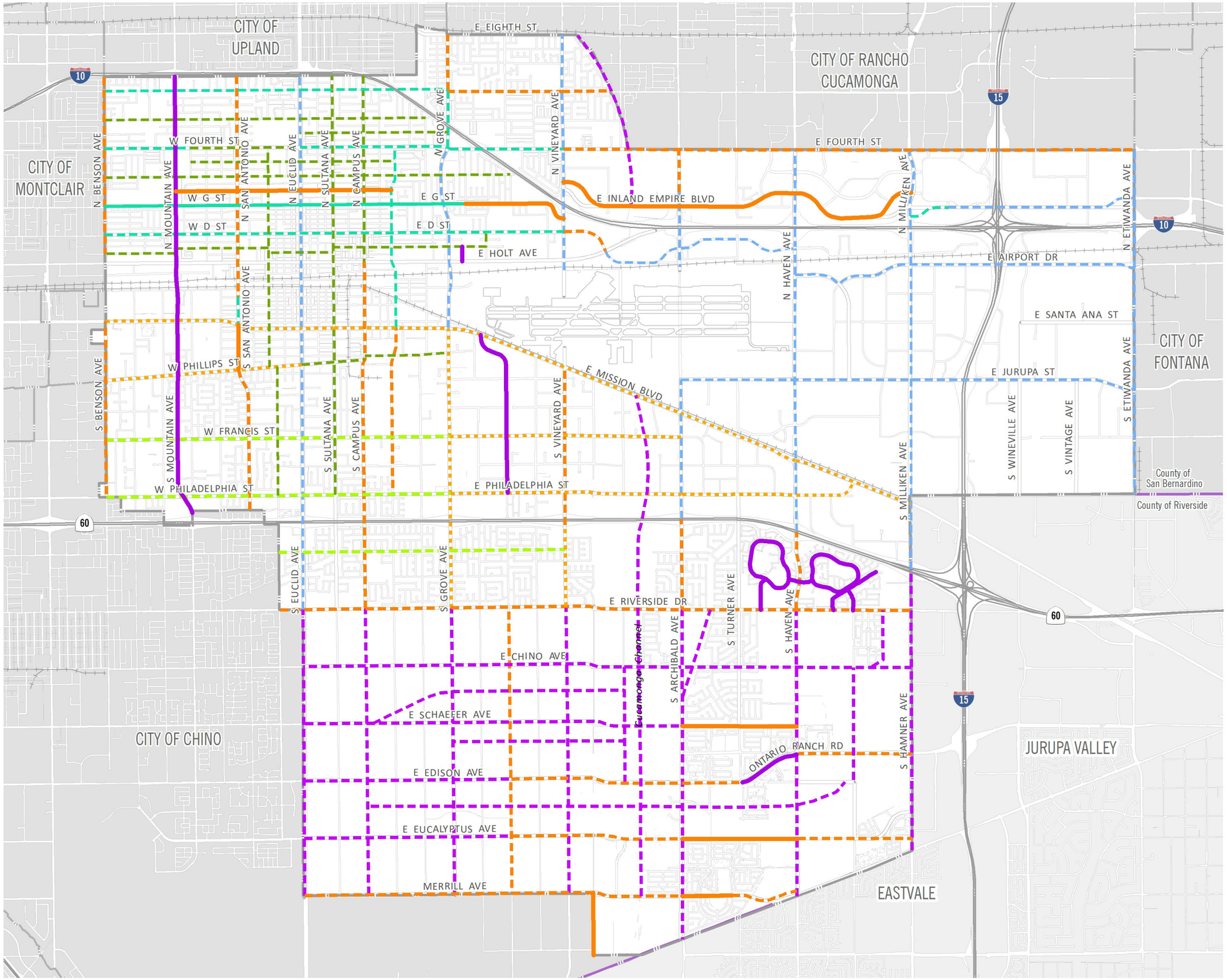
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Source: The City of Ontario 2021 Date: 5/9/22

MOBILITY

Figure M-02
Multipurpose Trails & Bikeways



- Ontario City Boundary
- County Boundary
- Rail Network

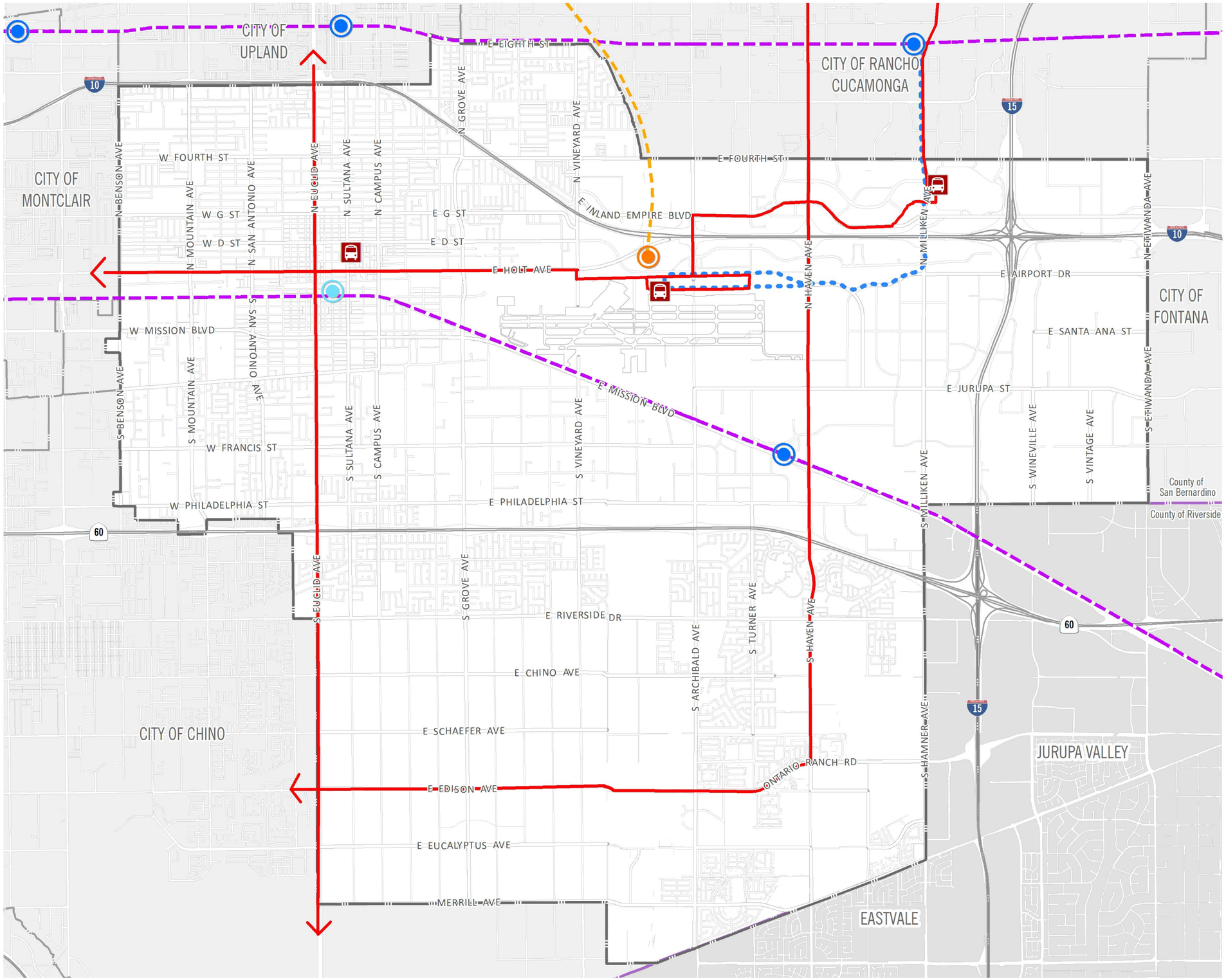
Existing Trail & Bike Network
- Multipurpose Trail (Class I)
- Bike Lane (Class II)
- Bike Route (Class III)

Proposed Trail & Bike Network
- MultipurposeTrail (Class I)
- Bike Lane (Class II)
- Buffered Bike Lane (Class II)
- Bike Lane (Class II)/Bike Route (Class III)
- Bike Boulevard (Class III)
- Bike Route (Class III)
- Additional Studies Required

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Source: The City of Ontario 2022 Date: 5/9/22



MOBILITY

Figure M-03
Public Transit

Transit Centers
- Existing Bus Transfer Center
- Existing Metrolink Station
- Amtrak Station/Proposed Metrolink Station
- Future Multimodal Transportation Center

- BRT Corridor
- Metro Goldline Extension
- Metrolink
- Ontario Airport Loop
- Railroad
- Ontario City Boundary
- County Boundary

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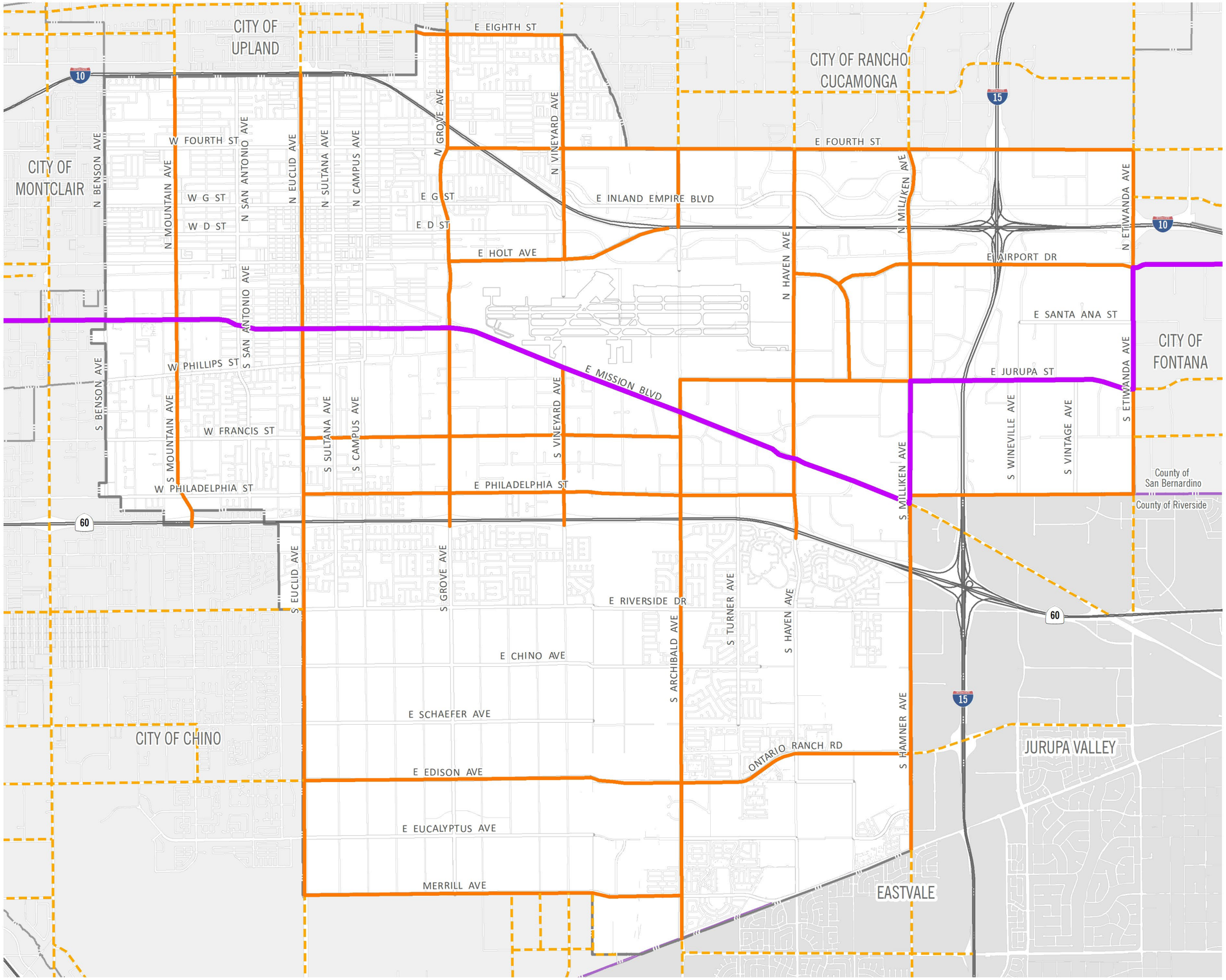
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Source: The City of Ontario 2020

Date: 5/9/22

MOBILITY

Figure M-04
Truck Routes



- State DOT Network
- Truck Route
- Adjacent Agency Truck Route
- Ontario City Boundary
- County Boundary

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Source: The City of Ontario 2020 Date: 5/9/22

COMMUNITY DESIGN ELEMENT

Introduction

All members of the community—residents, business owners, workers, visitors, and investors—need places and spaces that are both functional and appealing. Quality design of the built environment can: protect existing investments; achieve sustainable environments; create safe, comfortable, and pleasant places where people want to live, work and recreate; and add value to the community.

Purpose

The Community Design Element:

- Distinguishes Ontario as home to a unique, highly aesthetic built environment that fosters enjoyment, financial benefit, and wellbeing for the entire community.
- Articulates design qualities that will create locally and regionally significant places.
- Utilizes community design to help achieve the Vision in the areas of economic development, land use, housing, community health, infrastructure, and transportation.

Principles

The City believes:

- Quality design of buildings, streets, public spaces, City gateways, and open spaces is vital to prosperity and makes Ontario a place where people want to be.
- Strategically located urban districts that are designed around transportation systems help define Ontario's regional identity.
- Ontario's unique history and heritage – expressed in its streets, landscaping and buildings – help define the community's identity.
- Well maintained property and infrastructure are required to protect and encourage community investment.
- A diverse mix of residential and commercial neighborhoods, centers, corridors, and districts is vital to achieving the Vision.

Goals & Policies

CD-1 Image & Identity

Ontario's Vision is to be the urban and employment center for the Inland Empire. Due to its strategic regional location, capacity for growth, and potential for intensification and urbanization of select areas, Ontario is uniquely situated to fulfill this role. However, thoughtful design choices will be required to ensure the new urban patterns and forms create distinct and complete places that complement Ontario's historic development and respects the distinct identities of the City's established viable neighborhoods.

The City's physical form will set it apart from suburban communities in the Inland Empire by establishing new urban districts, like the Ontario Airport Metro Center, which will serve as regional employment, entertainment, and commercial hubs that are supported by a robust residential population. The planning and design of these districts should enhance the City's image and identity within the region, state, and nation.

Existing viable neighborhoods also distinguish Ontario as a premier community with a breadth of different places for people to live, work, and play. As the City evolves, it is committed to preserving and protecting these neighborhoods, while finding ways to enhance and embrace the special character of each.

Ontario's transportation and view corridors also play an integral role in characterizing the City's image and identity. The City is traversed by three freeways, three rail lines, one state highways, and it is home to an international airport. For many visitors, the primary image of Ontario is shaped by what is seen from these transportation systems. The experience of traveling along transportation corridors should be enhanced to communicate the distinct identities of adjacent places within the City, which will entice visitors to experience more of what Ontario has to offer. Views of the San Gabriel Mountains are visible to the north from most north-south corridors. These views provide an important tool to orient residents, employees, and visitors within the City, and they are part of Ontario's identity.

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

Policies

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. (Link to Community Design Element *Urban, Mixed Use, and Transit-oriented Place Types* Section)

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

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

CD-1.5 **View Corridors.** We require all major north-south streets be designed and redeveloped to feature views of the San Gabriel Mountains, which are part of the City's visual identity and a key to geographic orientation. Such views should be free of visual clutter, including billboards and may be enhanced by framing with trees.

CD-2 Design Quality

Ontario is made up of neighborhoods, commercial areas, public spaces, parks, and roadways that have developed over more than a century. This has resulted in an eclectic built environment with a rich blend of architectural styles including the historic downtown, residential neighborhoods, equestrian properties, commercial centers, and industrial and office complexes.

Intense urban, mixed use, and transit-oriented districts are envisioned to be added in strategic areas of the City, and agricultural areas of the City are expected to redevelop as part of Ontario's complete community. Designs for new urban districts, residential communities, sites, and buildings, will help to realize the City's Vision, improve connectivity, help to realize active transportation and public transit goals, and reflect its intended or existing role within the City by melding appropriate and high quality design, with attention to detail that would be expected in a preeminent Southern California city.

High quality design will be applied citywide to achieve distinct neighborhoods, centers, corridors, and districts. Buildings and places shall respect the site context and further the City's Vision. This approach ensures all physical improvements, including the layout of new communities and urban districts, overall site design, landscaping, building design and orientation, architectural details, site furniture and building materials, coordinate help achieve vibrant places and enhance value and livability throughout the City.

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

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

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

2. A true architectural style which is carried out in plan, section, and elevation through all aspects of the building and site design and appropriate for its setting; and

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

CD-2.2 **Neighborhood Design.** We create distinct residential neighborhoods that promote a sense of community and identity by emphasizing access, connectivity, livability, and social interaction through such elements as:

1. A pattern of smaller, walkable blocks that promote activity, safety, and access to nearby amenities and services;
2. Varied parcel sizes and lot configurations to accommodate a diversity of housing types;
3. Traffic calming measures to slow traffic and promote walkability while maintaining acceptable traffic flows and emergency evacuation access;
4. Floor plans that encourage views onto the street and de-emphasize the visual and physical dominance of garages (introducing the front porch as the "outdoor living room"), as appropriate; and
5. Landscaped parkways, with sidewalks separated from the curb and designed to maximize safety, comfort, and aesthetics for all users.

CD-2.3 **Commercial Areas.** We desire commercial areas and centers to be distinctive, pedestrian friendly, functional, and vibrant with a range of businesses, places to gather, and connectivity to the neighborhoods they serve.

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

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

CD-2.6 **Connectivity.** We promote development of local street patterns, multimodal networks, and connected public spaces that create and unify neighborhoods, rather than divide them, and create cohesive and continuous corridors, rather than independent "islands" through the following means:

1. Local street networks that provide access both between subdivisions and within neighborhoods and discourage through traffic;
2. A local street system that is logical and understandable for the user. A grid system is preferred to avoid circuitous and confusing travel paths between

internal neighborhood areas and adjacent arterials and to provide adequate emergency and evacuation access; and

3. Pedestrian and bicycle networks that provide convenient access to neighborhoods and nearby destinations, such as schools, parks, other public spaces, commercial areas, and transit stops.

CD-2.7 **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:

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

2. Structured parking: facade articulation, screening, appropriate lighting, and landscaping.

3. Garage parking: providing access to single-family residential garages through alley access, recessing garages from the frontage to emphasize front doors or active living spaces.

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.

CD-2.14 **Availability of Information.** We provide easy access to information for developers, builders and the public about design quality, construction quality, and sustainable building practices.

CD-2.15 **Leverage Professional and Trade Organizations.** We support excellence in design and construction quality through collaboration with trade and professional organizations that provide expertise, resources and programs for developers, builders, and the public.

CD-2.16 **Transit Stops.** We require transit stops be conveniently located, well lit, safe, and clearly accessible to pedestrians, bicyclists, and people of all abilities.

CD-3 Urban, Mixed Use, and Transit-Oriented Place Types

The development of urban, mixed use, and transit-oriented environments place new demands on the design and quality of buildings, open spaces, and public spaces. These areas, as shown on Exhibit CD-01, Place Types, are distributed throughout the city and are generally centered around areas designed as mixed use. They include a range of scales that are intended to fulfill different roles within city. However, all of the identified urban, mixed use, and transit oriented Place Type areas are envisioned as walkable environments with a safe, comfortable, and inviting public realm that encourages people to spend time.

Goal CD-3 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.

Policies

CD-3.1 **Unique Identity.** We promote development that heightens the unique character and identity of each Place Type by requiring compatible land uses and land planning, site design, and building design that promotes an active public realm.

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

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

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

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

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

CD-4 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. With some of the most authentic historically distinct residential neighborhoods in Southern California, Ontario is among a handful of communities whose creative and proactive approach to historic preservation serves as a model for others. The Ontario Museum of History and Art and the City's Historic Preservation program have long recognized that the story of its businesses, industries, and people are as important as the history of its neighborhoods, buildings, streets, and landscapes.

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

Policies

CD-4.1 **Cultural Resource Management.** We update and maintain an inventory of historic sites and buildings, professional collections, artifacts, manuscripts, photographs, documents, maps, and other archives.

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

CD-4.3 **Collaboration with Outside Agencies.** We pursue opportunities to team with other agencies, local organizations, and nonprofits in order to preserve and promote Ontario's heritage.

CD-4.4 **Incentives.** We use the Mills Act and other federal, state, regional and local programs to assist property owners with the preservation of select properties and structures.

CD-4.5 **Adaptive Reuse.** We actively promote and support the adaptive reuse of historic sites and buildings to preserve and maintain their viability.

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

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

CD-5 Protection of Investment

Communities that are well maintained, safe and visually appealing are more desirable places to live and conduct business. Properties that are continually maintained retain their value and encourage others to invest.

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

Policies

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.

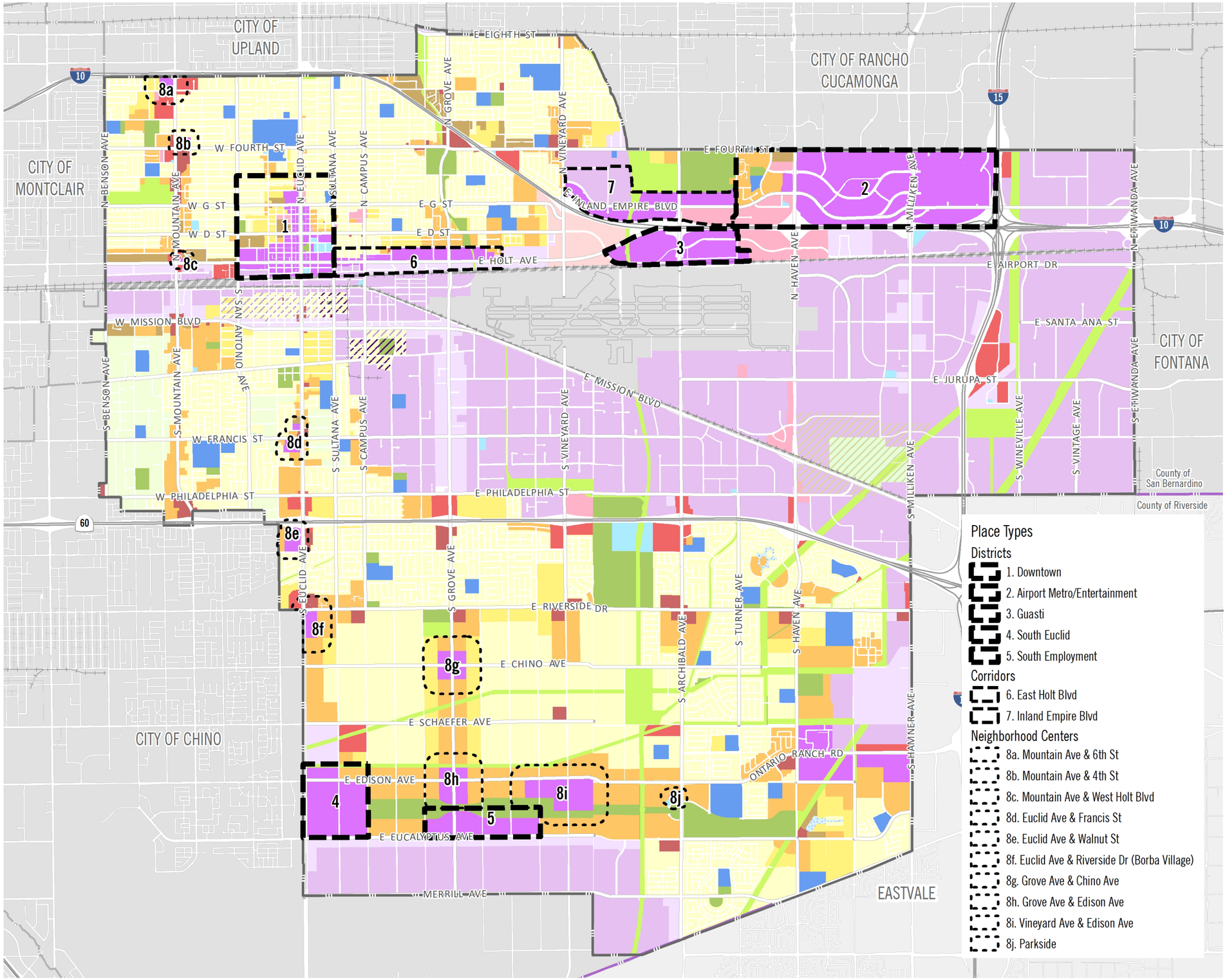
CD-5.2 **Maintenance of Infrastructure.** We require the continual maintenance of infrastructure.

CD-5.3 **Improvements to Property & Infrastructure.** We provide programs to improve property and infrastructure.

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

Exhibits: Tables and Figures

Figure CD-01
Place Types



Place Types

Districts
- 1. Downtown
- 2. Airport Metro/Entertainment
- 3. Guasti
- 4. South Euclid
- 5. South Employment

Corridors
- 6. East Holt Blvd
- 7. Inland Empire Blvd

Neighborhood Centers
- 8a. Mountain Ave & 6th St
- 8b. Mountain Ave & 4th St
- 8c. Mountain Ave & West Holt Blvd
- 8d. Euclid Ave & Francis St
- 8e. Euclid Ave & Walnut St
- 8f. Euclid Ave & Riverside Dr (Borba Village)
- 8g. Grove Ave & Chino Ave
- 8h. Grove Ave & Edison Ave
- 8i. Vineyard Ave & Edison Ave
- 8j. Parkside

- Ontario City Boundary
- County Boundary
- Rail Network

Overlay Zones
- Business Park
- Industrial
- Landfill Impact Area

Land Use

Residential
- RR Rural Residential
- LDR Low Density Residential
- LMDR Low Medium Density Residential
- MDR Medium Density Residential
- HDR High Density Residential

Mixed-Use
- MU Mixed Use

Commercial
- NC Neighborhood Commercial
- GC General Commercial
- OC Office Commercial
- HOS Hospitality

Employment
- BP Business Park
- IND Industrial

Other
- OS-NR Open Space - Non-Rec
- OS-R Open Space - Recreation
- OS-W Open Space - Water
- PF Public Facility
- PS Public School
- ARPT Airport
- LF Landfill
- Rail

2·0·5·0 THE ONTARIO PLAN

0 2,500 5,000 10,000 FT

Source: The City of Ontario 2022 Date: 5/9/22

CD-02 Place Type Categories

Place Types

Districts – Districts are geographically large, culturally unique, and regionally significant areas of the city that fulfill different but complementary roles in creating a complete community. As regional destinations, districts serve as the "face of the city." Each district has a distinct identity that reflects its role within the city context and establishes a defined sense of place through the creation of an amenity-rich, transit-accessible, mixed-use environments where people can live, work, shop, dine, and have many of their daily needs met within a comfortable and convenient walk or bike ride from their residence, transit stop, or parked vehicle.



1

Downtown District

The historic center of Ontario, the Downtown District, is envisioned as the placed-based, people-focused, commercial, and cultural "heart" of the City and features several designated historic districts and landmark. Downtown will support a variety of businesses, housing opportunities for residents with a variety of income levels, creative spaces, entertainment options, and institutional and civic uses, while preserving its historic character, buildings, neighborhoods, and places. Complementing the wide mix of uses are designs, layouts and public spaces that give residents, visitors, and businesses a strong sense of connection and creates a place where people want to spend time.



2

Airport / Metro Entertainment District

The Airport / Metro Entertainment District is envisioned as a large-scale regional entertainment hub, leveraging attractions, such as the Toyota Arena and Ontario Mills, supported by a variety of retail and dining options integrated alongside high-intensity office and residential development. This area will evolve into a walkable urban center through the addition of mixed use infill development, a pedestrian-oriented road and trail network, key public realm improvements, and multiple transit options.



3

Guasti District

The historic Guasti (winery) Village sets the theme and backdrop to the Guasti District. The district is envisioned to preserve and enhance the historic buildings as the focal point of a vibrant mixed use area that leverages its proximity to the Ontario International Airport, Ontario Convention Center, and the potential future development of a multimodal transit center. The district will include intensive office, commercial, and lodging uses along the I-10 corridor, and appropriately scaled residential, office, commercial, and lodging near the Guasti Village historic core. The multimodal mixed use area within the Guasti District is intended to leverage proximity to the future multimodal transportation center and link the Convention Center, Guasti compound, and airport through strong physical and visual design.

CD-02 Place Type Categories

Place Types



4

South Euclid District

Lying at the southwest corner of the City, the South Euclid District is envisioned to develop as a vertically- and horizontally- mixed use area to serve the populations of newly developing Ontario Ranch and adjoining communities. The district will include a range of housing types integrated within and alongside retail, commercial, and office uses, as well as public spaces and trails that connect the "Great Park" to Euclid Avenue. The area is intended to be highly walkable with pedestrian-oriented site design and road network and amenitized transit stops that leverage the Bus Rapid Transit (BRT) investments.



5

South Employment District

The South Employment District is envisioned to foster employee-intensive office, entertainment facilities, live/work, and supporting retail uses in a campus environment designed to leverage proximity to the "Great Park" and maintain compatibility with surrounding residential areas. Outside of the Chino Airport safety zone, higher density stand-alone and mixed use residential neighborhoods are intended to orient toward the "Great Park" and incorporate transition areas from the surrounding business park uses.

Corridors – Corridors are important components of the vehicular circulation system, moving traffic through the city and connecting to the greater region. While this remains an important role of the city's corridors, they are envisioned as vibrant and sustainable places, with a mix of uses, a variety of transportation options, and comfortable pedestrian and bicycle access to surrounding neighborhoods.



6

East Holt Boulevard Corridor

Holt Boulevard is an important east-west corridor connecting Ontario to the greater region, with improved connectivity options through the addition of BRT service. This corridor is envisioned to gradually build out over time through infill development that ultimately yields vibrant neighborhood-serving commercial areas, a variety of housing options, and employment opportunities that are clustered around BRT stops that can be easily accessed by pedestrians and bicyclists.

CD-02 Place Type Categories

Place Types



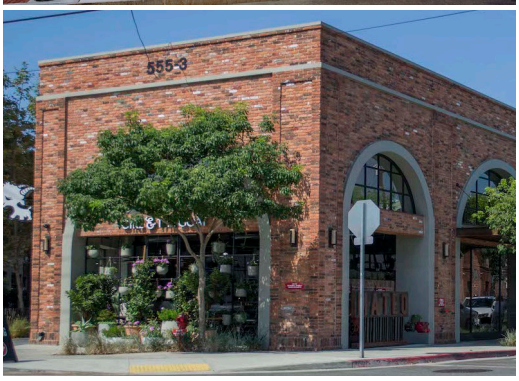
7

Inland Empire Boulevard Corridor

The Inland Empire Boulevard Corridor connects Vineyard Avenue and the Convention Center directly to the heart of the Airport / Metro Entertainment District and future BRT. Near- to mid-term improvements include the addition of significant rows of large street trees to provide shade, spatial definition, and a better pedestrian environment; the addition of new bicycle facilities, infill buildings oriented to the street, and reorientation of existing building entrances toward the street where possible. Over the longer term, this corridor has the potential to become a westward extension of the Airport / Metro Entertainment District environment.

Neighborhood Centers – Neighborhood Centers serve as local gathering places, allow for convenient access to amenities, and help to establish identity for the surrounding neighborhoods. They typically consist of locally serving commercial uses and/or other community-serving uses, and intended to be accessible by foot, bike, transit, or car for those visiting the site or residing in the surrounding area. This place type is generally applied to the area within a short walk of a single or cluster of mixed use parcels along a larger street and/or around an intersection. Neighborhood Centers can be found throughout the existing city fabric (infill) and in areas planned for future growth and development (south of Riverside Drive).





8
(a-e)

Neighborhood Center - Infill

Neighborhood Centers located in areas where the commercial and residential parcels were largely developed in an incremental manner prior to 2020, are north of Riverside Drive, and are categorized as "infill" centers. These centers will range in size, complexity, and relationship to the surrounding streets and neighborhoods. Some are very small centers that may only include a horizontal mix of uses fronting onto a wide sidewalk while others may involve a vertically integrated mix of higher density residential and nonresidential uses oriented around a public plaza or other form of open space. All of these centers are envisioned to incorporate site design that prioritizes safe, and attractive, and well-shaded pedestrian access onsite, from the public rights-of-way, and from the adjacent neighborhoods.

CD-02 Place Type Categories

Place Types



8 (f-j)

Neighborhood Center – South of Riverside Drive

Neighborhood Centers identified south of Riverside Drive are generally underutilized or vacant as of 2022. These Neighborhood Centers are envisioned to bring new vitality and involve some level of master planning, with the roadway, pathways, open spaces, public realm designs, and site designs coordinated prior to the development of all of the parcels. These centers will range in size, complexity, and relationship to the surrounding streets and neighborhoods.

Some of these centers will involve a small node of mixed use development that is connected to the "Great Park" while others will involve larger clusters of mixed use areas that serve as a focus point for the surrounding residential neighborhoods. The largest of these centers are intended to serve not only as a local focal point but also as a major citywide landmark that also connects directly to the "Great Park". All but the smallest of these centers are envisioned to consist of some amount of vertically integrated and higher intensity residential, office, and retail buildings oriented toward the "Great Park", large public plazas, and/or large trail systems.

All of these centers are envisioned to incorporate site design that prioritizes safe, attractive, and well-shaded pedestrian access onsite, from the public rights-of-way, and from the adjacent neighborhoods. Parking areas are to be located next to and behind buildings to provide a variety of frontages along streets.

CD-03 Downtown District Place Type

1. Downtown District

District Key



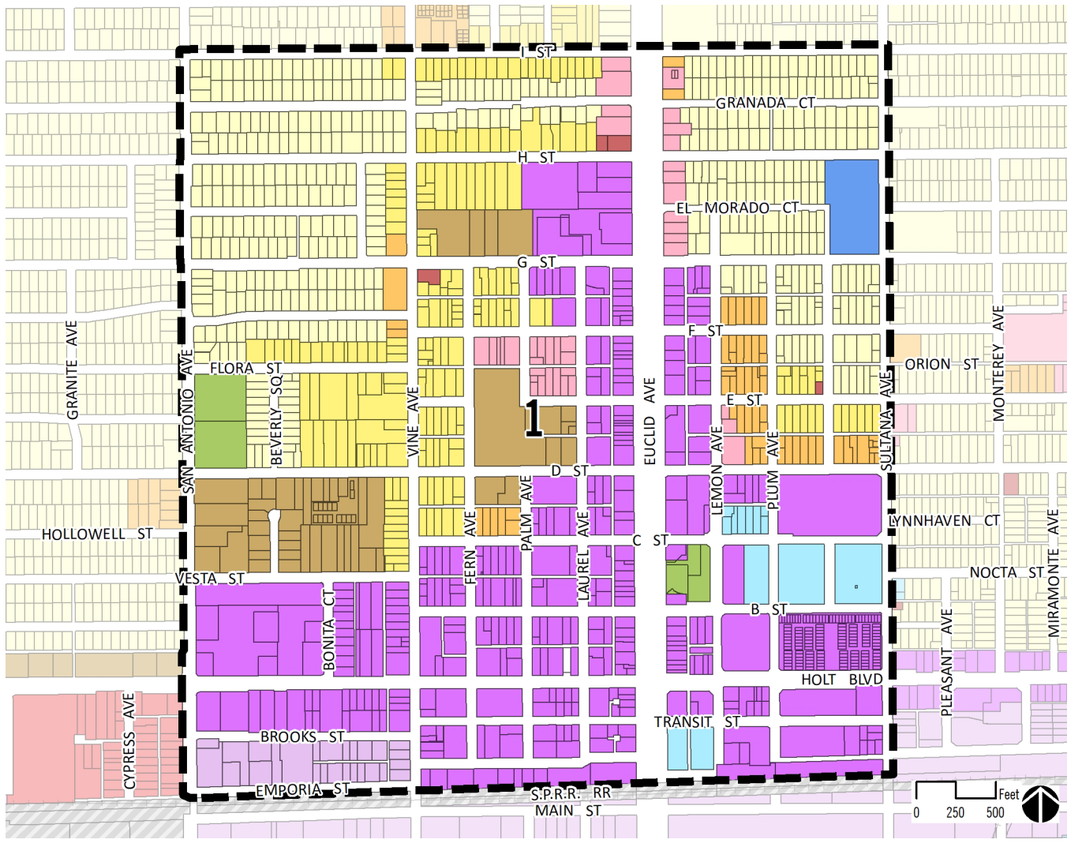
VISION

As the historic center of Ontario, the Downtown District, is envisioned as the 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.



Conceptual reconfiguration of Euclid Ave (within existing curb-to-curb dimension) adding a Class IV bikeway, parking lane planters, and "off-peak" parking along the median to maintain three travel lanes during peak traffic volume times.

LAND USE



Land Use Designation	Residential Density & Non-Residential Intensity	Intention
Low Density	2.1 to 5.0 dwelling units per acre	Single-family detached residences.
Low-Medium Density	5.1 to11.0 dwelling units per acre	Single/multi-family attached and detached residences, including small lot subdivisions, townhouses, and courtyard homes.
Medium Density	11.1 to 25.0 dwelling units per acre	Single/multi-family attached and detached residences including townhouses, courtyard homes, stacked flats, and small lot single-family subdivisions.
High Density	25.1 to 45.0 dwelling units per acre	Multi-family dwellings including stacked flats and mid-rise and high-rise residential complexes.
Mixed Use - Downtown	25.0 to 75.0 dwelling units per acre 2.0 FAR for retail and office uses	Envisioned as an intensive vertical and horizontal mixture of retail, office, and residential uses in a pedestrian friendly atmosphere. The historic character is enhanced. The most intensive uses are envisioned along Euclid and Holt Avenues.
Neighborhood Commercial	0.40 FAR	Local serving retail, personal service, office, and dining uses, typically located within a predominantly residential neighborhood.
Office Commercial	0.75 FAR	An intense mixture of professional office, supported by regional serving retail, service, tourist-serving, entertainment, dining, and supporting service uses that capitalize on strategic locations in Ontario. This designation also allows for professional offices such as financial, legal, insurance, medical, and other similar uses in a neighborhood setting and/or as adaptive reuse.
Industrial	0.55 FAR	Variety of light industrial uses, including warehousing / distribution, assembly, light manufacturing, research and development, storage, repair facilities, and supporting retail and professional office uses. This designation also accommodates activities that could potentially generate impacts, such as noise, dust, and other nuisances.
Open Space - Recreation	Not applicable	Open space that includes utility easements, and drainage channels. We desire to realize multiple uses from these open spaces, such as trails, greenways, joint-use recreational amenities, landscaped parkways/medians, parking lots, and nurseries.
Public Facility	Not applicable	Public facilities including civic centers, governmental institutions, police and fire stations, transportation facilities, museums, and public libraries.
Public School	Not applicable	Public schools (K-12) and universities.

DOWNTOWN DISTRICT INTENDED OUTCOMES

This section describes the intended result, or outcome, of applying Urban, Mixed Use, and Transit-oriented Place Type Policies (CD-3.1 to CD-3.6) to this Place Type.

Unique Identity



Downtown Ontario is the historic economic, cultural, and civic hub of Ontario, organized by a simple, walkable network of treelined streets, laid out as a new "Model Colony" in the 1880s.

The District's history, historic buildings, and distinct urban form define downtown's unique identity. These aspects should be preserved, celebrated, and enhanced to reinforce the area's existing identity.

Comfortable, Safe, Human Scale Public Realm



The Downtown's public realm is a traditional network of streets and public open spaces that are lined with a rich variety of buildings built since the 1880s.

Downtown's streets, parks, and plazas should be enhanced as "outdoor rooms of community," providing an attractive, comfortable, safe, and lively environment within which to walk, explore, shop, dine, meet friends and neighbors, and participate in community events. Each new public and private improvement in this area should reinforce a "pedestrians first" atmosphere.

Complete and Connected Network



Downtown Ontario's robust grid pattern network connects the retail core seamlessly to surrounding neighborhoods, Holt Boulevard, and the Ontario Amtrak station. The layout of street system provides each person with a wide range of choices including travel route and travel mode for each trip.

Downtown's simple, open network of pedestrian-friendly streets and blocks - with perimeters typically less than 1,600 feet – is the ideal public realm framework for any urban, mixed use, or transit-oriented area, the existing block structure should be maintained and completed.

Context Aware and Appropriate Building Design



Within the Euclid Avenue retail core, buildings from various time periods comfortably mix with newer buildings, unified by a number of important shared characteristics including, 1) tall, clear glass ground floor shopfronts, 2) welcoming entries along the sidewalk that reflect original 25-foot wide lots, 3) upper floor windows that relate to ground floor articulation consistent with a historic main street pattern.

Future infill development and renovations should respect and reflect established facade patterns to preserve Downtown's historic character. The architecture of new buildings should reflect the time in which they are built, while harmonizing with the scale, rhythm, and character of their historic predecessors.

Active Frontages



Within the retail core, the large clear glass shopfronts built right up to the sidewalk "blur the line" between the outdoor public realm and the indoor private businesses, prominently displaying wares and activities to passerby and in many cases allowing those activities – dining in particular – to spill out onto the sidewalks and into plazas and parks.

On side streets as one moves toward surrounding neighborhoods, ground floor offices and residences require some degree of privacy from passersby, buildings are set back from the sidewalk, reducing visibility into the residence or office, while offering views outward to the street and other public spaces, improving public safety and pedestrian comfort.

Managed Infrastructure

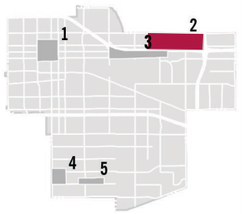


Successful downtowns require active and coordinated management of parking, public realm maintenance, special events, business recruitment, and on-going promotional activities to remain competitive with other downtown areas, lifestyle shopping centers, and "experience retail" destinations. Downtown Ontario and other regional downtowns must compete for customers, visitors, tenants, and events with successful, managed districts, so active, coordinated, management of the Downtown District is necessary to compete.

CD-04 Airport Metro / Entertainment District Place Type

2. Airport Metro / Entertainment District

District Key



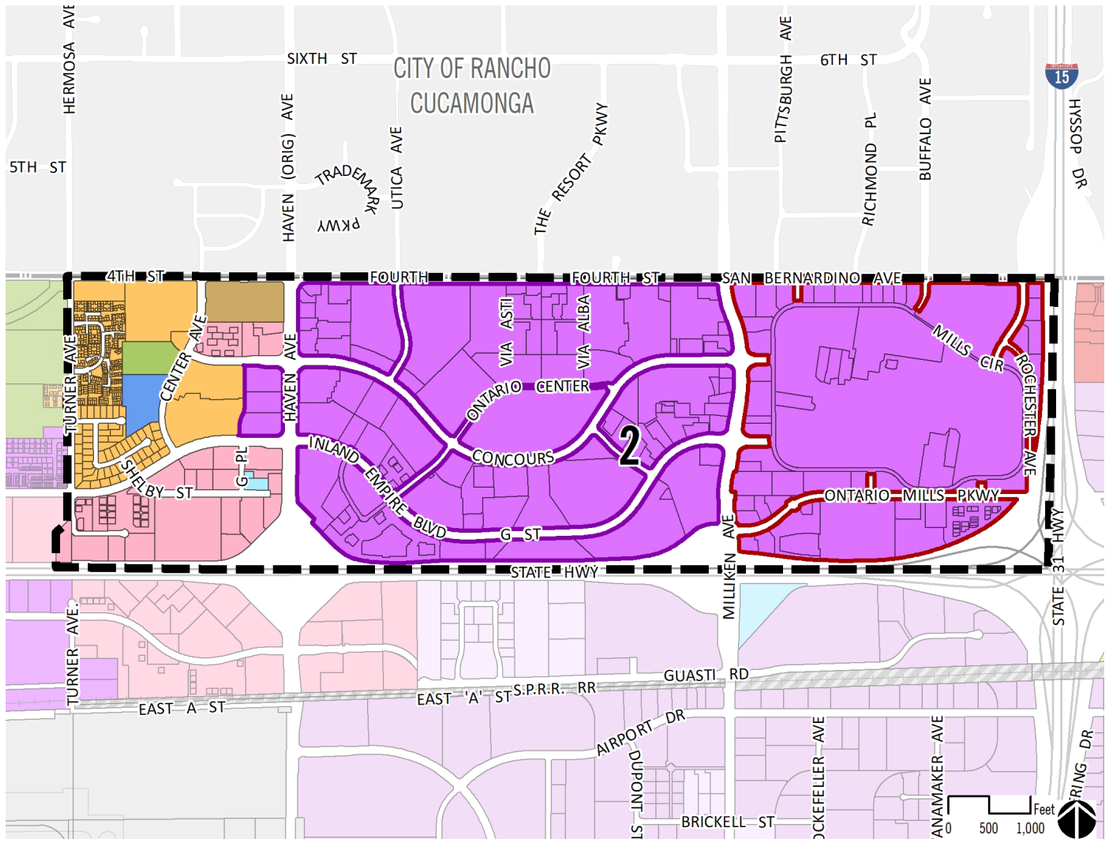
VISION

The Airport / Metro Entertainment District is envisioned as a large-scale regional entertainment hub, leveraging attractions, such as the Toyota Arena and Ontario Mills, supported by a variety of retail and dining options integrated alongside high-intensity office and residential development. This area will evolve into a walkable urban center through the addition of mixed use infill development, a pedestrian-oriented road and trail network, key public realm improvements, and multiple transit options.



Conceptual illustration showing mixed use infill development, streetscaping, and public realm improvements on Concourse Steet, near the Toyota Arena.

LAND USE



Land Use Designation	Residential Density & Non-Residential Intensity	Intention
Medium Density	11.1 to 25.0 dwelling units per acre	Single/multi-family attached and detached residences including townhouses, 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 - Ontario Center	20.0 to 125.0 dwelling units per acre 2.0 FAR for office uses 1.0 FAR for retail uses	This area is one of the most intensive developments in Ontario and is characterized by low-rise (3-5 stories) and mid-rise (5-10 stories), mixed use buildings, iconic architecture, and regionally significant uses, such as the City owned arena and other cultural and entertainment uses. This area accommodates a vertical and horizontal mixture of entertainment, retail, office, and residential uses in an active, pedestrian oriented atmosphere. In this area, the Haven Corridor is envisioned as an elegant, landscaped boulevard lined multi-story office uses near the I-10 and mixed and residential uses closer to the City's northern boundary along 4th Street. There is an approved Specific Plan on this site that may require amendment to align with TOP.
Mixed Use - Ontario Mills	25.0 to 85.0 dwelling units per acre 1.5 FAR for office uses 1.0 FAR for retail uses	This area will continue to be our regional retail center. We envision intensification of the area to include additional retail and entertainment, office, and multi-family (3-5 story) residential uses. New development is envisioned to occur along the interior loop road and the perimeter of the area. There is an approved Specific Plan on this site that may require amendment to align with TOP.
Office Commercial	0.75 FAR	An intense mixture of professional office, supported by regional serving retail, service, tourist-serving, entertainment, dining, and supporting service uses that capitalize on strategic locations in Ontario. This designation also allows for professional offices such as financial, legal, insurance, medical, and other similar uses in a neighborhood setting and/or as adaptive reuse.
Open Space - Recreation	Not applicable	Open space that includes utility easements, and drainage channels. We desire to realize multiple uses from these open spaces, such as trails, greenways, joint-use recreational amenities, landscaped parkways/medians, parking lots, and nurseries.
Public Facility	Not applicable	Public facilities including civic centers, governmental institutions, police and fire stations, transportation facilities, museums, and public libraries.
Public School	Not applicable	Public schools (K-12) and universities.

AIRPORT METRO / ENTERTAINMENT DISTRICT INTENDED OUTCOMES

This section describes the intended result, or outcome, of applying Urban, Mixed Use, and Transit-oriented Place Type Policies (CD-3.1 to CD-3.6) to this Place Type.

Unique Identity



The Airport Metro/ Entertainment District is envisioned as a major urban hub with a significant concentration of jobs, retail, entertainment, and housing, organized around a pedestrian-oriented street pattern that provides a uniquely urban experience and a rich public realm.

Comfortable, Safe, Human Scale Public Realm



A walkable, urban-scale public realm that includes the street network and a series of connected public spaces is envisioned to create comfortable, human-scale, pedestrian-oriented public spaces.

To achieve this, as new infill development occurs, surface parking lots should be reorganized into smaller blocks by introducing new public and private streets that extend through parking areas to establish a walkable network.

New streets should include generous sidewalks, large shade trees, and new buildings should be sited and designed to form a strong "streetwall" of urban buildings that define the public spaces.

Complete and Connected Network



The existing street network should be reorganized by adding additional local roads (public and private) that incorporate linkages through existing parking lots to create a walkable block pattern with high-quality pedestrian, bicycle, and transit facilities.

In addition to adding more local streets, modifications to existing streets, such as new bicycle facilities, new curbside parking, new bus stops, and new shade trees should be considered to ensure multimodal connectivity, and create walkable, enjoyable urban spaces.

The District's multimodal network of streets, trails, and transit options should link to nearby destinations, including the Ontario International Airport (ONT), Downtown and Guasti Districts, the multimodal transit center, and nearby Metrolink stations.

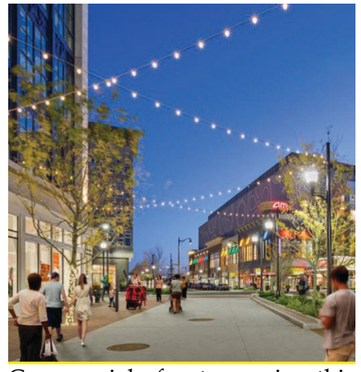
Context Aware and Appropriate Building Design



Just as existing major streets can be updated to radically improve walkability and urban character, many existing buildings can be updated to provide better street-facing frontages. New infill development, on the other hand, should be sited and designed to front sidewalk and other public spaces to establish "outdoor rooms" where people want to spend time.

The scale of buildings in this District is envisioned to range from 2 and 3 stories up to 10. Taller buildings should be sited and designed to shape the adjacent public spaces, and providing views of the San Bernardino Mountains and surrounding city from the windows, balconies and roof terraces.

Active Frontages



Commercial frontages in this District should be characterized by tall, clear glass ground floors filled with restaurants and bars, nightclubs and music venues, retail shops, restaurants, and offices. Many of the District's streets – as well as other open spaces such as plazas, squares, courtyards, balconies, and roof terraces – will be activated by outdoor dining and other interior uses that spill into the street, creating a lively street life and blurring the line between outdoor and indoor uses.

Residential and office uses should overlook the public realm from upper floors, and on some local streets ground floor.

Managed Infrastructure



Active and coordinated management of the public realm will be critical to the success of the Entertainment District as it becomes an increasingly vibrant, active, and intense urban environment.

Shared parking, should be prioritized to efficiently utilize parking throughout the day, limit the amount of land needed to accommodate parking, encourage people to park once and walk to a variety of destinations within the District, and promote transit ridership.

In addition to shared infrastructure, shared maintenance and management of public open spaces throughout the District would ensure a cohesive, efficient, and coordinated series of public spaces.

CD-05 Guasti District Place Type

3. Guasti District

District Key



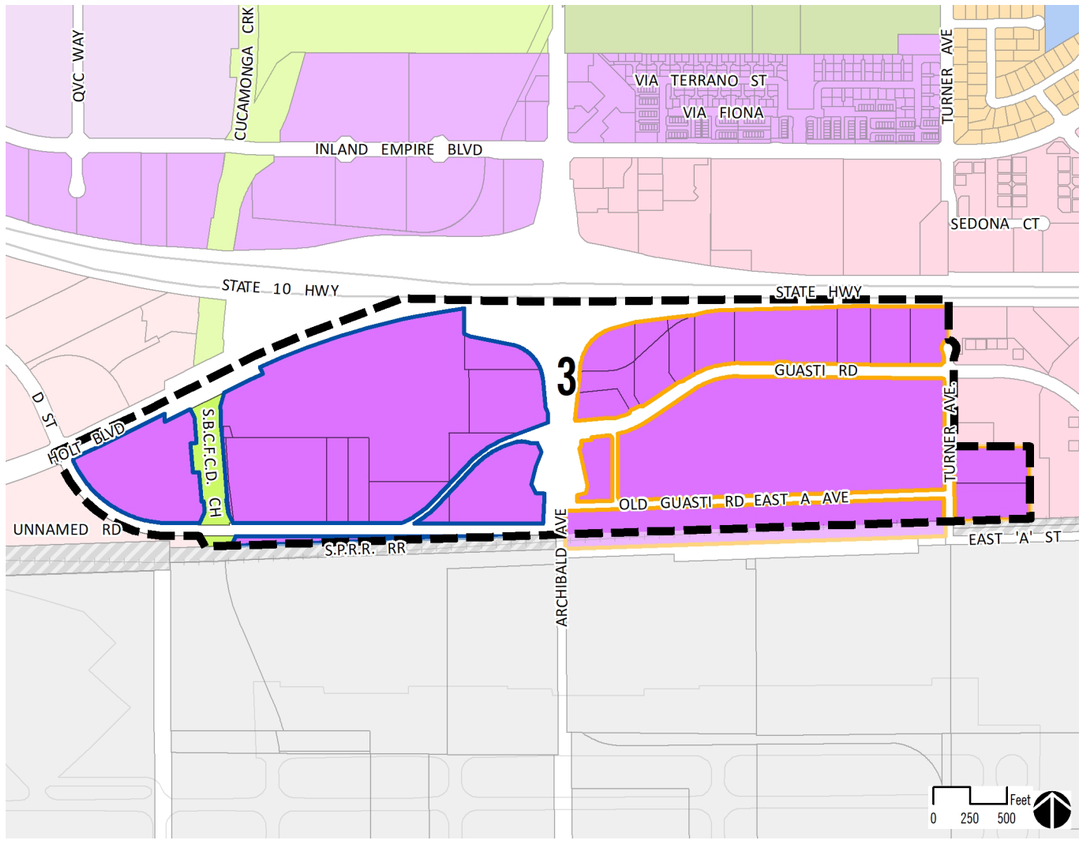
VISION

The historic Guasti (winery) Village sets the theme and backdrop for the Guasti District. The district is envisioned to preserve and enhance the historic buildings as the focal point of a vibrant mixed use area that leverages its proximity to the Ontario International Airport, Ontario Convention Center, and the potential future development of a multimodal transit center. The district will include intense office, commercial, and lodging uses along the I-10 corridor, and — appropriately-scaled residential, office, commercial, and lodging near the Guasti Village historic district core. The multimodal mixed use area within the Guasti District is intended to leverage proximity to the future multimodal transportation center and link the Convention Center, Guasti compound, and airport through strong physical and visual design.



- *Guasti Village will be the heart of a unique retail/entertainment district and destination that is unlike any-thing else in the city or broader region.*

LAND USE



Land Use Designation	Residential Density & Non-Residential Intensity	Intention
Mixed Use - Guasti	25.0 to 65.0 dwelling units per acre 1.0 FAR for office and retail uses	This site includes the Guasti Winery, which is on the National Register of Historic Places. This area is envisioned as a mixture of high-quality office, lodging, retail and residential uses that incorporate the Guasti Winery. More intensive office and commercial uses are envisioned along I-10 while office, commercial, and lodging uses are envisioned in and around the historic structures; the southern portion of the area is being considered as potential site for the multimodal transit center. There is an approved Specific Plan on this site that may require amendment to align with TOP.
Mixed Use - Multimodal	20.0 to 80.0 dwelling units per acre 1.0 FAR for office and retail uses	The Multimodal Mixed Use Area is under consideration for our future multimodal transit station that links rail, regional, local, and Airport transit. Intensive office, retail, and residential uses are envisioned to be integrated with the transit station, which is expected to be within the area or in close proximity. The transit center is envisioned as an iconic, convenient, and intuitively designed multimodal transportation center that serves the City of Ontario and the region at-large.
Open Space - Non-Rec	Not applicable	Open space that includes utility easements, and drainage channels. We desire to realize multiple uses from these open spaces, such as trails, greenways, joint-use recreational amenities, landscaped parkways/medians, parking lots, and nurseries.

GUASTI DISTRICT INTENDED OUTCOMES

This section describes the intended result, or outcome, of applying Urban, Mixed Use, and Transit-oriented Place Type Policies (CD-3.1 to CD-3.6) to this Place Type.

Unique Identity



The remaining historic buildings, structures, landscape, and spatial relationships that represent the viticulture company town of Guasti Village establish a clear and unique identity that will be preserved and celebrated as the area evolves into a unique urban hub that blends modern mixed use development, hospitality, jobs, housing, and transit access with the historic agrarian scale, character, and landscapes of the original Guasti (winery) Village.

Comfortable, Safe, Human Scale Public Realm



A new network of comfortable, human-scale, pedestrian-oriented public spaces that preserve and enhance the historic site is envisioned within this District.

To achieve this, a new network of pedestrian-oriented, shaded, treelined streets, and other public open spaces should be established. The design of the overall District should celebrate and connect the historic site to other points of interest such as the Ontario Convention Center, Ontario International Airport (ONT), and a planned multimodal transit center. Existing heritage trees should be utilized to offer shade, define the boundaries of public spaces, and provide wind-protection.

Complete and Connected Network



A walkable block structure, similar in scale to the Downtown District, is envisioned to create connections between the Ontario International Airport (ONT), the Ontario Convention Center, the Guasti site, higher intensity uses along the I-10 corridor, and the District's multimodal transit options including BRT service, Ontario Airport Loop, and creation of the city's multimodal transit center.

The street pattern should be augmented by a network of public spaces that blend the District's historical roots with more urban forms of land use.

Within this walkable block structure, some variation may occur. For example, some blocks may be dedicated entirely to surface or structured parking to accommodate the needs of regional-serving retail uses and businesses.

Context Aware and Appropriate Building Design



This District is located between the I-10 freeway, and ONT airport, with limited transitions between this area and other uses. As a result, context aware design should focus on providing appropriate transitions between the historic site within the District, the more intense uses along the I-10 corridor, and the hospitality uses near the Ontario Convention Center.

Buildings of all scales should be sited and designed to spatially define the network of local streets and open spaces.

Active Frontages



The array of uses envisioned for this District requires a flexible palette of frontage activation strategies.

Streetscapes and open spaces adjacent to office and employment uses should be activated by large main entries, lobbies, bike parking areas and employee break rooms and yards. Retail, restaurant, and entertainment uses should incorporate large windows that encourages uses to spill out into the street. Hotels or other hospitality uses should face the public realm with lobbies and restaurants, and housing should serve to activate some of the smaller streets, green spaces, and paseos by orienting lobbies, community rooms, terraces, courtyards, and balconies towards public spaces in a way that provides residents with both privacy and views of the streets and other public open spaces.

Managed Infrastructure



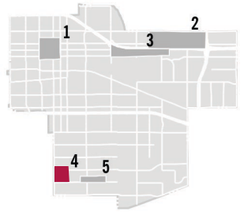
To reduce the land area devoted to parking cars to the practical minimum, it will be important that good transit service is provided to the District by the several lines currently in the planning stages, and that shared parking facilities are provided and actively managed.

Coordinated maintenance and management of public and common area landscaping and lighting within cohesive areas of the District should also be required.

CD-06 South Euclid District Place Type

4. South Euclid District

District Key



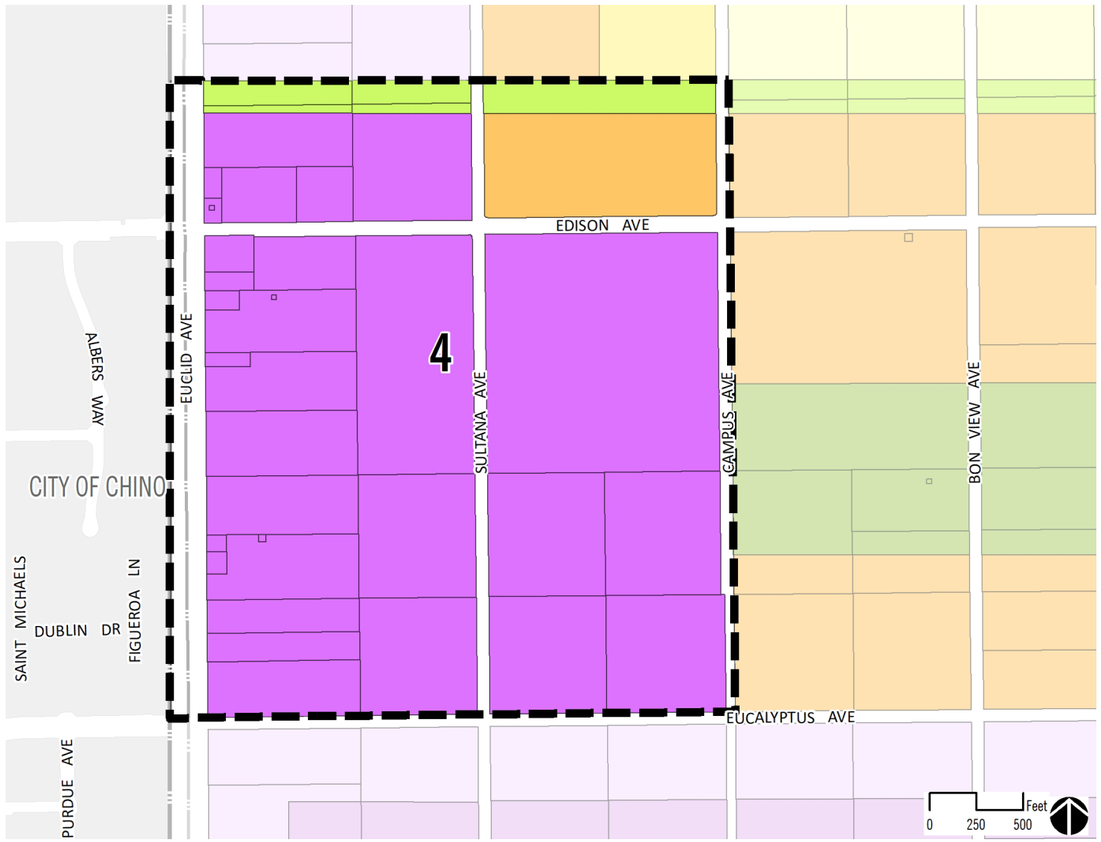
VISION

Lying at the southwest corner of the city, the South Euclid District is envisioned to develop as a vertically- and horizontally mixed use area to serve the populations of newly developing Ontario Ranch and adjoining communities. The district will include a range of housing types integrated within and alongside retail, commercial, and office uses, as well as public spaces and trails that connect the "Great Park" to Euclid Avenue. The area is intended to be highly walkable with pedestrian-oriented site design and road network and amenitized transit stops that leverage the Bus Rapid Transit (BRT) investments.



A new mixed use and lifestyle center within the South Euclid District would create a destination and amenity for neighborhoods in south Ontario - as well as surrounding neighborhoods in Chino, Eastvale, and beyond.

LAND USE



Land Use Designation	Residential Density & Non-Residential Intensity	Intention
Medium Density	20.1 to 25.0 dwelling units per acre[1]	Single/multi-family attached and detached residences including townhouses, courtyard homes, stacked flats, and small lot single-family subdivisions.
Mixed Use - Great Park	14.0[1] to 65.0 dwelling units per acre 1.5 FAR for office uses 1.0 FAR for retail uses *Subject to Specific Plan*[1]	The Great Park Mixed Use Areas are envisioned as the southwestern-activity centers for citizens of Ontario. These areas accommodate a vertical and horizontal mixture of commercial, office, entertainment, and residential uses all connecting to the Great Park with a pedestrian oriented atmosphere. It is envisioned that the major roads through these Mixed Use areas are couplets, which are a series of one-way streets that disperse traffic and allow reduced street widths, maximize the sense of community, and emphasize pedestrian accessibility. These Mixed Use areas are envisioned as low-rise (3-5 stories) with some mid-rise (5-10 stories) near the intersection of Euclid and Edison/Ontario Ranch Road.
Open Space - Non-Rec	Not applicable	Open space that includes utility easements, and drainage channels. We desire to realize multiple uses from these open spaces, such as trails, greenways, joint-use recreational amenities, landscaped parkways/medians, parking lots, and nurseries.

Note:

1. All medium density and mixed use parcels within the South Euclid District are within the affordable housing overlay zoning district. The overlay, 1) sets a minimum density of 20 dwelling units per acre; 2) waives the specific plan requirement if there is no existing specific plan and the proposed project includes 20 percent of units affordable to lower incomes, consistent with Tier 1 requirements outlined in the development code; and 3) allows a maximum density of 30 dwelling units per acre in the medium density land use category if the project includes 25 percent of units affordable to lower incomes, consistent with Tier 2 requirements outlined in the development code.

SOUTH EUCLID DISTRICT INTENDED OUTCOMES

This section describes the intended result, or outcome, of applying Urban, Mixed Use, and Transit-oriented Place Type Policies (CD-3.1 to CD-3.6) to this Place Type.

Unique Identity



The design character of the South Euclid District is envisioned to be varied, with a retail and civic core near Euclid Avenue that acts as a high-quality lifestyle center, with a highly walkable system of local roads, building and site design that enhance the pedestrian experience, and a connected network of outdoor spaces that link the larger open spaces of the "Great Park" and provide access to transit stops. The District will include a variety of attached and multifamily housing types in a very walkable, sustainable, and urban neighborhood setting.

Comfortable, Safe, Human Scale Public Realm

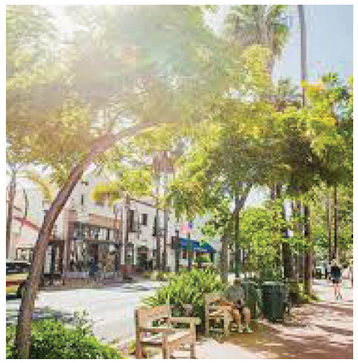


The public realm in the South Euclid District is envisioned as a walkable local street pattern that links a network of other public spaces, like plazas and parks, together, ultimately connecting to the "Great Park." The public realm is defined by thoughtfully designed adjacent buildings and appropriate landscaping.

To achieve this, buildings should be sited to create inviting outdoor spaces, and facades should be articulated at regular intervals. Indoor uses should engage adjacent public spaces. Retail shops and restaurants should face wide, shaded sidewalks that provide opportunities for indoor uses, such as dining, to spill out into the street.

Whenever possible, commercial parking should be located in shared parking lots or structures within blocks behind shops and buildings, while residential parking should be alley-loaded.

Complete and Connected Network



The South Euclid District is envisioned to be organized around a simple connective block structure that is similar in scale to the Downtown District, with typical blocks that are approximately 1,600 feet in perimeter, a size that facilitates pedestrian activity.

The street pattern should logically and conveniently link to neighborhoods within and next to the District, and the public space network within the District should establish a strong connection to the "Great Park", linking it to the District, Euclid Avenue, and transit stops along Ontario Ranch Road.

Some variation in the pattern may occur. Streets may be closed to vehicular access, with buildings fronting public spaces. Alternatively, blocks may be dedicated to surface or structured parking to serve retail and business uses. Maintaining safe and convenient pedestrian access should be prioritized.

Context Aware and Appropriate Building Design



Buildings should be designed and scaled relative to the spaces they front.

In commercial areas, buildings may include vertically mixed use projects with commercial on the ground floor, and housing or offices on the upper floors, stand-alone multifamily housing, or stand-alone office buildings. Less intense development is envisioned to the east along the "Great Park" frontage with, one- to three-story commercial, residential, and office uses that provide a strong presence and enhance the pedestrian environment.

Housing should reflect the scale, massing, and character of nearby buildings, with higher density apartments near the commercial core and around transit stops, transitioning to smaller scale multifamily and attached homes near adjacent neighborhoods.

Active Frontages



Within the commercial areas, ground floor building design should incorporate tall, clear shopfronts that blur the line between outdoor and indoor environments and allow for activities like outdoor dining to occupy adjacent sidewalks or other public spaces.

Residential buildings should be sited and designed to engage the street while maintaining privacy. Front doors and stoops should front the street and outdoor living spaces should overlook residential street and spaces.

Managed Infrastructure



Coordinated management of District-wide facilities and infrastructure will play an integral role in fostering a robust pedestrian atmosphere.

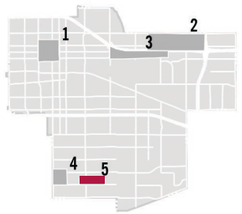
Shared parking strategies in the commercial core should be established to encourage visitors to park once and enjoy the area on foot, fully utilize available parking at all times of day, and provide flexibility to better adapt to changes in land use as well as changing trends in how people travel.

Shared maintenance should also be established to provide efficient, consistent, and sustainable maintenance and management of public spaces.

CD-07 South Employment District Place Type

5. South Employment District

District Key



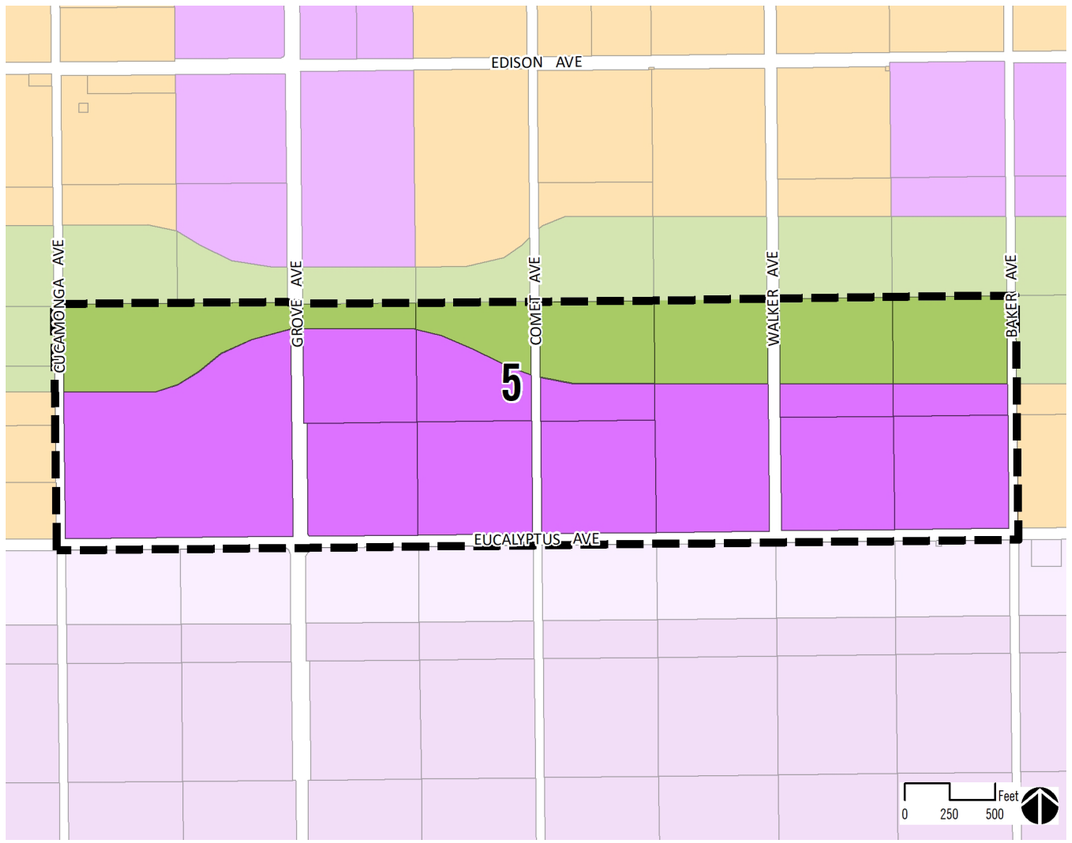
VISION

The South Employment District is envisioned to foster employee-intensive office, entertainment facilities, live/work, and supporting retail uses in a campus environment designed to leverage proximity to the Great Park and maintain compatibility with surrounding residential areas. Outside of the Chino Airport safety zone, higher density stand-alone and mixed use residential neighborhoods are intended to orient toward the Great Park and incorporate transition areas from the surrounding business park uses.



The Great Park-inspired, campus-like setting of the South Employment District will attract a variety of employment generating uses.

LAND USE



Land Use Designation	Residential Density & Non-Residential Intensity	Intention
Mixed Use - Eucalyptus / Chino Airport Overlay	25.0 to 45.0 dwelling units per acre (outside of airport safety zone) 2.0 FAR for office and vertically-mixed uses 0.60 FAR for business park and retail uses *Subject to Specific Plan*[1]	Envisioned to primarily accommodate employee-intensive office, entertainment facilities, live/work, and supporting retail uses in a campus environment designed to leverage proximity to the park and maintain compatibility with surrounding residential areas. Stand-alone and mixed use residential is permitted outside of the Chino Airport safety zone, primarily centered on Grove. Business park uses, such as research and development and "clean" industrial are also permitted provided they do not involve the frequent use of trucks (Class 4 or higher) as part of its primary activities.
Open Space - Recreation	Not applicable	Open space that includes utility easements, and drainage channels. We desire to realize multiple uses from these open spaces, such as trails, greenways, joint-use recreational amenities, landscaped parkways/medians, parking lots, and nurseries.

Note:

1. All mixed use parcels within the South Employment District are within the affordable housing overlay zoning district. The overlay, 1) sets a minimum density of 20 dwelling units per acre; 2) waives the specific plan requirement if there is no existing specific plan and the proposed project includes 20 percent of units affordable to lower incomes, consistent with Tier 1 requirements outlined in the development code; and 3) allows a maximum density of 30 dwelling units per acre in the medium density land use category if the project includes 25 percent of units affordable to lower incomes, consistent with Tier 2 requirements outlined in the development code.

SOUTH EMPLOYMENT DISTRICT INTENDED OUTCOMES

This section describes the intended result, or outcome, of applying Urban, Mixed Use, and Transit-oriented Place Type Policies (CD-3.1 to CD-3.6) to this Place Type.

Unique Identity



The South Employment District is envisioned as an employment hub with integrated residential uses concentrated around Grove Avenue, and supporting commercial uses, set in a campus-like environment. Proximity to the "Great Park," higher-density housing, and transit opportunities along Ontario Ranch Road will drive the success of this District as a pedestrian-first, transit-oriented campus.

A roadway between the mixed use area and the southern park boundary will provide public access to the "Great Park" from within the District, and attract visitors to the area outside of office hours.

Comfortable, Safe, Human Scale Public Realm



A complete network of complete streets will combine with Great Park access to form the foundation for establishing a comfortable, human-scale public realm in this District.

The "Great Park" will bring broad open spaces and citywide trail connections into this area, which should connect to the new network of streets.

The planned roadways in this area provide the foundation for a walkable network of streets and sidewalks, but an interconnected system of secondary local streets that link public spaces to the Great Park should be established.

Complete and Connected Network



The South Employment District is envisioned to be organized around a connective multimodal network in a campus-like environment.

Portions of the network will provide vehicular accesses, but circulation within the District will focus on providing pedestrian and bicycle connections between residences, employment centers, the "Great Park," and transit stops along Ontario Ranch Road through a network of interconnected pedestrian malls, local streets, and other public spaces.

Context Aware and Appropriate Building Design



Buildings in this District are expected to range from 2 to 4-stories in height, with simple massing, and modern design.

Uses may include office, apartments, attached residential, vertically mixed use projects, buildings that mix offices with and supporting retail and commercial uses. "Clean industrial" and business park uses like R&D and maker spaces should be clustered near Eucalyptus Avenue, and buildings should have minimal dock doors.

To ensure compatibility within and adjacent to the District, housing should be located near the "Great Park." oriented toward quieter local streets and open spaces, and screened from parking, loading areas, and noises produced by nearby uses.

Commercial uses should be concentrated at strategic locations where they are convenient to workers, residents, and visitors, accessible by all travel modes, and located between major destinations and transit stops.

Active Frontages



Buildings in this District are envisioned to have large footprints and simple massing. They should be designed to activate the public spaces by locating primary entrances, main lobbies, bike parking areas, employee lunchrooms, outdoor break areas, and other active uses along those frontages. Long walls should be articulated using appropriately placed windows, architectural details, and human-scale landscaping. Uses that benefit from limited fenestration should be located toward the rear of the building, while commercial, office, and residential uses should overlook adjacent public spaces.

Service areas like, trash enclosures, loading docks, and utility service entrances should be located to the rear of the buildings, along alleys, loading areas, and parking area.

Managed Infrastructure



Coordinated management of facilities and infrastructure will play an integral role in maintaining a robust district where people want to spend time.

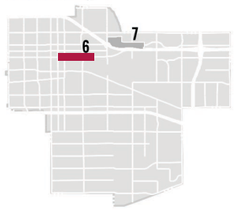
Shared parking strategies should be established to encourage visitors to park once and enjoy the area on foot, fully utilize available parking at all times of day, and provide flexibility to better adapt to changes in land use as well as changing trends in how people travel.

Shared maintenance should also be established to provide efficient, consistent, and sustainable maintenance and management of public spaces.

CD-08 Corridor Place Types

6. East Holt Boulevard Corridor

Corridor Key



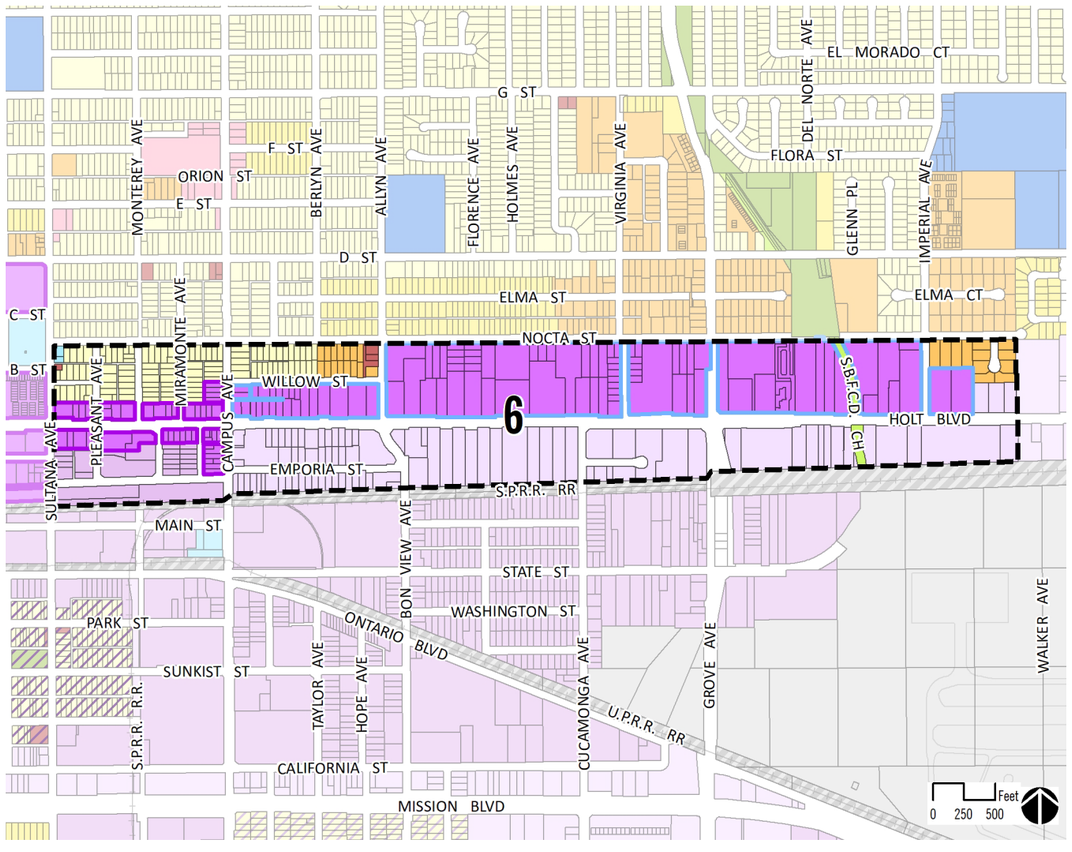
VISION

Holt Boulevard is an important east-west corridor connecting Ontario to the greater region, with improved connectivity options through the addition of BRT service. This corridor is envisioned to gradually build out over time through infill development that ultimately yields vibrant neighborhood-serving commercial areas, a variety of housing options, and employment opportunities that are clustered around BRT stops that can be easily accessed by pedestrians and bicyclists.



Conceptual rendering showing how mixed use and business park infill development could create active frontages, a lively pedestrian experience, and new public spaces along Holt Boulevard.

LAND USE



Land Use Designation	Residential Density & Non-Residential Intensity	Intention
Low Density	2.1 to 5.0 dwelling units per acre	Single-family detached residences.
Medium Density	11.1 to 25.0 dwelling units per acre	Single/multi-family attached and detached residences including townhouses, courtyard homes, stacked flats, and small lot single-family subdivisions.
Mixed Use - Downtown[1]	25.0 to 75.0 dwelling units per acre 2.0 FAR for retail and office uses	Envisioned as an intensive vertical and horizontal mixture of retail, office, and residential uses in a pedestrian friendly atmosphere. The historic character is enhanced. The most intensive uses are envisioned along Euclid and Holt Avenues.
Mixed Use - Holt Blvd[1]	14.0[2] to 40.0 dwelling units per acre 2.0 FAR for office uses 1.0 FAR for retail uses	This area is envisioned as a low-rise (3-5 stories) intensification of the Holt Corridor. The intent is to create identity and place along the Holt Corridor, connect the corridor to Downtown, and connect the Downtown to the Ontario Airport Metro Center.
Neighborhood Commercial	0.40 FAR	Local serving retail, personal service, office, and dining uses, typically located within a predominantly residential neighborhood.
Business Park	0.60 FAR	Employee-intensive office uses including corporate offices, technology centers, research and development, "clean" industry, light manufacturing, and supporting retail within a business park setting.
Industrial	0.55 FAR	Variety of light industrial uses, including warehousing / distribution, assembly, light manufacturing, research and development, storage, repair facilities, and supporting retail and professional office uses. This designation also accommodates activities that could potentially generate impacts, such as noise, dust, and other nuisances.
Open Space - Non-Rec	Not applicable	Open space that includes utility easements, and drainage channels. We desire to realize multiple uses from these open spaces, such as trails, greenways, joint-use recreational amenities, landscaped parkways/medians, parking lots, and nurseries.
Public Facility	Not applicable	Public facilities including civic centers, governmental institutions, police and fire stations, transportation facilities, museums, and public libraries.

Notes:

1. Subject to PUD at City's discretion.
2. Some mixed use parcels within the Holt Boulevard Corridor are within the affordable housing overlay zoning district. The overlay sets a minimum density of 20 dwelling units per acre.

7. Inland Empire Boulevard Corridor

Corridor Key



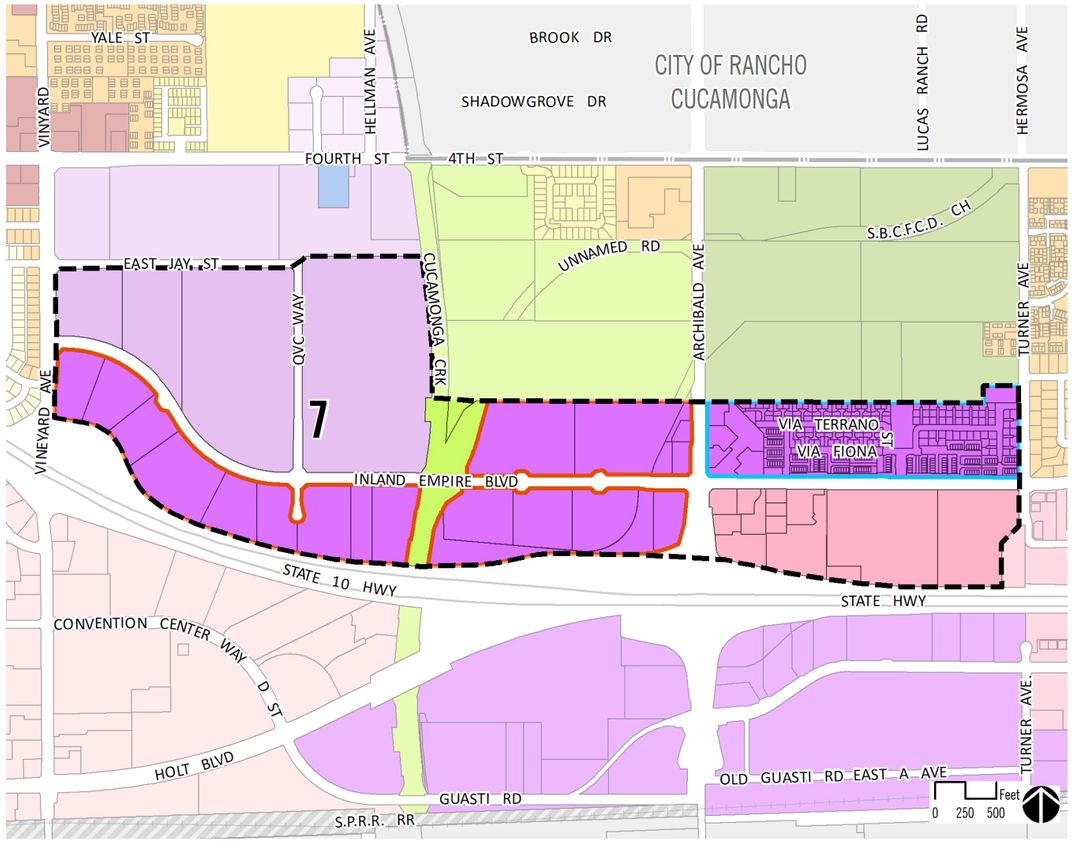
VISION

The Inland Empire Boulevard Corridor connects Vineyard Avenue and the Convention Center directly to the heart of the Airport / Metro Entertainment District and future BRT. Near- to mid-term improvements include the addition of significant rows of large street trees to provide shade, spatial definition, and a better pedestrian environment; the addition of new bicycle facilities, infill buildings oriented to the street, and reorientation of existing building entrances toward the street where possible. Over the longer term, this corridor has the potential to become a westward extension of the Airport / Metro Entertainment District environment.



Aerial image of Inland Empire Boulevard Corridor looking East from Vineyard Avenue.

LAND USE



Land Use Designation	Residential Density & Non-Residential Intensity	Intention
Mixed Use - Meredith	14.0 to 125.0 dwelling units per acre 3.0 FAR for office and retail uses	This area is envisioned as a mixture of mid-rise buildings, regional-serving retail and office centers, and stand-alone high density residential projects.
Mixed Use - Inland Empire Corridor	14.0 to 30.0 dwelling units per acre 2.0 FAR for office uses 1.0 FAR for retail uses	Located along Inland Empire Boulevard, this area is primarily residential with a retail center at the corner of Inland Empire Boulevard and Archibald. Commercial uses that relate to the park are envisioned for the area West of the regional park.
Office Commercial	0.75 FAR	An intense mixture of professional office, supported by regional serving retail, service, tourist-serving, entertainment, dining, and supporting service uses that capitalize on strategic locations in Ontario. This designation also allows for professional offices such as financial, legal, insurance, medical, and other similar uses in a neighborhood setting and/or as adaptive reuse.
Industrial	0.55 FAR	Variety of light industrial uses, including warehousing / distribution, assembly, light manufacturing, research and development, storage, repair facilities, and supporting retail and professional office uses. This designation also accommodates activities that could potentially generate impacts, such as noise, dust, and other nuisances.
Open Space - Non-Rec	Not applicable	Open space that includes utility easements, and drainage channels. We desire to realize multiple uses from these open spaces, such as trails, greenways, joint-use recreational amenities, landscaped parkways/medians, parking lots, and nurseries.

CORRIDOR INTENDED OUTCOMES (ALL CORRIDORS)

This section describes the intended result, or outcome, of applying Urban, Mixed Use, and Transit-oriented Place Type Policies (CD-3.1 to CD-3.6) to this Place Type.

Unique Identity



Corridors present the opportunity to transform an underutilized transportation corridor into a distinctive urban place, with infill development including new housing, transit-accessible job centers, and inviting commercial areas.

Public spaces along the transportation corridors should be designed to allow for widened sidewalks, framed by street trees, and multi-story housing, offices, or mixed use buildings.

Comfortable, Safe, Human Scale Public Realm



The primary street, and important cross streets within a corridor should be designed to allow for wide, walkable sidewalks that provide access to new housing, offices shops and restaurants, and create a pedestrian experience that is attractive, enjoyable, and meets the daily needs of local residents, transit riders, workers and visitors.

The tree-lined corridor and landscaped cross streets should be augmented by a network of small plazas and public spaces that provide neighborhood gathering points, and ideal locations for transit stops.

Complete and Connected Network



Access to corridor parcels and flanking uses should be organized as regularly spaced multimodal streets, or access points. These intersections should be designed to ensure safe, comfortable, and convenient pedestrian and bicycle travel, with for low-speed vehicular access at limited intervals.

Vacant, underdeveloped, and underutilized parcels should be organized into new walkable blocks that link destinations within the corridor, such as commercial areas and transit stops to adjacent neighborhoods and employment centers.

Large blocks (greater than 500 feet) on corridors adjacent to residential neighborhoods or employment centers should establish mid-block pedestrian paseos to encourage people to walk and bike to destinations along the primary corridor street.

Context Aware and Appropriate Building Design



The linear nature of corridors focuses development and investments in relatively shallow infill sites, leaving little room to transition from an active mixed use environment to a quieter neighborhood. Parcels adjacent to residential uses should provide seamless transitions from more intense corridor development to less intense neighborhoods. Types of transitions will vary based on the type of adjacent uses, scale of buildings, and lot depth.

Appropriate transitions may include, but are not limited to, "step down" building massing that reduces height as it approached residential neighborhoods, landscaped setbacks, scaled down development overall, and interior green or public spaces that provide a buffer between uses.

Active Frontages



Frontages within corridors should enable and promote human activity in the public realm.

Retail and restaurant frontages should have tall shopfronts that face and wide shaded sidewalks.

Residential frontages should raise the ground floor units above the street to provide adequate privacy, but not so high that pedestrians must walk past a blank ground floor.

All buildings should also provide "eyes on the street" from both ground floor and upper floor windows, terraces, and balconies, to improve safety for transit riders and pedestrians.

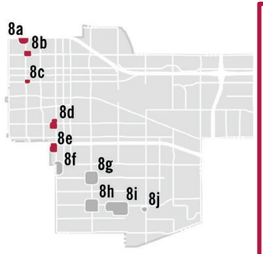
Policy CD-3.6 Managed Infrastructure



Segments of Urban Corridors with significant amounts of non-residential use are prime candidates for shared parking districts and maintenance districts.

CD-09 Neighborhood Center Place Types

8 (a-e) Neighborhood Center - Infill



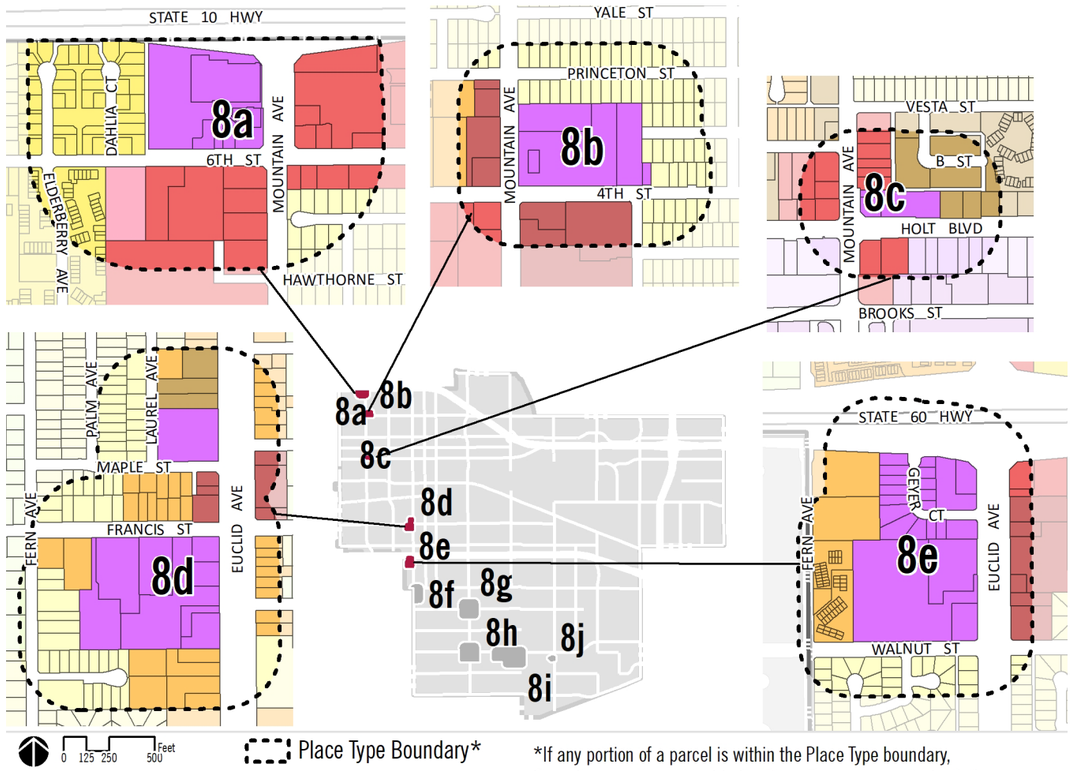
VISION

Neighborhood Centers located in areas where the commercial and residential parcels were largely developed in an incremental manner prior to 2020, are north of Riverside Drive, and are categorized as "infill" centers. These centers will range in size, complexity, and relationship to the surrounding streets and neighborhoods. Some are very small centers that may only include a horizontal mix of uses fronting onto a wide sidewalk while others may involve a vertically integrated mix of higher density residential and nonresidential uses oriented around a public plaza or other form of open space. All of these centers are envisioned to incorporate site design that prioritizes safe, and attractive, and well-shaded pedestrian access onsite, from the public rights-of-way, and from the adjacent neighborhoods.



Mixed use Neighborhood Centers are intended to bring many daily needs and community amenities within easy reach of most residents.

LAND USE



*If any portion of a parcel is within the Place Type boundary, the entire parcel is subject to the Place Type vision and intended outcomes.

Land Use Designation	Residential Density & Non-Residential Intensity	Intention
Low Density	2.1 to 5.0 dwelling units per acre	Single-family detached residences.
Low-Medium Density	5.1 to 11.0 dwelling units per acre	Single/multi-family attached and detached residences, including small lot subdivisions, townhouses, and courtyard homes.
Medium Density	11.1 to 25.0 dwelling units per acre	Single/multi-family attached and detached residences including townhouses, courtyard homes, stacked flats, and small lot single-family subdivisions.
High Density	25.1 to 45.0 dwelling units per acre	Multi-family dwellings including stacked flats and mid-rise and high-rise residential complexes.
Mixed Use - Neighborhood Activity Hubs	20.0 to 75.0 dwelling units per acre 1.0 FAR for retail and office *Subject to PUD at City's discretion*	Envisioned as a low-rise (3-5 stories), mixture of retail and residential uses that will create identity and place along the corridor and serve the surrounding residents. [Link to Community Design Element *Urban, Mixed Use, and Transit-oriented Place Types* Section, Community Design Element *Exhibits CD-01, CD-02, and CD-09*]
Neighborhood Commercial	0.40 FAR	Local serving retail, personal service, office, and dining uses, typically located within a predominantly residential neighborhood.
General Commercial	0.40 FAR	Local and regional serving retail, personal service, entertainment, dining, office, tourist-serving, and related commercial uses.
Office Commercial	0.75 FAR	An intense mixture of professional office, supported by regional serving retail, service, tourist-serving, entertainment, dining, and supporting service uses that capitalize on strategic locations in Ontario. This designation also allows for professional offices such as financial, legal, insurance, medical, and other similar uses in a neighborhood setting and/or as adaptive reuse.
Business Park	0.60 FAR	Employee-intensive office uses including corporate offices, technology centers, research and development, "clean" industry, light manufacturing, and supporting retail within a business park setting.

8 (f-j) Neighborhood Center – South of Riverside Drive

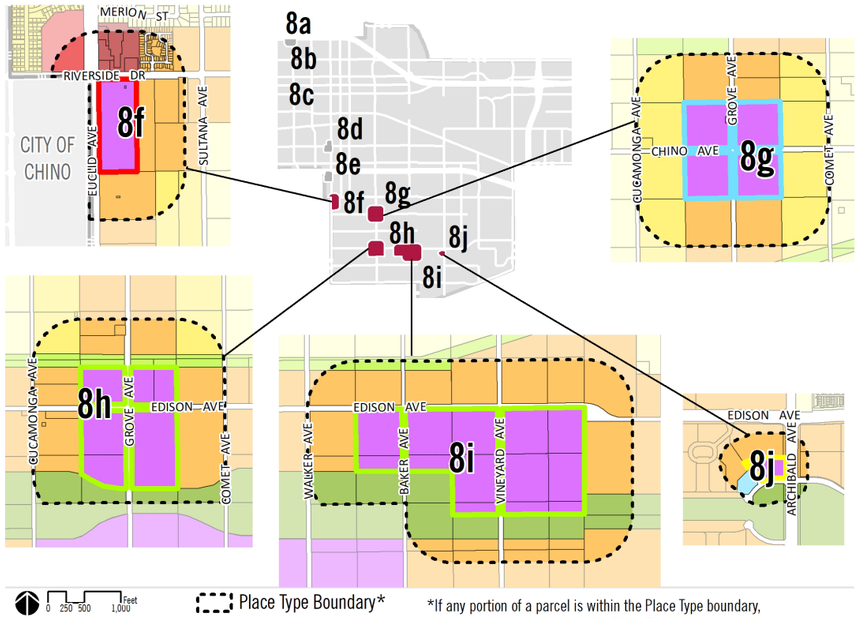
VISION

Neighborhood Centers identified south of Riverside Drive are generally underutilized or vacant as of 2022. These Neighborhood Centers are envisioned to bring new vitality and involve some level of master planning, with the roadway, pathways, open spaces, public realm designs, and site designs coordinated prior to the development of all of the parcels. These centers will range in size, complexity, and relationship to the surrounding streets and neighborhoods.

Some of these centers will involve a small node of mixed use development that is connected to the "Great Park" while others will involve larger clusters of mixed use areas that serve as a focus point for the surrounding residential neighborhoods. The largest of these centers are intended to serve not only as a local focal point but also as a major citywide landmark that also connects directly to the "Great Park". All but the smallest of these centers are envisioned to consist of some amount of vertically integrated and higher intensity residential, office, and retail buildings oriented toward the "Great Park", large public plazas, and/or large trail systems.

All of these centers are envisioned to incorporate site design that prioritizes safe, attractive, and well-shaded pedestrian access onsite, from the public rights-of-way, and from the adjacent neighborhoods. Parking areas are to be located next to and behind buildings to provide a variety of frontages along streets.

LAND USE



*If any portion of a parcel is within the Place Type boundary, the entire parcel is subject to the Place Type vision and intended outcomes.



Conceptual illustration showing a potential Neighborhood Center – South of Riverside Drive with wide sidewalks, buildings oriented toward the streets, and a variety of transportation options.

Land Use Designation	Residential Density & Non-Residential Intensity	Intention
Low-Medium Density	5.1 to 11.0 dwelling units per acre	Single/multi-family attached and detached residences, including small lot subdivisions, townhouses, and courtyard homes.
Medium Density	11.1[1] to 25.0dwelling units per acre	Single/multi-family attached and detached residences including townhouses, courtyard homes, stacked flats, and small lot single-family subdivisions.
Mixed Use - Great Park	14.0[1] to 65.0 dwelling units per acre 1.5 FAR for office uses 1.0 FAR for retail uses *Subject to Specific Plan*[1]	The Great Park Mixed Use Areas are envisioned as the southwestern activity centers for citizens of Ontario. These areas accommodate a vertical and horizontal mixture of commercial, office, entertainment, and residential uses all connecting to the Great Park with a pedestrian oriented atmosphere. It is envisioned that the major roads through these Mixed Use areas are couplets, which are a series of one-way streets that disperse traffic and allow reduced street widths, maximize the sense of community, and emphasize pedestrian accessibility. These Mixed Use areas are envisioned as low-rise (3-5 stories) with some mid-rise (5-10 stories) near the intersection of Euclid and Edison/Ontario Ranch Road.
Mixed Use - Grove	14.0[1] to 65.0 dwelling units per acre 1.5 FAR for office uses 1.0 FAR for retail uses *Subject to Specific Plan*[1]	Envisioned as a low-rise (3-5 stories), mixture of retail and residential uses that will create identity and place along the corridor and serve the surrounding residents.
Mixed Use - Parkside	25.0 to 45.0 dwelling units per acre 1.0 FAR for retail uses *Subject to approved Specific Plan*	Envisioned as a low-rise (3-5 stories), mixture of retail and residential uses that will create identity and place and serve the surrounding residents.
Mixed Use Neighborhood Activity Hubs	20.0 to 75.0 dwelling units per acre 1.0 FAR for retail and office *Subject to Specific Plan*[1]	Envisioned as a low-rise (3-5 stories), mixture of retail and residential uses that will create identity and place along the corridor and serve the surrounding residents.
Neighborhood Commercial	0.40 FAR	Local serving retail, personal service, office, and dining uses, typically located within a predominantly residential neighborhood.
General Commercial	0.40 FAR	Local and regional serving retail, personal service, entertainment, dining, office, tourist-serving, and related commercial uses.
Open Space - Recreation	Not applicable	Open space that includes utility easements, and drainage channels. We desire to realize multiple uses from these open spaces, such as trails, greenways, joint-use recreational amenities, landscaped parkways/medians, parking lots, and nurseries.
Open Space - Non-Rec	Not applicable	Open space that includes utility easements, and drainage channels. We desire to realize multiple uses from these open spaces, such as trails, greenways, joint-use recreational amenities, landscaped parkways/medians, parking lots, and nurseries.
Public Facility	Not applicable	Public facilities including civic centers, governmental institutions, police and fire stations, transportation facilities, museums, and public libraries.

Note:

1. Some medium density and mixed use parcels in the Neighborhood Centers South of Riverside Drive are within the affordable housing overlay zoning district. The overlay, 1) sets a minimum density of 20 dwelling units per acre; 2) waives the specific plan requirement if there is no existing specific plan and the proposed project includes 20 percent of units affordable to lower incomes, consistent with Tier 1 requirements outlined in the development code; and 3) allows a maximum density of 30 dwelling units per acre in the medium density land use category if the project includes 25 percent of units affordable to lower incomes, consistent with Tier 2 requirements outlined in the development code. If not covered by a specific plan, projects are still subject to a PUD at the City's discretion.

NEIGHBORHOOD CENTERS INTENDED OUTCOMES (ALL CENTERS)

This section describes the intended result, or outcome, of applying Urban, Mixed Use, and Transit-oriented Place Type Policies (CD-3.1 to CD-3.6) to this Place Type.

Unique Identity



Neighborhood Centers are organized by a pattern of walkable blocks, tree-lined streets and varied architecture within a compact area. Each building, business, and use contributes to the Center's unique character adding value to the Center and surrounding neighborhoods by its proximity and accessibility to them. These centers are connected to adjoining neighborhoods by a network of neighborhood streets and pedestrian connections, not separated from them by loading zones, trash enclosures and tall walls. Appropriate transitions from the busy environment of the commercial core of the center to the quiet neighborhood environments is achieved by gradual transitions in building scale and level of activity.

Comfortable, Safe, Human Scale Public Realm



The public realm of Neighborhood Centers includes streets connecting to neighborhoods, and parking lots and other publicly accessible open spaces. These interwoven open spaces meet the functional requirements for vehicular access and parking that are met in conventional shopping centers by large parking lots connected to large streets with auto-only driveways, and provide a comfortable retail experience for residents and visitors to shop, dine, and spend time with friends and family.

Complete and Connected Network



Centers are organized around a network of local streets, both public and private, that form walkable blocks. Neighborhood centers should be connected to larger cross-town streets and corridors by local cross-streets.

To encourage walking and to provide equitable access to goods and services for residents who are unable to drive, additional paseos and other "pedestrian shortcuts" should be provided when lots or blocks exceed approximately 500 feet in width.

Context Aware and Appropriate Building Design



Most Neighborhood Centers face on crosstown avenues and Neighborhood Corridors. They should front these streets with larger buildings and high levels of commercial activity. The height, size, and scale of buildings and levels of activity should systematically step downward toward adjoining neighborhoods. Building masses near single-family neighborhoods should be reduced in height, width and bulk, and activities should transition for very busy and active retail and restaurant uses to quieter office and residential uses.

Active Frontages



The ground floors of buildings - and the public spaces they front - should be designed to balance the needs of interior uses with the active public realm.

Retail and restaurant businesses near the main avenue and within the retail core of the center, should be adjacent to wide sidewalks, and building facades should include with tall, transparent shopfronts providing clear views of merchandise and activity within each business.

As uses transitions from the retail core to adjacent neighborhoods streetscape improvements and sidewalks should change with landscape pallet giving way to sidewalks behind green parkway strips. Similarly, deeper setbacks should mark the transition from Center to neighborhood.

Managed Infrastructure



Coordinated management of facilities and infrastructure will play an integral role in maintaining a successful Neighborhood Center where people want to spend time.

Shared parking strategies should be established to encourage visitors to park once and enjoy the area on foot, fully utilize available parking at all times of day, and provide flexibility to better adapt to changes in land use as well as changing trends in how people travel.

Shared maintenance should also be established to provide efficient, consistent, and sustainable maintenance and management of public spaces.

SOCIAL RESOURCES ELEMENT

Access to healthcare, nutrition, and healthy environments, quality education, diverse community services and facilities, and cultural opportunities are essential to a prosperous and complete community. All are critical to individual and community well-being and Ontario's ability to attract residents and investors. However, direct control over delivery of healthcare, education, social services, and cultural opportunities is in the hands of outside organizations. Therefore, the City must leverage the efforts of service providers within the region.

Purpose

The Social Resources Element:

- Identifies quality and accessible health care, education, community services, and cultural activities as critical components to achieving Ontario's Vision.
- Provides guidance on addressing community issues that by their nature require extensive coordination and collaboration with outside agencies.
- Addresses critical community issues that are not typically included in City policy plans.

Principles

The City believes:

- The health, wellbeing, education, and enrichment of its citizens are key components to making Ontario prosperous and a desirable place to live.
- Access to healthcare, education, community services, and cultural resources encourages community engagement and healthy lifestyle choices.
- Coordination and collaboration with service providers is essential to a comprehensive system of high quality health, education, cultural activities, and community services in Ontario.
- A diverse range of community and cultural resources, programs, and facilities help make Ontario a more complete and prosperous community.

Goals & Policies

SR-1 Health

Ontario recognizes that there is a strong link between health and individual and community prosperity. The City is committed to strengthening this critical link through collaboration with health-related public, private and nonprofit organizations. The City can have a positive impact

on the health of residents by providing information on and access to, resources for healthcare, fitness and good nutrition.

While the policy foundation for improving residents' health is found throughout the Policy Plan, this section focuses on the issues of access to healthcare providers and facilities, prevention and wellness, safe neighborhoods, and monitoring health in Ontario.

GOAL SR-1 Residents have access to information, services and goods that improve their health and wellbeing.

Policies

SR-1.1 **Partnering for Healthcare.** We work with healthcare providers, and local, regional, state, and federal agencies to attract and retain a diversity of affordable, quality healthcare and facilities for the entire community.

SR-1.2 **Nutrition Choices.** We support the promotion of equitable access to affordable healthy food choices in the community, including community gardens, farmers markets, and cooking classes.

SR-1.3 **Health Education.** We promote equitable access to health education, including disease prevention, mental health, nutrition, and physical fitness.

SR-1.4 **Physical Activity.** We encourage activities and community design that improve the physical fitness of our community members, with an emphasis on the provision of activities and facilities in environmental justice areas.

SR-2 Education

Ontario's prosperity is determined, to a great extent, by its ability to provide a skilled and educated workforce capable of meeting the requirements of business. A key factor for businesses and residents deciding whether or not to locate in Ontario is the availability of quality preschool, elementary, middle, and high schools, colleges, and vocational training. Ontario fosters lifelong learning so that its citizens can lead more fulfilling and productive lives by providing access to libraries, culture, community events, and activities.

GOAL SR-2 A range of educational and training opportunities for residents and workers of all ages and abilities that improves their life choices and provides a skilled workforce for our businesses.

Policies

SR-2.1 **Educational Partners.** We partner with educational institutions throughout the region in order to expand the range and quality of educational offerings available to the community.

SR-2.2 **Workforce Training.** We will work with industrial organizations, businesses, and educational institutions to create opportunities for workforce training.

SR-2.3 **Joint Use of Facilities.** We partner with public and private educational institutions to jointly use facilities for both City and educational purposes.

SR-2.4 **Access to Schools.** We work with local and regional partners to improve the safety in and around schools and to improve access for citizens of all ages and abilities to schools and community services, such as after school and other programs.

SR-2.5 **School Facilities.** We plan and coordinate with school districts for designing and locating school facilities to meet the City's goals, such as for health, walkability, and safety and to minimize impacts to existing neighborhoods.

SR-2.6 **Language.** We promote broad outreach in languages used by the community for proposed projects that could negatively affect environmental justice areas.

SR-2.7 **Community Engagement.** We promote targeted outreach and education to historically underrepresented groups to encourage meaningful participation in decision-making process for projects whose outcomes will affect land use in environmental justice areas.

SR-3 Community & Leisure Activities

Ontario takes pride in having an excellent choice of classes, excursions, events, and special programs for its citizens to learn, recreate, and socialize with friends, family, neighbors, and others in their community. In addition, there are a variety of nonprofit community-based organizations and religious institutions that provide services and activities to members of the Ontario community. Community and leisure activities play an important role in linking Ontarians to their community, neighborhoods, and commercial areas.

Goal SR-3 A range of community and leisure programs and activities provided by public, private, and nonprofit organizations that meet the needs of the community's varied interests, age groups and abilities.

Policies

SR-3.1 **Partnerships.** We partner with local and regional agencies, nonprofit organizations, and the private sector to provide a comprehensive range of community activities and events to citizens.

SR-3.2 **Needs Assessment.** We track the needs and priorities for community services and look for ways to meet demands and avoid duplication of offerings.

SR-3.3 **Program Outreach.** We promote information about leisure activities, classes, special events, and other services and activities to our community.

SR-3.4 **Community Events.** We plan and actively participate in regularly scheduled community events and seasonal or yearly citywide events.

SR-3.5 **Community Activities as Crime Deterrents.** We promote and participate in community activities as part of our crime prevention efforts. (Link to Safety Element Policy S-7.3)

SR-4 Library

Information and knowledge resources are fundamental for the residents of Ontario to live healthy and prosperous lives. Ontario's libraries offer free access to collections of books and other media, computers and the Internet, and a range of programs and resources, making them key focal points in the community. Ontario has an ambitious, well-established, and functional library program that addresses a broad range of ages, abilities, interests, cultural backgrounds, and income levels.

Goal SR-4 City libraries that connect community members of all ages and abilities to a broad range of programs, communication, and informational resources.

Policies

SR-4.1 **Community Needs.** We identify and monitor community needs for library services, technology, and facilities, and tailor them to effectively meet those needs.

SR-4.2 **Interagency Coordination.** We leverage relationships with outside agencies, educational institutions, and neighboring jurisdictions to share library resources to the benefit of Ontario residents.

SR-4.3 **Library Outreach.** We outreach to the community to increase the patronage of the library.

SR-4.4 **Coordination with Other Community Services.** We coordinate library programs with other recreational and community programs and facilities.

SR-4.5 **Focal Points of the Community.** We design and program Ontario's libraries as focal points of community engagement, including public outreach and community events.

SR-4.6 **Robert E. Ellingwood Model Colony History Room.** We work with the Ontario Museum of History and Art in order to collect, preserve, and display artifacts and images from Ontario's heritage and connect the City's past to the present through the History Room.

SR-5 Entertainment & Culture

The availability of entertainment and culture helps define and promote the City's image locally, regionally, and internationally. These social resources are necessary to become a complete community and are essential to attracting residents and investment. Ontario is committed to making entertainment, arts, and culture readily available to citizens of all ages. These resources promote opportunities for community engagement, personal inspiration, learning, and enjoyment.

Goal SR-5 Local heritage, entertainment, and cultural experiences that enrich the lives of Ontario's residents, workers, and visitors and serve to attract residents and businesses to the City.

Policies

SR-5.1 **Provision of Entertainment and Culture.** We support equitable access to a range of entertainment and cultural experiences such as public art, exhibitions, and performances.

SR-5.2 **Local Heritage Education.** We partner with educational providers to promote culture and heritage. (Link to Community Design Element, *Historic Preservation* Section).

SR-5.3 **Public Art.** We encourage public art in buildings, parks, open spaces, and other public and private spaces.

SR-5.4 **Private-Public Sector Events.** We partner with private and nonprofit sectors to provide and promote participation in cultural activities including fairs, festivals, and other events geared to neighborhoods, the City as a whole, and the region.

SR-5.5 **Promotion of Ontario Artists and Musicians.** We promote awareness of entertainment and culture produced in Ontario.

APPENDIX A. IMPLEMENTATION ACTIONS RELATED TO ENVIRONMENTAL JUSTICE AND CLIMATE ADAPTATION AND RESILIENCY

Purpose

The Policy Plan primarily contains long-term principles, goals, and policies for achieving Ontario's Vision through nine elements: land use, housing, parks and recreation, environmental resources, community economics, safety, mobility, community design, and social resources. Through these nine elements, the City addresses all the topics required by state law and some additional topics that are important to our community.

The City added the topics of environmental justice and climate adaptation and resiliency to the Policy Plan in accordance with state law (introduced through Senate Bills 1000 and 379, respectively). The City has opted to address these topics throughout multiple elements of the Policy Plan to ensure the topics are presented alongside the multitude of issues and topics that affect our residents and resources.

The City will begin to implement the updated Policy Plan immediately upon adoption, working within the municipal organization, with residents and other community stakeholders, and other agencies and service entities. A number of actions will be started immediately following the Policy Plan's adoption, with some completed and/or replaced by new actions in as little as a few months. As state law currently limits the frequency of updating the Policy Plan to four update cycles per year, the City opts to maintain a separate Implementation Plan so that it can update its list of short-term activities on an as-needed basis without affecting the City's Policy Plan update cycle.

However, state law requires that the implementation actions related to environmental justice and climate adaptation and resiliency be incorporated into the City's Policy Plan. Accordingly, this appendix contains those actions from the Implementation Plan that must also be part of the Policy Plan.

The Implementation Plan reflects new activities that the City should conduct in order to implement the new aspects of the updated Policy Plan. The Implementation Plan does not include actions that the City already undertakes based on regulations, programs, or procedures that are already in place. As the majority of updates to the Policy Plan relate to the topics of environmental justice and climate adaptation and resiliency, the majority of the Implementation Plan also reflects actions related to these two topics.

Updates

Future updates to the Implementation Plan will gradually incorporate and identify new activities related to other topics of the Policy Plan, based on changes in socioeconomic conditions, the physical environment, and other factors. Changes to actions listed in the Implementation Plan related to environmental justice or climate adaptation and resiliency will also trigger an update to this appendix, which should be processed during the City's next appropriate Policy Plan update cycle.

Structure

The following actions are presented based on the most directly relevant element and goal. For example, Action LU-2.1 is the first action related to Goal 2 of the Land Use Element. It should be noted that actions may also relate to more than one element and may help implement more than one goal and/or policy.

After each action, in parentheses, are indicators that identify whether the action relates to environmental justice (**EJ**) or climate adaptation and resiliency (**CAR**). Actions related to environmental justice are distributed throughout all elements of the Policy Plan, with additional indicators in parentheses to identify the subtopic enumerated in state law.

Environmental justice indicators:

- Reduce exposure to pollution (EP)
- Promotion of food access (FA)
- Promotion of physical activity (PA)
- Promotion of public facilities (PF)
- Promotion of safe and sanitary housing (H)
- Promotion of civil engagement (CE)

All of the climate adaptation and resiliency actions are associated with are associated with the Safety Element. Some actions related to climate adaptation and resiliency may address environmental justice topics and help those who are disadvantaged, but are not identified as environmental justice actions. For example, S-9.3 Weatherization Program, seeks to expand funding resources to conduct weatherization and structural retrofits that will increase community resilience. This action can help create safe and sanitary housing for those who are disadvantaged, but the action is not targeted toward improving an existing environmental justice problem or prioritized for those who live in environmental justice areas.

Actions

Land Use Element

LU-2.1 **Development standards.** Review existing development and design standards and update as necessary to provide appropriate mitigation or buffers between existing uses, with a focus on additional buffering when new uses could negatively impact environmental justice areas. (**EJ:** EP)

Housing Element

(Note that actions listed as programs in the Housing Element, full text available in the Housing Element Technical Report):

Program 6 **Neighborhood Stabilization.** Implements the City's Neighborhood Preservation Strategy Plan, which identifies revitalization strategies in key neighborhoods in northwest Ontario. (**EJ:** H)

Program 11 **Ontario Ranch.** Encourages development of affordable housing in future developments in Ontario Ranch, the high resource area in the city. (**EJ:** H, PF)

Program 23 **Public Housing.** Commits to expanding the use of Housing Choice Vouchers (aka Section 8 Vouchers) in high and moderate resource areas. (**EJ:** H, PF)

Program 24 **Homeownership Program.** Provide resources in multiple languages to reduce language barriers. (**EJ:** H, CE)

Program 27 **Fair Housing Implementation.** Provide resources in multiple languages to reduce language barriers. (**EJ:** H, CE)

Parks and Recreation Element

PR-1.1 **Recreation and Parks Master Plan.** Implement recommendations as outlined in the 2021 Master Plan, with a priority on addressing the needs in environmental justice areas. This includes recommendations such as new and/or expanded facilities, new and expanded programs and services, community and agency partnerships, and fee structures. (**EJ:** PF, PA)

Environmental Resources Element

ER-4.1 **Citywide and regional air quality planning.** Review existing and monitor the development of new air monitoring and emissions reduction plans prepared by the South Coast Air Quality Management District. Gather and evaluate measures and strategies in such plans for their applicability to and feasibility for Ontario. (**EJ:** EP)

ER-4.2 **Citywide emissions monitoring.** Coordinate with the South Coast Air Quality Management District (SCAQMD) to monitor existing air measurements and recommend new air measurements and locations, with a specific focus on evaluating new measurements and locations in environmental justice areas. Coordinate with SCAQMD to provide monitoring information online to the public, including historical data and an explanation of trends, thresholds, and ongoing monitoring results. (**EJ:** EP)

ER-4.3 **Community air quality planning.** Engage with the South Coast Air Quality Management District and local stakeholders to evaluate the next steps in pursuing a priority community designation and/or community air protection program incentives for eligible environmental justice areas of the city, with focus on areas with unique needs and highest pollution burden as identified in the latest available CalEnviroScreen tool. If such a designation or incentives are not awarded or available, seek grant funds for activities such as local air quality monitoring.

Also, explore ways to initiate data collection efforts for a community emissions reduction and/or community air monitoring plan, including the identification of information needed (new or updated), potential data sources and needed resources, and strategies to engage residents and collect information. (**EJ:** EP)

ER-4.4 **Health risk assessments.** Draft and adopt ordinance to implement new requirements (Policy ER-4.9) for health risk assessments when considering specific uses near existing sensitive receptors. (**EJ:** EP)

ER-4.5 **Trucks and cargo handling equipment.** Evaluate and implement strategies to reduce emissions associated with truck idling and cargo handling equipment near areas with existing and planned sensitive receptors, with a priority placed on facilities that have not yet finalized building permits and for those facilities in or adjacent to environmental justice areas. (**EJ:** EP)

ER-4.6 **Healthy indoor options.** Explore options to incentivize or require the provision of indoor recreation space, particularly in environmental justice areas that experience high levels of exposure to air pollution. (**EJ:** PA, PF, EP)

ER-4.7 **Proactive engagement.** Collaborate with the South Coast Air Quality Management District and local stakeholders in environmental justice areas experiencing local air pollutions issues to outline objectives and strategies for monitoring air pollution. Augment existing outreach programs to improve public awareness of state, regional and local agencies' roles, and resources to identify, monitor, and address air quality and other environmental hazards in the community. (**EJ:** CE, EP)

Community Economics Element

CE-1.1 **Small Business Assistance.** Collaborate with the County Economic Development Agency and California District of the Small Business Administration to expand and promote resources and assistance for small businesses, with a specific focus on those in environmental justice areas. (**EJ:** PF)

Safety Element

S-1.1 **Seismic Retrofits.** Identify potential funding sources to facilitate seismic retrofits in environmental justice areas and for low-income households. (**CAR, EJ:** H)

S-2.1 **Entitlement and Permitting.** Update the City's entitlement and permitting process to require hydrological studies that assess the 100-year and 500-year flood zones to assess the impact that the new development will have on the flooding potential of existing development down-gradient. Additionally update the entitlement and permitting process to require mapping for 200-year floodplains. (**CAR**)

S-2.2 **Floodplain Mapping.** Seek grant funds to map the 200-year floodplain in Ontario outside of the entitlement process. (**CAR**)

S-2.3 **Public Outreach.** Augment the City's public outreach efforts to disseminate information on flooding, flood control on private property, floodplains, and flood preparedness to the community through the City website, social media, and at City offices. (**CAR**)

S-2.4 **Floodproofing Existing Buildings.** Seek grant funds to encourage property owners in 200-year (when mapped) or 500-year flood zones to floodproof existing structures. (**CAR**)

S-2.5 **Open space in 200-year floodplains.** Coordinate with developers to encourage passive recreation or parkland in 200-year floodplains or floodways (when mapped). (**CAR**)

S-2.6 **Green and Natural Infrastructure.** Coordinate with developers to incorporate the use of existing (or restoration of) natural features and ecosystem processes and low impact development techniques to increase permeable surfaces and promote sustainable management of open space and parks. This may include, but is not limited to, aquatic or terrestrial vegetated open space, systems and practices that use or mimic natural processes, and other engineered systems, to provide clean water, conserve ecosystem values and functions, promote drainage, and provide a wide array of benefits to people and wildlife. (**CAR**)

S-3.1 **Firefighting services and water supply.** Collaborate with regional water providers and surrounding fire protection agencies to ensure adequate water supply, equipment, and personnel for firefighting in the region given future projections regarding prolonged drought and the potential increase in the number and severity of wildfires in the surrounding area (in line with automatic and mutual aid agreements). (**CAR**)

S-3.2 **Public Outreach.** Coordinate with network providers to ensure that residents and visitors, especially those in environmental justice communities, have access to emergency notifications. Information should be provided in multiple languages and formats appropriate for people with access and functional needs. (**CAR, EJ:** CE)

S-4.1 **Vibration studies.** Update development regulations to require vibration-sensitive uses in areas within 200 feet of rail to evaluate for indoor vibration levels and mitigate any exceedances of the Federal Transit Administration vibration-annoyance criteria. (**EJ:** H)

S-8.1 **Evacuation Assessment Plan.** Prior to or concurrently with the update of the City's Hazard Mitigation Plan, conduct an evacuation time assessment to comply with state law (enacted through Assembly Bill 747), accounting for natural and human-generated hazards, existing and proposed traffic evacuation volumes at buildout. (**CAR**)

S-8.2 **Evacuation Routes.** Review and update, as necessary, standards so that new development has at least two egress/ingress options, key signage that is visible to emergency responders during extreme weather events, signage that identifies evacuation routes, and adequate water supply for structural suppression. (**CAR**)

S-8.3 **Evacuation assistance program.** Coordinate with Omnitrans, Metrolink, and other transit providers to develop an evacuation assistance program for those with little mobility and those without a vehicle. (**CAR**)

S-8.4 **Extreme Heat Response Plan.** Develop an extreme heat response plan that includes establishment of community cooling centers and temperature triggers for when they will open, weatherization of City buildings, and cooling strategies for persons engaged in outdoor work and persons experiencing homelessness. (**CAR**)

S-8.5 **Resilience Hub and Cooling Centers.** Establish a network of equitably located resilience hubs and cooling centers throughout the City. Ensure that such facilities are located outside of areas at risk of hazards (to the extent possible), offer refuge from extreme heat and poor air quality, and are equipped with renewable energy generation, backup power, and backup water supplies. Such facilities should be in easily accessible locations and be available to all community members. (**CAR**)

S-8.6 **Cooling Transit Areas.** Coordinate with Omnitrans, Metrolink, and Amtrak to increase shading and heat-mitigating materials on pedestrian walkways, outdoor waiting areas, and transit stops/stations. (**CAR**)

S-8.7 **Critical Facilities.** Review procedures and update as necessary, to ensure that future critical facilitates are located outside of hazards zones. If not feasible, ensure new critical facilities are designed to remain functional during hazardous events and identify funding sources to harden and improve existing facilities to remain functional during hazardous events. (**CAR**)

S-8.8 **Community Emergency Response Team (CERT).** Increase participation in CERT through program by expanding promotion efforts and course offerings, encouraging CERT participation for City employees, and exploring partnerships (e.g., partner with school districts to offer CERT training to high school students). (**CAR**)

S-9.1 **Energy independence.** Coordinate with developers to encourage the integration of battery storage systems that can provide backup electrical service during temporary power outages. (**CAR**)

S-9.2 **Renewable Energy.** Renovate existing city-owned assets and design future city facilities to incorporate renewable energy generation systems, battery storage systems, and energy-efficient design and features, as feasible. (**CAR**)

S-9.3 **Weatherization Program.** Expand funding resources through partnerships and grant programs for low-income households and businesses to conduct weatherization and structural retrofits that will increase community resilience. (**CAR**)

Mobility Element

M-2.1 **Priority Improvements.** Refine the City's Capital Improvement Program (CIP) and implementation recommendations of the Active Transportation Master Plan (ATMP) to elevate the priority of improvements proposed in (or serving) environmental justice areas. Continue to identify additional improvements that should be added to complete networks, remove barriers, and create buffers for pedestrians and bicyclists along truck routes, with priority given to those in environmental justice areas. (**EJ:** PF, PA)

M-3.1 **Expanded Bus and Light Rail Service.** Coordinate with Omnitrans and Metrolink to implement and update the agencies' strategic plans and long range transportation plans to prioritize improvements in and expansion of service in Ontario's environmental justice areas. In the next update of these plans, encourage each agency to increase the weighting of environmental justice factors in the prioritization of improvements and service expansion. (**EJ:** PF)

M-4.1 **Clean Energy Plan for Trucks and Cargo Handling Equipment.** Develop and implement a plan to evaluate the future needs of clean fueling/recharging and electrified truck parking and onsite cargo handling equipment. Promote the creation of centralized truck parking areas that provide clean energy refueling stations and other support facilities while ensuring adjacent residential neighborhoods are not negatively impacted by trucking activities. Target locations that serve both the northern and southern industrial parts of the city, and coordinate to provide truck parking and charging areas in neighboring jurisdictions that serve regional truck travel. Require proposed truck-intensive uses to provide robust onsite clean energy fueling and/or electric charging stations for trucks and onsite cargo handling equipment. For existing and proposed uses, to contribute toward centralized parking solutions (for larger facilities, which will overlap with their compliance with the South Coast Air Quality Management District's Indirect Source Rule). (**EJ:** EP)

Community Design Element

CD-2.1 **Objective Development and Design Standards.** Prepare objective development and design standards to help streamline the approval and production of new housing, while creating a more walkable, vibrant, and unified community. (**EJ:** H)

CD-2.2 **Transit Stops.** Coordinate with Omnitrans to implement and update the agency's Bus Stop Safety Improvement Plan, prioritizing improvements in Ontario's environmental justice areas. In the next update, encourage Omnitrans to increase the weighting of environmental justice factors in the evaluation, identification, and prioritization of improvements. (**EJ:** PF, PA)

CD-2.3 **Bus Rapid Transit.** Coordinate with Omnitrans on street cross section designs for BRT corridors to influence street designs to maximize walkability and bicycle access/safety of the transit riders. (**EJ:** PF)

Social Resources Element

SR-1.1 **Healthy Ontario.** Continue to pursue programs, incentives, grants, and partnerships to fund and conduct the activities and achieve the objectives of the Healthy Ontario Initiative, including those on prevention and wellness, healthcare access and utilization, education and lifelong learning, and safe and complete neighborhoods. Augment the initiative to prioritize activities and objectives to address neighborhoods in environmental justice areas. (**EJ:** FA, PF, PA)

SR-1.2 **Collaboration.** Develop active, strategic partnerships with public, private, and nonprofit entities, such as the Community Healthy Improvement Association of Ontario (CHIA) and Center for Community Action and Environmental Justice (CCAEJ), to improve health outcomes by leveraging capacity, resources, and programs around mutually beneficial initiatives that promote health, equity, and civil engagement for residents, with a priority on those living in environmental justice area areas. (**EJ:** CE, PA)

SR. 1.3 **Resident Satisfaction Survey.** Augment the City's resident satisfaction survey (conducted in English and Spanish) to address issues related to community health, pollution, parks, community engagement, and community services, with focused outreach for environment justice concerns and priority areas. Report findings of survey through the City's various media platforms and utilize input to update the Implementation Plan and Policy Plan, as necessary. (**EJ:** PA, PF)

SR-1.4 **Community Centers.** Continue to implement the City's 2021 Recreation and Parks Master Plan and emphasize the creation of new community centers in environmental justice areas where residents are more than one-half mile from an existing community center. (**EJ:** PF)

SR-1.5 **Expanded Representation.** Expand representation of residents concerned about environmental justice issues by extending invitations to such residents/groups (focused especially on those who also live in environmental justice areas within the City) to participate in civic government activities. (**EJ:** CE)

APPENDIX B. GLOSSARY OF TERMS AND ABBREVIATIONS

Purpose

The following is a glossary of terms and abbreviations to help users read and understand the Policy Plan and the meaning and intent of its goals and policies. Please note that this glossary is not intended to be comprehensive or define terms, acronyms, or abbreviations that are generally well understood or easily looked up using other resources. Additionally, some terms listed in this glossary are not used in the text of Policy Plan. The focus is on terms that have multiple potential meanings (either in or out of the Policy Plan context), and to define the intended meaning of such terms to ensure the correct interpretation and implementation of the Policy Plan.

A-C

Accommodate: To make room for or provisions for something that is specifically intended to occur.

Action: A specific, measurable step that needs to be taken to meet stated objectives. An action is not mere compliance with the law or a commonly adopted or accepted practice or protocol. An action is short in duration and is meant to be updated and replaced once action has been taken. In the context of the Implementation Plan, the activity is typically to be undertaken by the City or another public entity.

Adaptive Reuse: The conversion of obsolescent or historic buildings from their original or most recent use to a new use.

Advocate: To openly support and promote an action, objective, or goal; also, to speak on behalf of an individual or group.

Airport Land Use Compatibility Plan (ALUCP): The ALUCP provides for the orderly growth of the areas within an airports noise contour, runway protection zones, approach zones, and Part 77 zones and describes appropriate land uses, maximum population density, maximum site coverage, height restrictions, and required notification/disclosure areas.

Airport Master Plan (AMP): An AMP provides for the maintenance, development, and operation of the airport itself and includes operational forecasts, fleet mixes and the ultimate runway configuration and airport plan.

Allow: To be open to something occurring but without any particular effort to make it happen.

Always: The action will apply to future decisions without exception.

Analyze: To methodically examine the desirability or feasibility of something, with a view toward letting the evidence determine the appropriate level of commitment.

Aspire: To direct one's ambitions toward achieving something.

Augment: To add to something that is already in place to make it more desirable, functional, or beneficial.

Avoid: To not enable something that will lead to an undesirable outcome.

Best Management Practices (BMPs): Methods or techniques found to be the most effective and practical means in achieving an objective (such as preventing or minimizing pollution) while making the optimum use of resources.

Buffer / buffer zone: An area of land, structure, feature, or design treatment separating two uses that acts to soften or mitigate the effects of one use on the other.

Building Density and Intensity: Building density and intensity includes both residential density, expressed as units per acre, and non-residential intensity, expressed as floor area ratio, which is the amount of building square feet in relation to the size of the lot.

Buildout: Build-out is an urban planners estimate of the amount and location of potential development for an area. Buildout for The Ontario Plan can be found in Exhibit LU-03.

Built Environment: Human-made buildings and structures, as opposed to natural features.

Carbon Footprint: A carbon footprint is a measure of the impact human activities have on the environment in terms of the amount of greenhouse gases produced.

Carbon Sequestration: The removal and storage of carbon from the atmosphere in carbon sinks (such as oceans, forests, or soils) through physical or biological processes, such as photosynthesis.

Community Development Block Grant (CDBG): A grant program administered by the U.S. Department of Housing and Urban Development (HUD) that provides federal grants directly to larger urban cities and counties for activities that benefit low- and moderate-income individuals, eliminate blight, or address a serious and immediate threat to public health and welfare. States distribute CDBG funds to smaller cities and towns. Grant amounts are determined by a formula based upon need.

California Environmental Quality Act (CEQA): A state law requiring state and local agencies to assess the environmental impacts of public or private projects they undertake or permit. Agencies must mitigate adverse impacts of the project to the extent feasible. If a proposed activity has the potential for significant adverse environmental impacts, an Environmental Impact Report (EIR) must be prepared and certified as legally adequate by the public agency before taking action on the proposed project.

Class I Trail: Known as a Shared-use Path, is a completely separated facility for the exclusive use of bicycles and pedestrians with crossflow by motor vehicles minimized.

Class II Trail: Known as a Bike lane and a Buffered Bike lane, is a portion of the roadway that is designated by striping, signaling, and/or pavement markings for the exclusive use of bicyclists established along streets and corridors where there is significant demand and distinct needs. Bike lanes can be paired with a designated buffer space composed of painted striped and pavement markings adjacent bike lane, known as a Buffered Bike Lane.

Class III Trail: Known as a Bike Boulevard, is a special type of bike route where a street is designed to accommodate bicyclists with a wide variety of skill levels.

Class IV: Known as a Separated Bikeway and Raised Separated Bikeway, also known as a cycle track or protected bike lane, is a one- or two-way bike way for the exclusive use of bicycles that includes a physical, vertical barrier between bicyclists and motor vehicle traffic within the roadway. They can be designed to be either at the same grade as the adjacent sidewalk or set as an intermediate level mountable curb between the roadway and sidewalk, known as a Raised Separated Bikeway.

"Clean" Industry: "Clean" industries include industrial type uses whose operations produce lower quantities of hazardous substances and air emissions than traditional industrial uses. Operations of such facilities should have minor adverse effects on neighboring land uses and are therefore more compatible in proximity to sensitive uses, like residential development, schools, and childcare facilities than traditional industry. Examples of "clean" industry include incubator space for small start-up and creative businesses, clean/green technology, biomedical device manufacturing, digital arts, furniture and apparel design, etc.

Collaborate: To intentionally, willingly work together toward a common objective or goal.

Compatible: In relation to use, the ability for two or more uses to coexist without conflict, with minimal conflict that can be mitigated, or in a beneficial manner. When used in relation to a structure, indicates that the structure is built so that its appearance is similar to that of the principal unit to which the structure is accessory or to the general character of the neighborhood or community with regards to color, materials, construction, lighting, signs, or the emission of sounds, noises and vibrations. See also *incompatible*.

Complete streets network: A system of on- and off-street facilities (e.g., sidewalks, bike lanes, and trails), that enable all users of all ages and abilities to navigate within or through a community area, with an emphasis on mobility focus areas. The system can consist of one or more facility type based on the intended users and access requirements. Individual facilities may overlap or not, serve all or just some users, and be contiguous or disconnected. Complete streets facilities and improvements are subject to physical constraints presented by the local context and financial feasibility limitations.

Comply with: To follow specified existing ordinances, regulations, or procedures.

Complement / complementary: Combining or coexisting (e.g., two buildings or land uses) in such a way as to enhance or emphasize the qualities of each other.

Comprehensive Housing Affordability Strategy (CHAS): A plan prepared by state or local agencies as a prerequisite for receiving assistance under certain U.S. Department of Housing and Urban Development (HUD) programs.

Concurrent: Services, facilities, activities, or other things that are provided or are occurring at the same time as something else.

Consider: To remain open to and evaluate a range of possible actions or outcomes as part of a decision.

Consistent: To be or act in harmony or aligned with something; see also inconsistent.

Consolidate: To bring together aspects, features, or components of a system or locale that can serve better in a consolidated form, compared to existing or provided separately.

Construct: To build something: buildings, roads, channels, etc. Context. Local or regional environmental, social, and economic conditions.

Continue: To maintain and/or resume an action.

Cooperate: To work in a positive effort with another entity toward a mutually beneficial end. Such work may take the form of direct action, passive support, or even inaction.

Coordinate: To work in a positive effort with another entity in the process of conducting individual actions or initiatives that relate to each other and that can benefit from concurrent or cooperative activity.

Council of Governments (COG): A single or multi-county entity created by a joint power agreement. COGs are responsible for determining the share of the regional need for housing for each of the counties and cities within the COG's region. In most cases, the COG also serves as the Regional Transportation Planning Agency (RTPA) responsible for preparing regional transportation plans and expenditure programs.

Community Noise Equivalent Level (CNEL): A 24-hour energy equivalent level derived from a variety of single-noise events, with weighting factors of 5 and 10 dBA applied to the evening (7 p.m. to 10 p.m.) and nighttime (10 p.m. to 7 a.m.) periods to allow for greater sensitivity to noise during these hours.

Connect SoCal: The Connect SoCal plan (also known as the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy or RTP/SCS) represents the vision for Southern California's future, including policies, strategies, and projects for advancing the region's mobility, economy, and sustainability through 2045. The plan details how the region will address its transportation and land use challenges and opportunities in order to achieve its regional emissions standards and greenhouse gas (GHG) reduction targets.

The components of Connect SoCal are required by federal and state legislation and is an important planning document for the region, allowing project sponsors to qualify for federal funding. SCAG is required to update this long-range planning document every four years.

Complete Community: A diversity of housing choices and educational opportunities; jobs for a variety of skills and education; recreation and culture; a full-range of shopping, entertainment and services; and the opportunity to improve individual quality of life.

Crime Prevention Through Environmental Design (CPTED): Crime Prevention through Environmental Design (CPTED) is the proper design and effective use of the built environment which may lead to a reduction in the fear and incidence of crime, and an improvement of the quality of life." – National Crime Prevention Institute.

Critical Facilities: Facilities housing or serving many people, and are necessary in the event of an earthquake or flood, such as hospitals, fire, police, and emergency service facilities, utility lifeline facilities, such as water, electricity, and gas supply. Critical Facilities within Ontario are mapped in the Safety Element.

D-I

Dedicate: To offer or set aside for a specific program, action, or use; when in the context of land dedication, the land is generally set aside for public ownership, use, and/or operation or maintenance.

Department of Housing and Community Development (HCD): A state agency that administers state housing programs. HCD also administers the federal HOME and CDBG programs on behalf of jurisdictions that are not directly assisted by HUD.

Department of Housing and Urban Development (HUD): A federal, cabinet level department responsible for overseeing, implementing, and administering U.S. government housing and urban development programs.

Design: To conceive in advance the size, shape, qualities, appearance, open space, and other attributes of a proposed development, building and related improvements, generally rendered in graphic forms that communicate the anticipated outcome.

Determine: To calculate in advance the nature or outcome of an anticipated action, situation, or proposal.

Discourage: To openly deter (or attempt to deter) an individual, group, or organization from doing something.

Discretionary: An action taken by a governmental agency that calls for the exercise of judgment in deciding whether to approve and/or how to carry out a project.

Emergency Communication & Dispatch Center: The Dispatch center provides daily dispatch services for the Fire & Police Departments and contract fire agencies. The dispatch Center is also a designated facility as part of California's Fire Rescue Mutual Aid System.

Encourage: To promote, support, or champion a concept or action; such support may be in terms of political support and coordination, staff resources, and/or financial resources.

Endangered Species: A native California bird, mammal, fish, amphibian, reptile, or plant (species, subspecies, or variety) is endangered when it is in serious danger of becoming extinct throughout all, or a significant portion of its range due to one or more causes, including loss of habitat, change of habitat, over-exploitation, predation, competition or disease (Section 2062, Fish and Game Code).

Enhance: To improve existing conditions in quality, value, or characteristic.

Equitable: A condition or treatment that is fair and impartial.

Establish: To bring something into being that does not currently exist.

Explore: To search for or examine the nature of a possibility before a commitment is made. See also *analyze*.

Expand: To increase in detail, extent, number, volume, or scope.

Environmental Justice Areas: Disadvantaged communities that face the highest risk of exposure to pollution and are also burdened by socioeconomic and health issue. Determined using the latest version of CalEnviroScreen, a screening tool developed by the California Office of Environmental Health Hazard Assessment (OEHHA) used to help identify communities disproportionately burdened by multiple sources of pollution and with population characteristics that make them more sensitive to pollution.

Environmental Infrastructure: The basic facilities, services, and installations needed for the functioning of key systems such as the sewerage network, drainage systems as well as improvements made to water courses and habitats.

Feasible: Capable of being done, executed, or managed successfully taking into consideration social, physical, environmental, and/or economic factors.

Facilitate: To make an action or process easier or to help bring about.

Fair share: An allocation of resources, costs, or fees considered equitable and proportional to the needs, impacts, or activity of an existing or proposed project.

Feasible, technically: Capable of being implemented because the industrial, mechanical, or application technology exists.

Feature: A noticeable or important characteristic, attribute, or aspect of something.

Finding(s): The result(s) of an investigation and the basis upon which decisions are made. Findings are used by government agents and bodies to justify action taken or a decision made by the entity.

Fire Conflagration: An uncontrolled burning that threatens human life, health, property, or ecology that may produce a firestorm, in which the central column of rising heated air induces strong inward winds, which supply oxygen to the fire.

Flash Flood: A flash flood is a rapid flooding of geomorphic low-lying areas – washes, rivers, and streams. It is caused by heavy rain associated with a thunderstorm, hurricane, or tropical storm. Flash floods can also occur after the collapse of an ice dam, or a human structure.

Flood Insurance Rate Map (FIRM): For each community, the official map on which the Federal Insurance Administration has delineated areas of special flood hazard and the risk premium zones applicable to that community.

Floodplain: The area, adjacent to a watercourse or other body of water, subject to recurring floods. Floodplains may change over time as a result of natural processes, the characteristics of a

watershed, or the construction of bridges or channels. Floodplain can also serve as a reference to areas subject to flooding and mapped under FEMA's NFIP.

Floor Area Ratio (FAR): The gross floor area permitted on a site divided by the total net area of the site, expressed in decimals to one or two places.

Food insecurity: The state of being without reliable access to sufficient quantity of affordable, nutritious food.

Fund: To make money available for a prescribed purpose; may be a one-time, periodic, or ongoing commitment.

Global Gateway: Ontario is increasingly identified for the competitive advantages it provides to businesses that want to succeed in the global marketplace and for its growing importance to the state, national and international economies. Ontario's distinction as a Global Gateway is due to its strategic Southern California location at the center of a rapidly developing freight movement system that includes LA-Ontario International Airport (ONT), two railroads, four major freeways and an expanding network of freight forwarders. ONT is one of the fastest growing and ambitious cargo airports outside the booming Asia-Pacific market and home to United Parcel Services Western Regional Hub providing daily direct flights to China. The Ontario Foreign Trade Zone is also significant to businesses involved in international trade. This envied transportation network links Ontario-based companies to the Ports of Los Angeles and Long Beach as well as western, national, and international markets.

Global Warming: An increase in the earth's atmospheric and oceanic temperatures widely predicted to occur due to an increase in the greenhouse effect resulting especially from pollution.

Goal: A statement of desired future conditions regarding a particular topic; a goal paints a picture of how something will be in the future. A goal in and of itself is not sufficient to understand its intent, extent, or context. A goal itself is kept simple, with policies, objectives, and implementation actions providing further definition.

Greenhouse Gases (GHG): A Greenhouse gas is one that contributes to the warming of the Earth's atmosphere by reflecting radiation from the Earth's surface. (e.g., carbon dioxide, ozone, or water vapor).

Green Infrastructure: Green infrastructure is strategically planned and managed networks of natural lands, working landscapes and other open spaces that conserve ecosystem values and functions and provide associated benefits to human populations.

Harden: The use of site design and materials to make a building or site able to withstand the onset or severity of damage from an event such as a fire, earthquake, flood, or other similar event

Hazard Mitigation Plan: The Local Hazard Mitigation Plan is a comprehensive resource document that serves many purposes, including enhancing public awareness and understanding, creating a decision tool for management, promoting compliance with State and Federal program requirements, enhancing local policies for hazard mitigation capability, and providing inter-jurisdictional coordination. The Federal Disaster Mitigation Act of 2000 requires all local

governments to create such a disaster plan in order to qualify for funding in the future. The City's Hazard Mitigation Plan is incorporated by reference into the Policy Plan.

Hazardous Material: Any substance that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. The term includes, but is not limited to, hazardous substances and hazardous wastes.

HOME (HOME Investment Partnership Program): A federal housing program that provides formula grants to states and localities. Communities use the grants (often in partnership with local nonprofit groups) to fund a wide range of activities. These include building, buying, or rehabilitating affordable housing for renters and homeowners, and providing direct rental.

Impact: Generally, the result of an action or inaction; when the term is used in the context of an environmental analysis under the California Environmental Quality Act (CEQA), the term "impact" refers to how a proposed project may directly or indirectly effect specific environmental, infrastructure, and public service factors; a negative impact damages those environmental factors or increases burdens on selected facilities and services).

Impervious Surface: A surface through which water cannot penetrate, such as a roof, road, sidewalk, or paved parking lot. The amount of impervious surface increases with development and establishes the need for drainage facilities to carry the increased runoff.

Identify: To determine characteristics or facts without any predetermination regarding future commitments; gather information only.

Include: To make a part of a consideration or issue under public scrutiny.

Incompatible: To be so opposed in character as to be incapable of existing together without causing conflicts or harm upon one or all parts; conflicting; see also *compatible*.

Incorporate: The same as *include*.

Inconsistent: Varying to the point of conflict or contradiction; see also *consistent*.

Innovative: Methods or approaches that are new and original, often (but not always) more advanced.

Install: To put in place at a specified time or place or in a particular sequence.

Integrate: To blend new and existing projects or activities together in a compatible fashion.

Investigate: To examine the accuracy of information provided in support of a proposed project, process, or program.

J-Q

Jobs-Housing Balance: The jobs/housing ratio divides the number of jobs in an area by the number of households. A ratio greater than 1.0 indicates a net in-commute (job-rich community); less than 1.0 indicates a net out-commute (housing-rich community).

ONT: Ontario International Airport.

[no terms that begin with the letter "K"]

Land Use Designation Boundary: Where a boundary line is indicated as following a street or alley, the boundary line shall be construed as following the centerline of the right-of way. Where a street or alley is officially vacated or abandoned, the area within vacated street or alley on each side of the centerline shall be classified in the same land use designation as the adjoining property.

Level of Service (Traffic): A scale that measures the amount of traffic that a roadway or intersection can accommodate, based on such factors as maneuverability, driver dissatisfaction, and delay.

Limit: To confine a project or activity within prescribed specifications or performance criteria.

Link: To connect a project, area, function, or activity to another feature or features that would be mutually beneficial and reinforce desired functions.

Locate: To place an improvement, function, or use in a particular locale, on property with certain characteristics, or in proximity to specified features to bring about benefits and/or efficiency.

Maintain: To keep a system, facility, area, or activity in continuously sound condition, as defined by approved standards.

May: To offer the possibility but not the probability or promise of a certain commitment of resources or support; associated with action or activity that is often desirable and allowed, but implementation of such action or activity is often conditional.

Minimize: To reduce something to the smallest amount or degree feasible.

Monitor: To track the performance of a particular physical condition, activity accomplishment or aspect of change, with a view toward using the results to inform City determination of its appropriate commitments.

Multipurpose Trail: Also called a Shared-use Path (per the ATMP), is an off-street trail that accommodates pedestrian and bicycle travel. These trails typically double as Class I bikeways.

National Flood Insurance Program: A federal program that authorizes the sale of federally subsidized flood insurance in communities where such flood insurance is not available privately. The areas of high risk are mapped by the Federal Emergency Management Agency (FEMA) and are known as Flood Insurance Rate Maps (FIRMs).

Natural Ecosystem: Natural ecosystem is a natural unit consisting of all plants, animals, and microorganisms in an area functioning together with all the non-living physical of the environment. That or, a place where plants and animals are dependent upon one another—and their particular surroundings—for survival.

Never: Something (e.g., action or land use) will not take place or occur under any circumstance.

Noise-Sensitive Uses: Land uses where quiet environments are necessary for enjoyment and public health and safety. Residences, schools, motels and hotels, libraries, religious institutions, hospitals, and nursing homes are examples. Such uses are also considered vibration-sensitive uses.

Notify: To advise a specified party or parties regarding an event or change for which there is an obligation to inform or need to know.

Ontario Ranch: An area that spans over 8,000 acres and 13 square miles, offering master-planned neighborhoods, commercial centers, and recreation spaces. A visionary model for California Growth, Ontario Ranch is the first gigabit community in Southern California and will feature ultra-high bandwidth home-data services, plus an expansive park and trail system, new schools, and independent sources of water. (Generally, the area south of Riverside Drive)

Parkland: Land used for public recreational and open space purposes. Such spaces and facilities can be public or private.

Particulate Matter: "Particulate matter," also known as particle pollution or PM, is a complex mixture of extremely small particles and liquid droplets. Particle pollution is made up of a number of components, including acids (such as nitrates and sulfates), organic chemicals, metals, and soil or dust particles.

Partner: To join with another entity in conducting an activity or building a facility that would be mutually beneficial and add value more efficiently than if pursued independently; does not necessarily require financial commitments. See also *cooperate*.

Periodically: The action will take place or apply to future decisions at specified intervals or times.

Places: Functional and appealing places where people want to live, work, and visit.

Place Types: Distributed throughout Ontario and are generally centered around areas designed as mixed use. They include a range of scales that are intended to fulfill different roles within city. Such areas are envisioned as walkable and transit-friendly environments with a safe, comfortable, and inviting public realm that encourages people to spend time, whether living, working, or visiting.

Policy: A statement that guides decision-making and specifies public commitment. A policy defines and directs how the City intends to achieve goals.

Potable Water: Water of sufficient quality to serve as drinking water, whether it is used for drinking or not.

Premier Community: A community with a distinct identity or character such as historic development, viable neighborhoods, design, and image.

Preserve: To maintain something in its original or existing state (verb). An area dedicated to the protection and conservation of biological resources and/or landscapes (noun).

Prevent: To keep a particular use, condition, activity, or circumstance from occurring; it does not imply complete (100 percent) avoidance or elimination.

Prioritize: To intentionally direct discretionary investments or actions to one area ahead of other areas. The act of prioritizing is an ad-hoc process that considers a variety of relevant factors. State and federal law and agency requirements, court orders, and City/county-declared emergencies take precedent over the prioritization direction in the Policy Plan.

Principle: An assumption, fundamental rule, or doctrine that guides Policy Plan policies, proposals, standards, and implementation measures.

Prohibit: To absolutely disallow something from happening or being built.

Promote: To actively stimulate the likelihood and desirability of something happening; does not require investing public resources in its direct development.

Protect: To shield from damage to people or property.

Provide: To make something available, typically to a community, organization, or business; it does not imply that the thing is being made available at no cost.

Public (noun): Residents, businesses, visitors, and travelers.

Public realm: Framework for an urban, mixed use, or transit-oriented area that is vibrant, active, and intense urban environment.

Pursue: To strive to obtain or to seek to accomplish something, often through direct actions, partnerships, or indirect assistance. See also *support*.

[no terms that begin with the letter "Q"]

R-Z

Rare Species: A native California plant (species, subspecies, or variety) is rare when, although not presently threatened with extinction, it is in such small numbers throughout its range that it may become endangered if its present environment worsens (Section1901, Fish and Game Code). Since 1985, this designation applies to plants only.

Recycled Water: Former wastewater (sewage) that has been treated to remove solids and certain impurities, and then allowed to recharge the aquifer or used for non-potable purposes rather than being discharged to surface water.

Reflect: To embody or represent (something) in a faithful or appropriate way.

Renewable Energy: Energy that is virtually inexhaustible in duration but limited in the amount of energy that is available per unit of time. Renewable energy includes biomass, hydropower, geothermal, solar, wind, ocean thermal, wave action, and tidal action.

Report: To provide public information on a subject or condition.

Require: To absolutely impose an obligation or standard.

Resilience / Resiliency: The capacity of any entity to prepare for disruptions, to recover from shocks and stresses, and to adapt and grow from a disruptive experience. Adaptation actions contribute to increasing resilience.

Respect: To give due regard for something or to hold something in high regard.

SBCTA / SBCOG: San Bernardino County Transportation Authority / San Bernardino Council of Governments.

SCAG: Southern California Association of Governments.

Sensitive Land Uses: Uses that by their nature and characteristics can be significantly impacted by the noise, odor, vibration, air quality and inherent hazards associated with other uses near it. Sensitive uses include, but are not limited: single and multiple family residences, schools, churches, hospitals, day care facilities and nursing homes.

Sensitive Species: "Sensitive" refers to naturally-reproducing fish and wildlife species, subspecies, or populations that are facing one or more threats to their populations and/or habitats.

Shall: Will always be carried out or required; no exceptions.

Should: Will be carried out or required most of the time, unless a very good reason is identified why an exception is acceptable.

Solar Access: The provision of direct sunlight to an area specified for solar energy collection when the suns azimuth is within 45 degrees of true south.

Solid Waste: Any unwanted or discarded material that is not a liquid or gas. Includes organic wastes, paper products, metals, glass, plastics, cloth, brick, rock, soil, leather, rubber, yard wastes, and wood, but does not include sewage and hazardous materials. Organic wastes and paper products comprise about 75 percent of typical urban solid waste.

Sometimes: Will apply to future decisions under specified conditions or circumstances.

Specify: To establish distinct requirements.

Strive: To make great efforts or devote serious effort to achieve or obtain something.

Support: To provide assistance or promotion; see *encourage*.

Sustainability: A process in which the exploitation of resources, the direction of investments, the orientation of technological development, and institutional change are all in harmony and enhance both current and future potential to meet human needs and aspiration; sustainability integrates the political, social, economic, and environmental. A more common and concise definition of sustainability is a system that "meets the needs of the present without compromising the ability of future generations to meet their own needs".

Sustainable development: Development that maintains or enhances equity, economic opportunity, and community well-being while protecting and restoring the natural environment upon which people and economies depend. Sustainable development meets the needs of the present without compromising the ability of future generations to meet their own needs.

Trucking-intensive Business or Use: In the context of defining a trucking-intensive business, a truck is a vehicle identified by the Federal Highway Administration vehicle as Class 4 or higher, with the exception of dually trucks and recreational vehicles. A trucking-intensive business is a permitted use that includes the frequent use of trucks as part of its primary activities including, logistics facilities, warehousing, fulfillment centers, distribution centers, truck yards, hazardous materials or waste facilities, container storage, and container parking.

Urban Run-off: Surface runoff of rainwater over impervious surfaces. During rainstorms and other precipitation events (including run-off from overwatering landscape areas), these surfaces (built from materials such as asphalt, cement, and concrete), along with rooftops, carry polluted stormwater to storm drains, instead of allowing the water to percolate through soil. This causes lowering of the water table (because groundwater recharge is lessened) and flooding since the amount of water that remains on the surface is greater.

Vibration-Sensitive Uses: Land uses where quiet environments are necessary for enjoyment and public health and safety. Residences, schools, motels and hotels, libraries, religious institutions, hospitals, and nursing homes are examples. Such uses are also considered noise-sensitive uses.

Vehicle Miles Traveled (VMT): The total amount of driving over a given area. In 2013, the State of California passed Senate Bill 743, which mandates that jurisdictions can no longer use automobile delay – commonly measured by Level of Service – in transportation analysis under the California Environmental Quality Act. The State issued guidelines that direct jurisdictions to use of a broader measure called VMT, with the intent to reduce overall VMT and per capita VMT.

Vulnerability Assessment: An analysis of the vulnerability of various City asset types and people to climate change hazards. A vulnerability assessment is required by state law as part of a jurisdiction's Safety Element and is used to generate policies and actions that will lead to greater safety, climate adaptation, and resiliency. The City's Vulnerability Assessment is incorporated by reference into its Safety Element.

Vulnerable Population or Community: Populations or communities that experience heightened risk and increased sensitivity to natural disasters, emergencies, or severe weather events or conditions; and have less capacity and fewer resources to cope with, adapt to, or recover from such events or conditions.

Waste Diversion: The act of preventing garbage from being disposed of in landfills or incinerators by reducing the amount of materials that you use or buy, reusing products, recycling or composting.

Wastewater: Spent or used water with dissolved or suspended solids, discharged from homes, commercial establishments, farms, and industries.

Williamson Act: Known formally as the California Land Conservation Act of 1965, it was designed as an incentive to retain prime agricultural land and open-space in agricultural use, thereby slowing its conversion to urban and suburban development. The program entails a ten-year contract between a jurisdiction and an owner of land whereby the land is taxed on the basis of its agricultural use rather than its market value. The land becomes subject to certain enforceable restrictions, and certain conditions need to be met prior to approval of an agreement. Contracts may be exited at the option of the landowner or local government by initiating the process of term nonrenewal. Other circumstances and processes may also apply.

[no terms that begin with the letter "X"]

[no terms that begin with the letter "Y"]

Zoning: The division of a jurisdiction by legislative regulations into areas (aka land use zoning districts), which specify allowable uses for real property and size restrictions for buildings within these areas; a program that implements policies and the land use categories of the Policy Plan.

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VULNERABILITY ASSESSMENT REPORT FOR THE ONTARIO PLAN 2050 UPDATE

City of Ontario

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INTRODUCTION

The City of Ontario (City) prepared a Climate Change Vulnerability Assessment in conformance with State of California requirements to assess climate change vulnerability and address climate change adaptation and resilience as part of The Ontario Plan 2050 Update (TOP 2050). California Government Code Section 65302(g) requires communities to address climate adaptation and resilience in their general plans. The goal of this requirement is to enable the community to prepare for, respond to, withstand, and recover from disruptions created or caused by climate change. The vulnerability assessment acts as a foundation for integrating adaptation and resilience policies into the Safety Element and The Ontario Plan by identifying a set of priority vulnerabilities in the City of Ontario. This report presents the results of the City's Climate Change Vulnerability Assessment and includes an overview of the regulatory framework and method for preparing a vulnerability assessment and incorporating adaptation and resilience into TOP 2050, a summary of the climate change hazards affecting the resilience of Ontario, and characterizes specific populations and assets included in the assessment

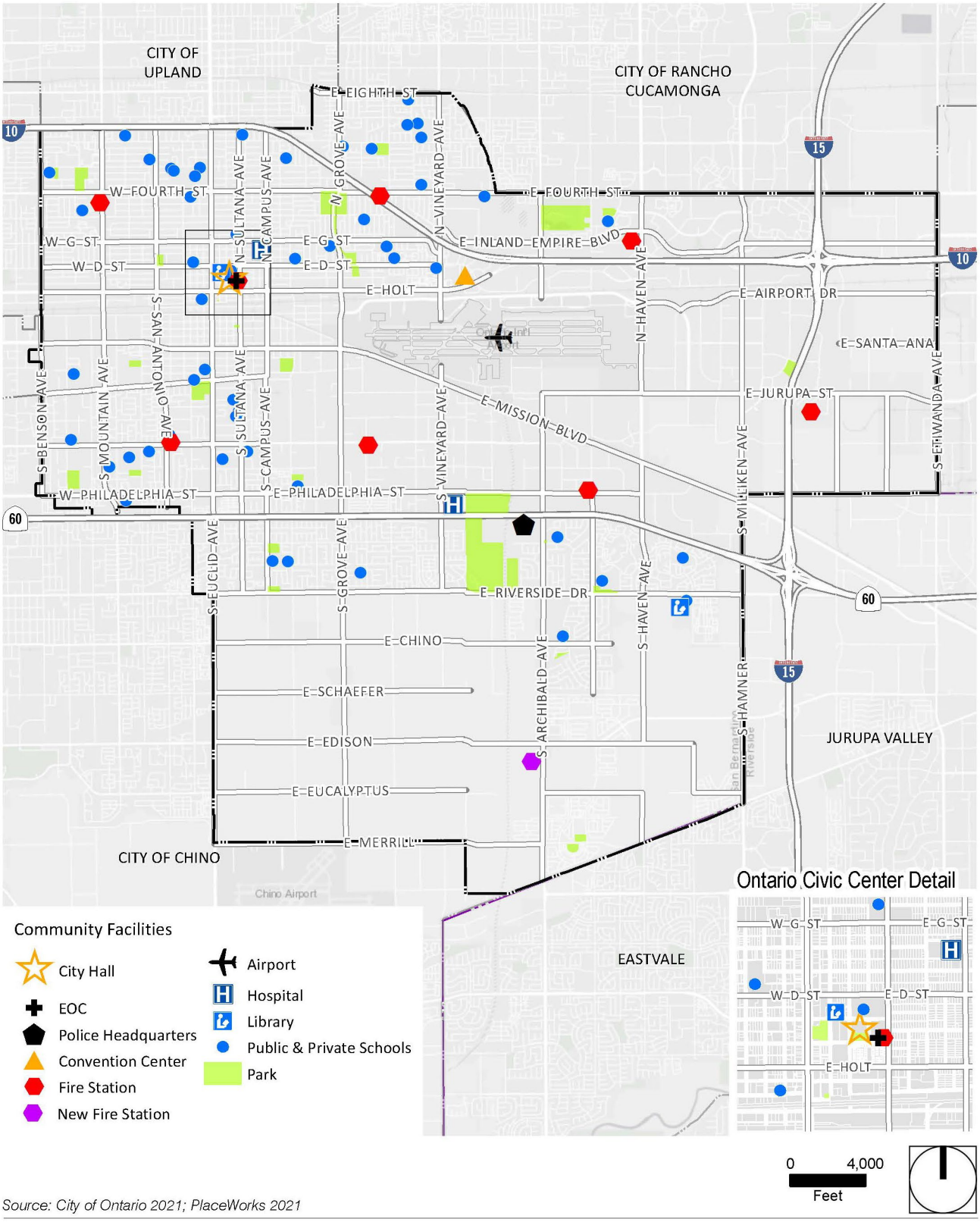
Community Profile

The City of Ontario is in the valley portion of San Bernardino County, surrounded by the cities of Rancho Cucamonga and Upland to the north, the cities of Fontana and Jurupa Valley to the east, the City of Eastvale to the south, and City of Chino to the west. The Los Angeles National Forest in the San Gabriel Mountains rise nearly 10,064 feet above sea level, and the city sits just south of this mountain range at 1,004 feet above sea level. According to American Community Survey 2019, 5-year estimates, Ontario is home to approximately 176,760 residents, over 37 percent of which are 24 years old or younger and 31 percent of which are between 25 and 44 years old.

The City of Ontario covers approximately 50 square miles, as shown in Figure 1, which was originally home to the Tongva (Gabrielino) and Kizh (Gabrielino) tribal nations. The city is developed with residential, commercial, office, public facility, industrial, and agricultural land uses. Residential, commercial, public facility, and office land uses are distributed throughout the city. Industrial land uses are concentrated in the central portion of the city, surrounding the Ontario International Airport, as well as in the eastern and southern portions of the city. Agricultural land uses comprise most of the land use in the southern portion of Ontario; however, this use will likely transition to residential, mixed-use, and commercial land uses by 2050. Major economic sectors include education services, Ontario International Airport, retail centers, and warehouses and logistics centers.

The city has a Mediterranean climate, with hot summers and mild winters with rain. On average, annual high temperatures in Ontario range from 65 degrees Fahrenheit (^{o}F) in January to 94 in August. Low temperatures range from 43 ^{o}F in December to 65°F in August. The city receives an average of approximately 15.04 inches of precipitation per year, with all precipitation falling as rain. Most precipitation falls during the winter months with rare occurrences of summer storms. The Southern California inland valley climate was historically famous for growing citrus because of the hot summers and winters without frost. The Santa Ana winds flow through this area of San Bernardino County from October to April, with the strongest Santa Anas occurring in December and January.

Figure 1. Community Overview Map



Source: City of Ontario 2021; PlaceWorks 2021

Ontario's primary transportation access is from Interstate (I-) 10, I-15, State Route (SR-) 60, and SR-83. I-10 runs west through San Bernardino County to downtown Los Angeles and east through the southern United States to the east coast. I-15 runs south through San Bernardino County to downtown San Diego and north through the western United States to Canada. SR-60 runs east to west, and SR-83 runs north to south through Ontario, connecting the valley region of San Bernardino County to the mountains to the north and San Gabriel Valley to the east. Other major roadways include Mission Boulevard, 4th Street, Airport Drive, Haven Avenue, and Miliken Avenue. Ontario International Airport is in the north-central portion of the city. Omnitrans operates six public bus routes, including one express route, through Ontario, which residents can use to travel to key destinations in Ontario and other areas of San Bernardino County. Metrolink, via the Union Pacific Railroad, provides long-distance train service via Ontario to Los Angeles, which connects with other train services to major cities such as Seattle, Chicago, and New Orleans. The City also maintains bike routes along Riverside Drive, Deer Creek Loop, Lytle Creek Loop, and Inland Empire Boulevard.

Regulatory Framework

In 2015, the State adopted Senate Bill (SB) 379, amending Section 65302(g) of the California Government Code to require cities and counties to update the Safety Element of their general plan to include more information about wildfire hazards, flooding risks, and other short-term and long-term threats posed by climate change. SB 379 is the foundation for adaptation and resiliency in general plan safety elements, as it requires local governments to conduct vulnerability assessments as part of their long-range public safety planning efforts and to prepare adaptation and resilience goals, policies, and implementation measures that respond to the findings of the vulnerability assessment and protect against harm caused by climate change.

Other important updates to Section 65302(g) of the California Government Code related to Safety Elements include SB 1035, SB 99, and Assembly Bill (AB) 747/1409. SB 1035, which established Section 65302(g)(6) of the California Government Code, builds on previous legislation and requires local governments to review and update as needed their Safety Element during an update to their Housing Element or Local Hazard Mitigation Plan (LHMP) (or no less than every eight years). Any revisions should include updated information related to flood hazards, fire hazards, and climate adaptation and resilience. SB 99 established Section 65302(g)(5) of the California Government Code and requires jurisdictions to review and update the Safety Element to include information identifying residential developments in hazard areas that do not have at least two emergency evacuation routes. AB 747 added Section 65302.15 to the California Government Code (amended by AB 1409), which became effective in January 2022, requires local governments to identify the capacity, safety, and viability of evacuation routes and locations in the Safety Element or LHMP on or before the next update of their LHMP. This Vulnerability Assessment, along with the update to the Safety Element of TOP 2050, supports the City of Ontario to meet these requirements.

The State of California prepared a guidance document, the *California Adaptation Planning Guide*, to assist communities in addressing climate adaptation and resilience, and complying with Section 65302(g) of the California Government Code. This guide presents a step-by-step process for gathering the best-available climate change science, completing a climate change vulnerability assessment, creating adaptation strategies, and integrating those strategies into general plans and other policy documents. The City's

vulnerability assessment is consistent with the guidance and recommended methods provided in the *California Adaptation Planning Guide* and the *Resilient IE*.

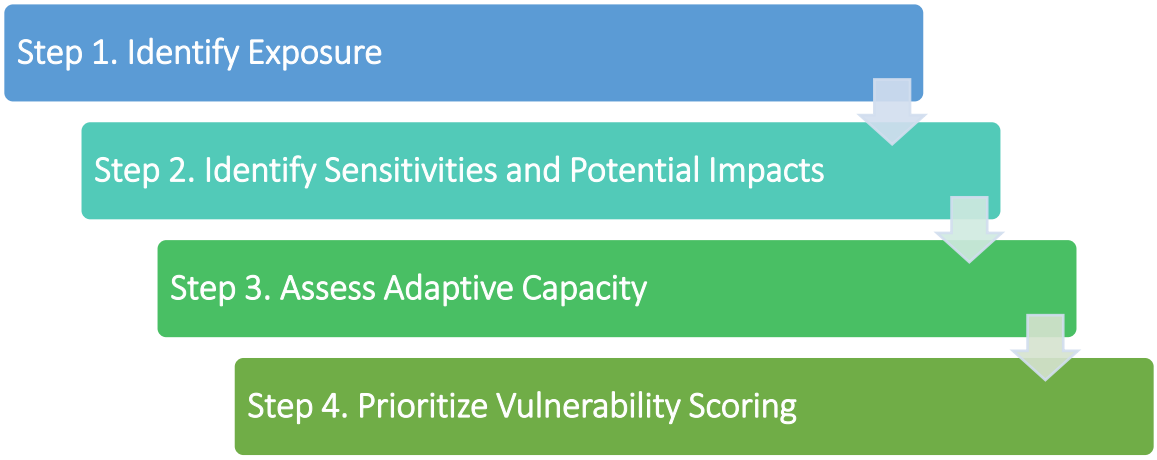
Climate Science Overview

Climate change is a long-term change in the average meteorological conditions in an area. Currently, the global climate is changing due to an increase in greenhouse gas (GHG) emissions that trap heat near the Earth's surface. While some levels of these gases are necessary to maintain a comfortable temperature on Earth, an increased concentration of these gases due to human activity traps additional heat, changing Earth's climate system in several ways. According to the *California Fourth Climate Change Assessment*, these effects cause primary climate stressors, which include warmer temperatures and changes in precipitation patterns, which can cause and exacerbate secondary climate stressors. These secondary climate stressors, also known as climate change hazards, can include flooding, severe weather, poor air quality, and drought conditions, among others. According to the *California Adaptation Planning Guide*, these hazards have the potential to cause fatalities, injuries, property and infrastructure damage, interruption of business, and other types of harm or loss. This Vulnerability Assessment Report presents the local and regional impacts created by climate change hazards and the ability of Ontario's populations and community to resist these hazards, to assess which aspects of the community are most vulnerable to climate change.

VULNERABILITY ASSESSMENT METHOD

The Vulnerability Assessment analyzes how a changing climate may harm the City of Ontario, and which aspects of the community – including people, buildings and infrastructure, services, and economic drivers – are most vulnerable to its effects. The vulnerability assessment primarily follows the recommended process published in the *California Adaptation Planning Guide* in 2020 by the California Governor's Office of Emergency Services. This includes a four-step process: (1) characterizing the community's exposure to current and projected climate hazards; (2) identifying potential sensitivities and potential impacts to community populations and assets; (3) evaluating the current ability of the populations and assets to cope with climate impacts, also referred to as its adaptive capacity; and (4) identifying priority vulnerabilities based on systematic scoring. Figure 2 shows these steps.

Figure 2. California Adaptation Planning Guide Recommended Method



Step 1: Identify Exposure

The goal of this step is to characterize the community's exposure to current and projected climate change hazards. Many projections of climate change hazards rely on multiple scenarios that reflect different levels of how global GHG emissions and atmospheric GHG concentrations may change over time. The Intergovernmental Panel on Climate Change (IPCC), an organization that represents the global scientific consensus about climate change, has identified four climate scenarios, also called Representative Concentration Pathways (RCPs), that can be used to project future conditions. RCPs are labeled with different numbers (e.g., RCP 2.6, RCP 6) that refer to the increase in the amount of energy that reaches each square meter of Earth's surface under that scenario. The four RCPs are:

- RCP 2.6: Under this scenario, global GHG emissions peak around 2020 and then decline quickly.
- RCP 4.5: Under this scenario, global GHG emissions peak around 2040 and then decline.
- RCP 6: Global emissions continue to rise until the middle of the century.
- RCP 8.5: Global emissions continue to increase at least until the end of the century.

> **Exposure:** The presence of people, infrastructure, natural systems, and economic, cultural, and social resources in areas that are subject to harm.
>
> *Source: California Adaptation Planning Guide*

The Cal-Adapt database, which provides California-specific climate change hazard projections, uses RCP 4.5 for a low emissions scenario and RCP 8.5 for a high emissions scenario. The Governor's Office of Planning and Research *Planning and Investing for a Resilient California* document and the *Adaptation Planning Guide* recommend using RCP 8.5 for analyses considering impacts through 2050, as there are minimal differences between emission scenarios for the first half of the century. This guide also recommends using RCP 8.5 for late-century projections, for a more conservative and risk-adverse approach. The City used the RCP 8.5 GHG emission scenario to input into global climate models on the Cal-Adapt database and other resources.[i]

The first step of this vulnerability assessment was to confirm which climate change hazards are expected to affect Ontario. The City identified eight climate change hazards for this assessment, listed here and discussed in more detail in the Climate Change Hazards section.

1. Agriculture Pests and Diseases
2. Air Quality
3. Drought
4. Extreme Heat and Warm Nights
5. Flooding
6. Human Health Hazards
7. Severe Weather
8. Wildfire and Smoke

The City derived the climate change hazard data from up-to-date information, including the state Cal-Adapt database, the *California Adaptation Planning Guide*, the *California 4th Climate Change Assessment*, the National Weather Service, the Federal Emergency Management Agency (FEMA), the *San Bernardino County Multi-Jurisdictional Hazard Mitigation Plan*, and the *San Bernardino County Vulnerability Assessment* conducted as part of Resilient Inland Empire (IE).

[i] The IPCC recently released "The Physical Science Basis" of the Sixth Assessment Report that updates global climate change projections for the near-term, mid-term, and long-term based on greenhouse gas emission trends from the past decade. It moves away from using RCPs, instead using five different scenarios called "shared socioeconomic pathways", which consider socioeconomic trends underlying each scenario. This Vulnerability Assessment does not use these updated projections because at time of writing they are not available at a local scale. However, the IPCC report does reaffirm the use of projections comparable to RCP 8.5 as the suggested emission scenario to use for Cal-Adapt data.

Step 2. Identify Sensitivities and Potential Impacts

This step included evaluating past and potential future climate change impacts to community populations and assets. The City first identified a list of populations and assets to include in the assessment with the following five categories:

> **Sensitivity:** The level to which a species, natural system, or community, government, etc., would be affected by changing climate conditions.
>
> **Impact:** The effects (especially the negative effects) of a hazard or other conditions associated with climate change.
>
> *Source: California Adaptation Planning Guide*

1. **Populations:** People that experience a heightened risk or increased sensitivity to climate change or have a lower capacity or fewer resources to adapt to or recover from climate impacts.
2. **Infrastructure:** Structures that provide essential services to Ontario community members and visitors.
3. **Buildings:** Homes, nonresidential buildings, and other building types.
4. **Important Economic Assets:** Properties and activities that make significant contributions to the Ontario economy.
5. **Key Community Services:** Important and essential functions to community members provided by government agencies and private companies.

This list included 17 populations, 17 infrastructure types, 9 building types, 7 economic drivers, and 9 key community services. After confirmation of this list, the City looked at which hazards are applicable in Ontario, or likely to affect which populations and assets, because not all hazards affect all populations or assets. For example, human health hazards are likely to impact most populations, but would not physically affect community parks or school buildings.

The outcome of this step was a matrix that identified whether a population or asset is likely to be exposed to a hazard. If a population or asset has the potential to be affected directly or indirectly by a hazard, a "yes" was indicated in the appropriate box. Direct impacts affect buildings and infrastructure, health or populations, or immediate operations of economic drivers or community services, and they can lead to indirect impacts on the broader system or community, including populations or asset types in a different category. For example, severe weather can *directly* damage electrical transmission lines causing power outages, which can *indirectly* impact persons with chronic illnesses who depend on the electricity for life support systems. Therefore, the City marked both electrical transmission lines and persons with chronic illnesses as "yes" for being affected by severe weather and would be evaluated in the assessment.

After the applicability review, the City evaluated potential impacts to the applicable populations and community assets. To identify how great the impacts of each relevant hazard are on the populations and community assets, the City considered a number of different questions that helped ensure the assessment broadly covered a range of potential harm. Examples of these questions include:

- Could the hazards cause injury or damage? Is there a risk of behavioral or mental harm, loss of economic activity, or other nonphysical effects?
- How many people or community assets could be harmed both directly and indirectly?
- How long would the impacts persist?
- Is there a substantial chance of death or widespread destruction?

Based on the results of the impact assessment, the City ranked each sensitivity as low, medium, or high impact for each relevant exposure. Impact is considered a negative quality, and therefore a higher impact score means that there is a higher potential for harm to a population or asset. A lower impact score means that there is a lower potential for harm to a population or asset. Table 1 provides more detail about what each score means.

Table 1. Rubric for Impact Scoring

Impact Score	Meaning (People and Ecosystems)	Meaning (Buildings, Infrastructure, Services, and Economic Drivers)
Low Impact	Community members may not notice any change. If noticed, effect would be minor with only occasional disruptions.	Damage, interruption in service, or impacts on the local economy is small or intermittent enough to mostly go unnoticed. If noticed, effects are only minor.
Medium Impact	There is a marked impact to the community. Quality of life may decline. Impacts may be chronic, and at times substantial.	Damage, service interruptions, and other impacts are clearly evident. Impacts may be chronic and occasionally substantial.
High Impact	The well-being of the community declines significantly. The community's current lifestyle and behavior may no longer be possible. There is a severe risk of widespread injury or death to people, or of significant or total ecosystem loss.	Buildings, infrastructure, and services may be often or always cannot function as intended or needed to meet community demand. Large sections of the economy experience major hardships or are not feasible.

Step 3. Assess Adaptive Capacity

Adaptive capacity is the ability of populations and community assets to prepare for, respond to, and recover from the impacts of climate change. The City evaluated each population and assets for adaptive capacity by considering the following questions:

1. Are there existing programs, policies, or funding to provide assistance?
2. Are there barriers that limit response or recovery? Are these barriers, financial limitations, political challenges, lack of access to technology or other resources, or others?
3. Do alternatives exist in or near Ontario that community members can use?

> **Adaptive Capacity:** The "combination of the strengths, attributes, and resources available to an individual, community, society, or organization that can be used to prepare for and undertake actions to reduce adverse impacts, moderate harm, or exploit beneficial opportunities".
>
> *Source: California Adaptation Planning Guide*

Based on the results of the adaptive capacity assessment, the City ranked each population or asset as low, medium, or high adaptive capacity. Adaptive capacity is considered a positive attribute, so a higher adaptive capacity score will mean that a population or asset may be more adaptable to the hazard. A lower adaptive capacity score means that a population or asset may have a harder time adjusting to the changing conditions. Table 2 provides more detail about what each score means.

Table 2. Rubric for Adaptive Capacity Scoring

Adaptive Capacity Score	Meaning
Low Adaptive Capacity	Adaptive solutions are available, but they are expensive, technologically difficult, and/or politically unpopular. Alternatives may not exist that can provide similar services. Some assets may not have feasible means to adapt.
Medium Adaptive Capacity	Some adaptation methods are available, but not always feasible. Adapting may create significant challenges for some sensitivities. Some alternatives exist within the jurisdiction area that can provide similar services.
High Adaptive Capacity	Adaptation solutions are feasible for most or all sensitivities. There may be occasional or small-scale challenges to implementing adaptation methods, but populations and assets can adapt with little or no effort. Many alternatives exist in the area that can provide similar services.

Step 4. Prioritize Vulnerability Scoring

The City used the impact and adaptive capacity scores for each population and asset for each relevant hazard to determine the vulnerability score. The vulnerability (V) score reflects how susceptible the population or asset is to harm from a particular hazard. Vulnerability is assessed on a scale as low, medium, or high. The Vulnerability Scoring Matrix (**Figure 3**) shows how impact and adaptive capacity scores combine and translate into a vulnerability score. For example, extreme heat would create a high impact on energy delivery because mechanical failures, heat damage, and high demand for electricity from cooling equipment can disrupt this service. Adaptive capacity is low because many community members need to use more electricity on extreme heat days to keep cool, especially since over half of homes were built prior to 1980 and may not be well insulated and retrofitting electrical equipment can be expensive. Therefore, energy delivery services are highly vulnerable to extreme heat.

Vulnerability: The degree to which natural, built, and human systems are susceptible "…to harm from exposure to stresses associated with environmental and social change and from the absence of capacity to adapt".

Source: California Adaptation Planning Guide

Figure 3. Vulnerability Scoring Matrix

		Impact Score		
		Low	Medium	High
Adaptive Capacity Score	Low	Medium	High	High
	Medium	Low	Medium	High
	High	Low	Low	Medium

HAZARDS OF CONCERN

As described in the *California Adaptation Planning Guide*, hazards are events or physical conditions that have the potential to cause fatalities, injuries, property and infrastructure damage, interruption of business, and other types of harm or loss. Some natural hazards, such as earthquakes, do not have a known connection with climate change, but have been included in this report to provide an overview of those hazards for TOP 2050.

Climate Change Hazards

Climate change hazards focus on natural hazards that can change in frequency and intensity due to climate change. The Vulnerability Assessment assesses the climate change hazards that are most relevant to the City of Ontario, as stated previously. This section discusses the climate change hazards based on projections provided by Cal-Adapt, the *California Fourth Climate Change Assessment*, the Resilient IE Toolkit, the *San Bernardino County Multi-Jurisdictional Hazard Mitigation Plan*, FEMA, and scholarly research.

AGRICULTURE PESTS AND DISEASES

According to the *2020 San Bernardino County Crop Report*, agriculture and livestock had total gross production of over $420 billion in 2020, with milk, milk products, and cattle being the largest-grossing crop. Agricultural pests and diseases can affect livestock and crops supporting the livestock in the Ontario Ranch area of the city. This hazard is measured by the number of pests and disease incidents, which are likely to increase as higher temperatures allow insects to reproduce more rapidly. In 2020, the San Bernardino County Agriculture/Weights & Measures inspected 406 samples of incoming plant materials from other states and countries, of which, 44 samples contained pests or diseases and 69 samples were rejected.

These pests and diseases, such as the scales, mealybugs, whitefly, Asian Citrus Psyllid, and European Pine Shoot Moth, can slow the growth of plants and animals, damage them so that their products are less appealing and harder to sell, or even kill them. Though there are treatment options for many agricultural pests and diseases, some have no cure. Many pests and organisms that carry diseases are most active during warmer months, so the threat of infection or infestation is higher during that time of year. Projection trends show temperatures getting warmer earlier in the year and remaining warmer until later in the year due to increases in air temperature, which creates a wider activity window for pests and diseases. However, agriculture production within the City of Ontario is projected to transition to residential, mixed-use, and commercial land uses by 2050.

AIR QUALITY

The dominant sources of air pollution in the City of Ontario are ozone pollution from vehicle exhaust and agricultural soils, fine particulate matter and diesel particulate matter from vehicles and stationary sources, and smoke from wildfires in the region. According to the California Office of Health Hazard Assessment, in 2016, ozone levels in Ontario were higher than 83 percent of census tracts in California and fine particulate matter concentrations were higher that 97 percent of census tracts in California. Higher future temperatures will likely increase the production of ground-level ozone, especially in

Southern California valley cities like Ontario, which are already experiencing high levels of this pollutant. Ground-level ozone is associated with a variety of negative health outcomes, including reduced lung function, pneumonia, asthma, cardiovascular diseases, and premature death. Smoke from wildfires in the region can also increase air pollution levels and create a significant health risk in the region.

DROUGHT

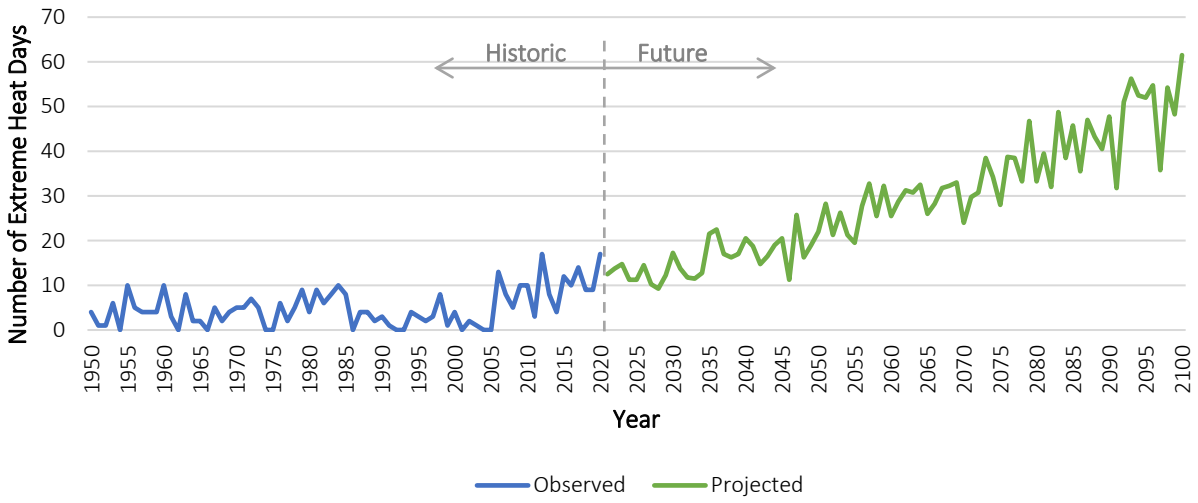
A drought occurs when conditions are drier than normal for an extended period, making less water available for people and ecosystems. Droughts are a regular occurrence in California; however, according to the *California Fourth Climate Change Assessment*, it is expected that climate change will lead to more frequent and more intense droughts statewide. According to the U.S. Drought Monitor, San Bernardino County and Ontario are in severe drought conditions and much of California is in Extreme or Exceptional Drought conditions. Based on the *Infrastructure Report for Hydrology, Sewer, Water, and Water Quality* prepared for TOP 2050, the City of Ontario receives water from three primary sources: (1) local groundwater sources; (2) imported water, primarily from the State Water Project, treated and distributed by the Water Facilities Authority, Chino Basin Desalter Authority, and the San Antonio Water Company; and (3) recycled water from the Inland Empire Utility Agency. Of these sources, most of the community's water supply is from the Chino Groundwater Basin (52 percent) and the State Water Project via the Rialto feeder and Agua de Lejos Treatment Plant in Upland (28 percent).

Snowpack levels in the Sierra Nevada, which feed the State Water Project, dropped by 25 percent during the 2011 to 2016 drought, and average springtime snowpack is expected to drop 64 percent by 2100. In 2021, the snowpack in the Northern Sierra was 70 percent of the average, but the rain was less than 50 percent of the annual average, making it the third-driest year on record. During drought conditions, water stored in the State Water Project's primary reservoirs could decrease due to lack of rainfall and reduction in snowpack due to higher temperatures. This can cause water shortages for water agencies relying on the State Water Project and heavier reliance on groundwater supplies to meet the needs of Ontario residents and businesses. The City of Ontario and Cucamonga Valley Water District directly provide water to residents and businesses, and both agencies have Water Shortage Contingency Plans as part of their 2020 Urban Water Management Plans. The Water Shortage Contingency Plans provide specific demand reduction actions to conserve water and ensure reliable supplies, including water restrictions for non-essential uses, increased use of recycled water, and penalties for violating water shortage provisions.

EXTREME HEAT AND WARM NIGHTS

Extreme heat occurs when temperatures rise significantly above normal levels. In Ontario, an extreme heat day occurs when temperatures reach above 103.2 °F. As shown in **Figure 4**, the number of extreme heat days in Ontario is projected to increase from a historic annual average (1961 to 1990) of 4 days per year to an average of 25 extreme heat days per year by mid-century and an average of 41 extreme heat days per year by end of century.

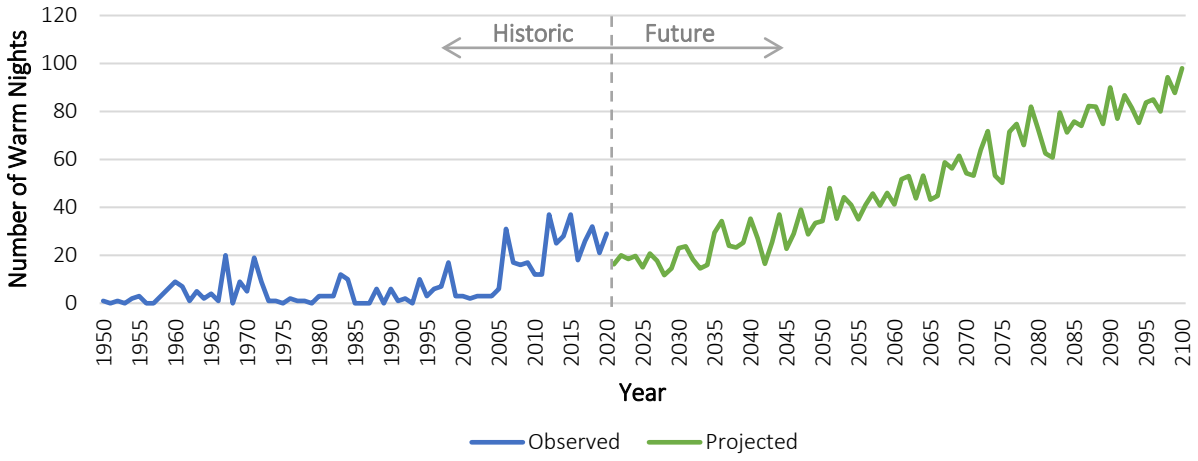
Figure 4. Projected Extreme Heat Days in Ontario



Sources: Cal-Adapt, 2021; National Weather Service, 2021

Extreme heat can also occur in the form of warmer nights, as temperatures do not cool down overnight and provide relief from the heat. In Ontario, a warm night occurs when the temperature remains above 68.6 °F. As shown in **Figure 5**[ii], the number of warm nights in Ontario is projected to increase from a historic annual average (1961 to 1990) of 5 days per year to an average of 41 warm nights per year by mid-century and an average of 74 warm nights per year by the end of the century.

Figure 5. Project Warm Nights in Ontario



Sources: Cal-Adapt, 2021; National Weather Service, 2021

[ii] The visual change from 2020 and 2021 is due to using a combination of sources to fill in gaps from 2005 to 2020. The data from 1950 to 2005 and 2020 to 2100 is derived from Cal-Adapt. The data from 2006 to 2020 is from the National Weather Service. Therefore, the observed extreme heat days/warm nights differ slightly from the projections. This is showing that the observations exceed what the average projections are showing.

Extreme heat can cause heat-related illnesses, such as heat cramps, heat exhaustion, and heat stroke, in addition to exacerbating respiratory and cardiovascular conditions. Some homes in Ontario may lack air conditioning, and as a result, people living in these homes may be more susceptible to harm from extreme heat events. If homes have air conditioning, residents may find increased use cost prohibitive, especially for older or less-efficient systems, typically found in buildings built prior to 1990. Some types of infrastructure, including power lines and roadways, face greater stresses during high temperatures that make failure more likely.

FLOODING

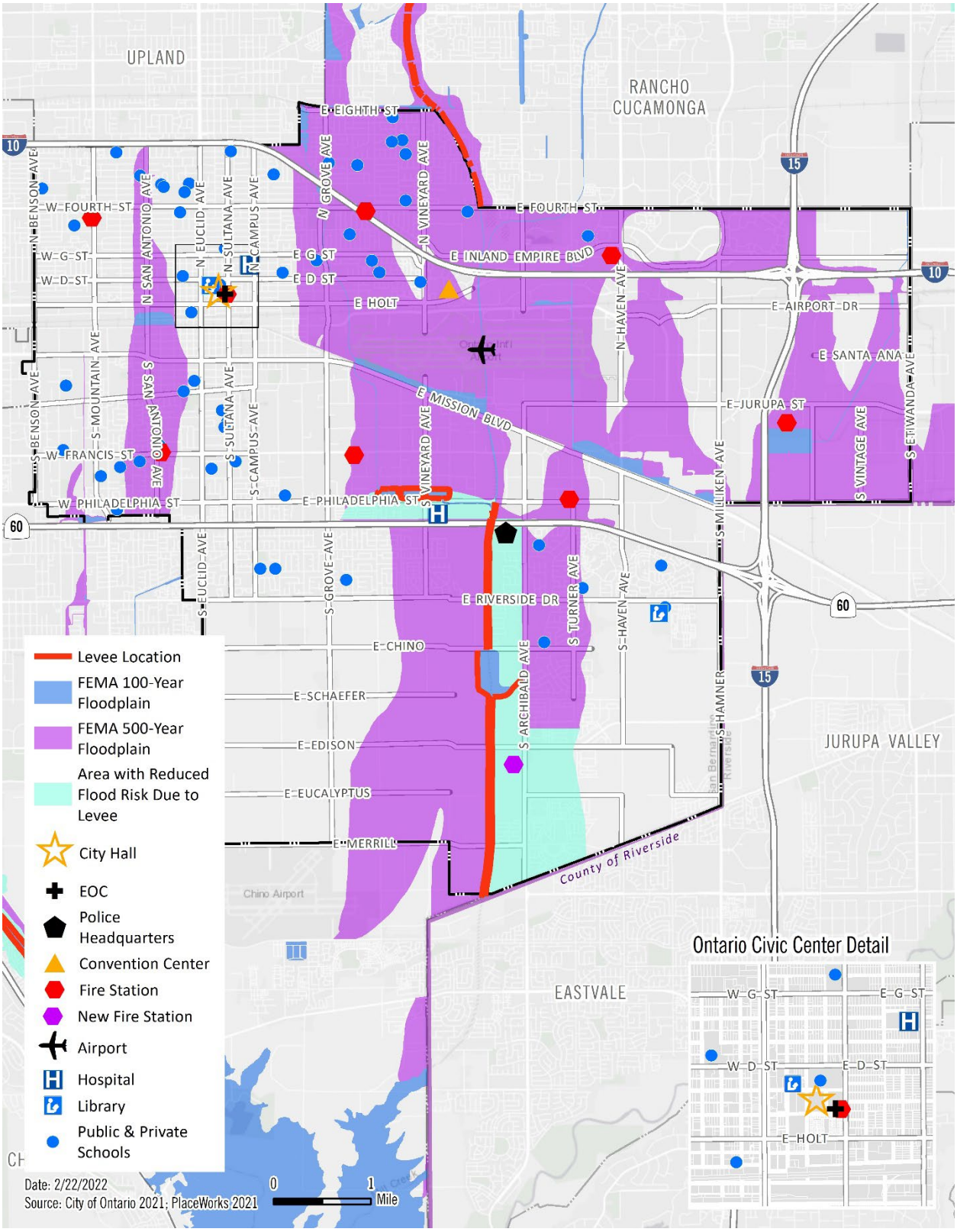
Flooding can cause significant harm to buildings, people, and infrastructure. Floodwater can be deep enough to drown people and may move fast enough to carry people or heavy objects (such as cars) away. Flooding can be caused by heavy rainfall, extended periods of moderate rainfall, or clogged drains during periods of rainfall. In rare instances, a break in a dam, water pipe, or water tank can also cause flooding. Flash floods are floods that develop very quickly, and they can be especially dangerous because they give little or no warning. Persons experiencing homelessness and others who may be outdoors in the path of a flood can face particularly high risks from these events.

Figure 6 shows the current 100-year and 500-year flood hazard areas within Ontario. FEMA defines a 100-year floodplain as areas with a one in 100-year chance, or 1 percent, annual chance of flooding in any given year and a 500-year floodplain as an area with a one in 500-year, or 0.2 percent, annual chance of flooding in any given year. According to the *City of Ontario 2018 Hazard Mitigation Plan*, approximately 580 acres, or 1.8 percent, of land within the city is within the FEMA-designated 100-year flood zone, and 26,526 acres, or 83 percent, of land is within the FEMA-designated 500-year flood zone, with 2,260 acres, or 7 percent, of land within the FEMA 500-year floodplain protected by a levee.

According to the *City of Ontario 2018 Hazard Mitigation Plan*, historic flooding has occurred periodically within Ontario, primarily consisting of urban street flooding due to the storm drain system exceeding capacity. According to the *California Fourth Climate Change Assessment, Los Angeles Regional Report*, storm drainage systems throughout the city collect stormwater runoff and convey water to prevent flooding, although these systems are typically designed based on winter storms recorded in the past and may not be designed to accommodate more extreme storms.

According to the *California Fourth Climate Change Assessment*, climate change will likely increase the frequency and intensity of floods within Ontario, although total annual precipitation levels are only expected to increase slightly. Up to half of California's precipitation comes from a relatively small number of intense winter storms, which are expected to become more intense with climate change. For example, what is currently a 100-year flood, or a flood that has a 1-percent chance of occurring annually, may occur every 20 or 50 years.

Figure 6. FEMA Flood Hazard Zones



HUMAN HEALTH HAZARDS

There are several diseases, such as hantavirus pulmonary syndrome, Lyme disease, West Nile virus, and influenza, which are linked to climate change and can be debilitating or fatal for some of the population. Pests, such as mice, rats, ticks, and mosquitos carry these diseases. Climate change can increase the rates of infections because many of the animals that carry diseases are more active during warmer weather and may expand in population size due to higher levels of rainfall during storm events and stagnant water after flooding, increasing the time for disease transmittal.

Some diseases and illnesses have the potential to become epidemics or pandemics if they spread within communities, regions, or over multiple countries. Epidemics and pandemics, such as the COVID-19 pandemic, can worsen existing health conditions as well as cause economic disruptions within the city and region. Additionally, following natural disasters, such as flooding or severe weather events, mental health and stress-related disorders can make people even more vulnerable. The City evaluated health hazards from air pollutants as part of the air quality hazard discussion.

SEVERE WEATHER

Severe weather can include high winds, hail, and lightning, which are usually caused by intense storm systems, although types of high winds and sandstorms can occur without a storm. Severe winds, such as the Santa Ana winds, tend to be most frequent during October to April and can have average speeds of 40 miles per hour. These winds can destroy buildings, knock over trees, damage power lines and electrical equipment, and fan small sparks into large wildfires in the region. Severe weather can also include heavy rainfall, which can cause flash floods and ponding in areas not protected by a levee in the city. While less common in the city, hail and lightning can damage the buildings and infrastructure supporting economic sectors and key services within the city. As described in the *Los Angeles Summary Report* from the *California Fourth Climate Change Assessment*, the connection between climate change and severe weather is not as well established as other hazards, but new evidence suggests that these forms of severe weather may occur more often than in the past.

WILDFIRE AND SMOKE

Wildfires are a regular feature of the landscape in much of California. They can be sparked by lightning, malfunctioning equipment, vehicle crashes, or many other causes. Warmer temperatures, an increase in drought conditions, and extreme wind events, are likely to create more fuel for fires in natural and rural areas, leading to a greater chance that a spark will grow into a potentially dangerous blaze. Climate change is also expected to extend the fire season throughout much (or even all) of the year.

According to the California Department of Forestry and Fire Protection, there are no fire hazard severity zones within or surrounding the City of Ontario and the city is not located within the Wildland-Urban Interface. The nearest Very High Fire Hazard Severity Zones are located in Upland and Rancho Cucamonga to the north, Fontana and Jurupa Valley to the east, and Norco and Chino Hills the south. According to the *City of Ontario 2018 Hazard Mitigation Plan,* there have been two major wildfires in the City of Ontario, including the 1958 Pole Line Fire in northeast Ontario, and the 2007 Walker Fire in southern Ontario.

While there are no fire hazard severity zones within the city limits, the smoke from wildfires increases air pollution levels, creating a significant health risk in the region. Most of the populations within Ontario have a high or medium vulnerability to wildfire and smoke conditions. In addition, planned Public Safety Power Shutoffs, which occur during red flag days when wind speeds are high and humidity is low, to prevent wildfires in the region have already impacted persons who depend on electricity for air conditioning or their medically necessary equipment. Public Safety Power Shutoffs can last for hours or days depending on the severity of the wind event and the wildfire conditions.

Natural Hazards Not Evaluated in the Vulnerability Assessment

Seismic and geologic hazards are caused by the movement of different parts of the Earth's crust, or surface. Seismic hazards include earthquakes and hazardous events caused by them. Geologic hazards are other hazards involving land movements that are not linked to seismic activity and are capable of inflicting harm to people or property. While climate change is unlikely to increase earthquake frequency or strength, the threats from seismic and geologic hazards are expected to continue in the future. The Safety Element of TOP 2050 contains mapping related to seismic and geologic hazards. However, these hazards were not included in the Vulnerability Assessment evaluation.

SEISMIC HAZARDS

Seismic activity occurs along boundaries in the Earth's crust, called faults. Pressure along the faults builds over time and is ultimately released, resulting in ground shaking that we refer to as an earthquake. Earthquakes can also trigger other hazards in Ontario, including surface rupture (cracks in the ground surface) and liquefaction (causing loose soil to lose its integrity). Earthquakes and other seismic hazards often damage or destroy property and public infrastructure, including roadways and utility lines. Additionally, falling objects or structures due to earthquakes pose a risk of injury or death. In Southern California, earthquakes have the greatest potential for loss of life and/or property and economic damage compared to other hazards, especially when they trigger secondary effects that overwhelm the ability of local jurisdictions to respond. Earthquakes can also cause human-caused hazards, such as urban fires, dam failures, and toxic chemical releases.

Earthquake risk is very high in Ontario due to the presence of several active faults in the region. Major fault zones in the region include the San Andreas Fault approximately 14 miles northeast of the city, the San Jacinto Fault approximately 7 miles northeast of the city, the Elsinore Fault approximately 3 miles southeast of the city, and the Sierra Madre Fault approximately 5 miles north of the city. These faults are all capable of producing earthquakes of magnitude 6.7 or greater. A major earthquake along any of these four faults could result in substantial casualties and damage resulting from collapsed buildings, damaged roads and bridges, fires, flooding, and other threats to life and property.

In the event of an earthquake, the location of the epicenter, as well as the time of day and season of the year, would have a profound effect on the number of deaths, injuries, and property damage. There are a number of small-scale earthquakes that happen weekly, but larger scale or catastrophic shaking is less likely. Property and human life in Ontario are at risk from a significant earthquake causing catastrophic damage and strains on response and recovery resources. Most of the loss of life and injuries from earthquakes are from damage and collapse of buildings and structures. The California Building Standards Code, adopted by reference into Ontario Municipal Code Title 8, *Building Regulations*, provides more

stringent requirements for new construction intended to protect life safety and prevent collapse of structures. However, in Ontario, structures built prior to the enactment of these improved building codes may not have been upgraded to current standards and could be vulnerable to earthquakes. Comprehensive hazard mitigation programs that include the identification and mapping of hazards, prudent planning and enforcement of building codes, and expedient retrofitting and rehabilitation of weak structures can significantly reduce the scope of an earthquake disaster.

Liquefaction is a potentially destructive secondary effect of strong seismic shaking. Liquefaction occurs when the force of an earthquake causes loosely packed sediment and saturated layers to lose strength and integrity and behave like a fluid. In addition to the composition of the soil—sand and gravel are more porous and hold more water—the liquefaction risk also depends on the height of the groundwater table. Areas with a shallow groundwater table, such as areas near water bodies, are at more risk of liquefaction. During an earthquake, highly saturated soil can lose much or all its stability, which can damage any structure built on it. In some cases of liquefaction, structures built on the soil may collapse completely. Liquefied soils may also damage or destroy underground utility lines. This can cause flooding if water lines are broken or create a risk of fire if there is damage to natural gas lines.

Liquefaction-related effects include loss of bearing strength, ground oscillations, lateral spreading, and flow failures or slumping. Site-specific geotechnical studies are the only practical and reliable way of determining the specific liquefaction potential of a site; however, a determination of general risk potential can be provided based on soil type and depth of groundwater. Ontario has delineated areas of known and potential liquefaction hazards in the New Model Colony in the Policy Plan of TOP 2050. Areas that contain loosely packed sandy or silty materials saturated with water, includes areas with a high groundwater table, are also vulnerable to liquefaction.

In most cases, proper design and construction of subgrade soils and building foundations provide a mechanism to mitigate the risk of seismic hazards to an acceptable level in conformance with the California Building Code. The representation of areas having a liquefaction potential is only intended as notification to seek further site-specific information and analysis of this potential hazard as part of future site development. It should not be solely relied upon, without site-specific information and analysis, for design or decision-making purposes.

GEOLOGIC HAZARDS

Subsidence is the major geologic hazard in Ontario. Subsidence refers to the sudden sinking or gradual downward settling and compaction of soil and other surface material with little or no horizontal motion. It may be caused by a variety of human and natural activities, including underground mining, groundwater extraction, sinkholes, or drainage and decomposition of organic soils. Most of the early documented cases of subsidence affected only agricultural land or open space. As urban areas have expanded, so too have the impacts of subsidence on structures for human occupancy. Although there is no data currently available documenting the precise areas where subsidence could occur, it is most likely to occur near active groundwater wells as a result of seismic shaking or changes in subsurface conditions.

POPULATIONS AND ASSETS

Populations and assets are the people, infrastructure, services, and economic drivers in the City of Ontario that can be affected by climate change. The Vulnerability Assessment looks at how each population and community asset may be affected by each of the climate change hazards discussed previously. The *California Adaptation Planning Guide* provides a general list of populations and assets, which the City of Ontario refined and used to develop five distinct asset categories: (1) populations, (2) buildings, (3) infrastructure, (4) economic drivers, and (5) key services. In total, Ontario identified 59 distinct populations and assets, as shown in Table 3. Appendix A provides additional details on the populations and assets selected for the Vulnerability Assessment. Figure 1 shows the location of key community and critical facilities for the Vulnerability Assessment.

Table 3. Populations and Assets Included in the Vulnerability Assessment

CATEGORY	POPULATION OR ASSET
Populations	Children (under 10)
	Cost-burdened households
	Households in poverty
	Immigrants and refugees
	Linguistically isolated populations
	Low-income households
	Outdoor workers
	Overcrowded households
	Persons experiencing homelessness
	Person living in mobile homes
	Persons with chronic illnesses
	Persons with disabilities
	Persons without access to lifelines
	Renters
	Seniors (65+)
	Seniors living alone
	Undocumented persons
Infrastructure	Airports
	Bike routes
	Bridges
	Communication facilities
	Electrical substations and transmission lines
	Electric vehicle charging stations
	Evacuation routes
	Flood control infrastructure
	Hazardous materials sites
	Major roads and highways
	Natural gas pipelines
	Parks and open space
	Power plants

CATEGORY	POPULATION OR ASSET
	Railways
	Solid waste facilities and landfills
	Transit stops
	Water and wastewater infrastructure
Buildings	Community centers
	Commercial business, shopping, and entertainment centers
	Homeless shelters
	Government buildings
	Homes and residential structures
	Libraries
	Medical and care facilities
	Public safety buildings
	Schools
Economic Drivers	Agriculture
	Education services
	Major employers
	Ontario International Airport
	Outdoor recreation
	Retail centers
	Warehouses and logistics centers
Key Services	Communication services
	Emergency medical response
	Energy delivery
	Freight and shipping
	Government administration & community services
	Public safety response
	Public transit access
	Solid waste removal
	Water and wastewater treatment, delivery, and collection

VULNERABILITY ASSESSMENT RESULTS

The Vulnerability Assessment evaluates the impact and adaptive capacity of each population and asset for each relevant hazard to assess vulnerability. As discussed in Section 2, Vulnerability Assessment Method, the City assigned vulnerability scores of low, medium, or high to reflect how susceptible the population or asset is to harm posed by the hazard. Out of the 472 possible hazard and asset pairing, the City assessed 302 different pairings for vulnerability. This section provides a summary of the key vulnerabilities within the city. For a complete list of vulnerability scores for all populations and assets, refer to Appendix B.

Population and Asset Considerations

While selecting and assessing various populations and assets to include in the Vulnerability Assessment, the City considered the differences in the population sample pool between datasets and how some populations and asset categories may appear to refer to the same thing.

Statistics, especially statistics related to population, use the concept of a "sample pool". In the context of this Vulnerability Assessment, the sample pool draws from the overall group of people that are being measured or studied. For example, in a political poll among registered voters, the sample pool only includes registered voters, since unregistered voters do not fall into this category.

This concept is important because some of the demographics used in the Vulnerability Assessment have different sample pools. Most of the demographic data come from the U.S. Census Bureau's American Community Survey (ACS), and most of these data have a sample pool of either all residents or all households in the city. However, a few are different, such as:

- Data on linguistically isolated populations only count people who are at least 14 years old instead of the total population, since young children generally are not proficient in any language.
- Statistics that only count the noninstitutionalized population (e.g., people not in prisons or long-term care homes).

This does not affect the outcome of the Vulnerability Assessment, but it creates slight differences in the number of people counted as part of each population.

Of the 59 populations and assets in the Vulnerability Assessment, a few may appear redundant. For example, the Vulnerability Assessment looked at both public safety buildings (as a Buildings asset) and at public safety response (as a Key Service asset). In the same way, the Vulnerability Assessment looks at frontline or underserved populations separately from the homes they live in or the industries where they work.

To be as comprehensive as possible, the Vulnerability Assessment looks at physical structures separately from the services or benefits they provide. This is because the effects of climate change on one type of population or asset can be different from the effects on related populations and assets. For example, if a flood damaged or blocked a major highway, such as I-10, it would have a significant impact on public safety services in and around the city. However, the loss of I-10 would not cause physical damage to public safety facilities, such as police or fire stations. Similarly, a drought can have a major effect on water and wastewater services by reducing the amount of water available for water supply and wastewater conveyance, but droughts have little or no physical effect on water and wastewater infrastructure, such as pipelines or pumps.

Populations

Of the 17 populations evaluated in the vulnerability assessment, 13 are highly vulnerable to at least one hazard type. Populations in Ontario are most vulnerable to extreme heat and flooding. The most vulnerable populations include households in poverty and undocumented persons. The list below summarizes the high vulnerabilities, grouping together populations where similar impacts or adaptive capacity occur.

Households with financial instability, which are households that may have limited incomes or be cost-burdened (paying at least a third of their gross income on housing costs), are highly vulnerable to all hazards, except agriculture pests and diseases, that will impact Ontario. These persons, especially households in poverty, are more likely to live in older homes with less insulation, less structural stability, or lack of air conditioning, increasing exposure to unsafe living conditions due to mold and mildew damage from flooding, high indoor air temperatures from extreme heat and warm nights, and poor indoor air quality from air pollution and severe weather. Households with financial instability may lack the financial means and health insurance to recover from property damage or illnesses caused by climate change hazards.

Persons that spend an extended amount of time outdoors, including children and outdoor workers, are highly vulnerable to air quality, extreme heat, flooding, human health hazards, severe weather, and smoke from wildfires. Children tend to spend more time outdoors than many adults and may not be aware of the onset of heat-related illnesses, such as heat exhaustion or heat stroke. Reduced air quality from smoke, ozone, or particulate matter can also decrease the ability of young children to adapt to warmer temperatures over time. Outdoor workers are directly exposed to extreme heat, human health hazards, and the poor air quality due to the outdoor nature of their occupations. Outdoor work often involves physically intense work, which can increase the risk of medical complications. Outdoor work can be halted during hazardous conditions, such as severe weather, poor air quality, or flooding, creating economic hardships for outdoor workers. This may also limit the ability of outdoor workers to seek medical attention for heat or air quality-related illnesses.

Persons with existing health conditions or limited mobility, such as seniors, seniors living alone, persons with chronic illnesses, persons with disabilities, and persons without access to lifelines, are highly vulnerable to air quality, extreme heat, human health hazards, severe weather, and wildfire smoke. Extreme heat, pathogens from human health hazards, and smoke from wildfires can cause cardiovascular and respiratory illnesses, which may be difficult for many people, especially those with compromised immune systems or chronic illnesses, to recover from. According to the Southern California Association of Governments, Ontario's obesity rate was nearly 40 percent and asthma rate was nearly 13 percent in 2018. Seniors, especially, are usually more susceptible to heat-related illnesses, pathogens, and smoke conditions because they are more likely to have medical conditions that can worsen with extreme heat and poor air quality, and often take medicine that makes it harder for them to stay cool. These individuals may also have difficulty evacuating during emergencies caused by flooding or severe weather. Power outages can also isolate these persons and potentially cause life-support systems to fail if battery backups are not available.

Persons with language barriers and citizenship uncertainty are highly vulnerable to multiple hazards. Most of these populations may be hesitant to seek help or may not qualify for financial assistance programs that can help them prepare and recover from a disaster. People with citizenship or immigration concerns, such as undocumented immigrants, are highly vulnerable to nearly all climate change hazards, because this population may not live in structures that adequately shelter from these hazards and they may be required to work in extreme heat or poor air quality conditions. According to the Asian Pacific Environmental Network's *Mapping Resilience Report*, these populations may not feel welcome or safe to participate in government-provided support services or assistance programs. If employers halt work because of hazardous conditions, undocumented persons may face financial hardship. These individuals may also live in low-lying areas or in structures that are less resilient to damage, and therefore are highly vulnerable to severe weather and flooding.

Persons experiencing homelessness lack permanent and often temporary shelters, which can leave them directly exposed to high temperatures, poor air quality, flooding, severe weather, and smoke from wildfires. These persons may not have access to cool locations, water, sunscreen, or protective equipment to increase resiliency to poor air quality, extreme heat, and human health hazards. Persons experiencing homelessness are also severely vulnerable to severe weather and may have a challenging time recovering if high winds and intense rain events damage or destroy temporary shelters and personal property.

Persons living in mobile homes are located throughout the city and are highly vulnerable to extreme heat, flooding, and severe weather because mobile homes are generally not as resilient as permanent structured homes, making them more susceptible to damage from intense rain events and high winds. Mobile homes may have less insulation than permanent structures, causing indoor air temperatures to rise during extreme heat events. Mobile homes can typically be retrofitted to protect against damage from flooding and severe storms; however, persons living in mobile homes may have lower or fixed incomes that can make it more difficult to make appropriate retrofits or repairs and mobile homes may be ineligible for recovery funding due to the home type.

Overcrowded households are highly vulnerable to human health hazards because persons in these households may be living in conditions that increase their chances of catching vector-borne illnesses. Persons living in overcrowded households may be unable to quarantine if a contagious illness is contracted. These persons may lack financial means to acquire different housing and may not be able to install air filtration devices.

Built Systems and Services

The built system includes vulnerabilities to infrastructure, buildings, and services that the City of Ontario and other organizations provide. The built systems are most vulnerable to flooding and severe weather. Of the 36 infrastructure, building, and service assets included in the assessment, 18 are highly or severely vulnerable (scored V4 or V5) for at least one hazard.

Public Transit Services and Infrastructure is highly vulnerable to poor air quality, extreme heat, flooding, severe weather, and wildfire, because these hazards create unhealthy conditions for those riding public transit and may disrupt public transit routes. Many of the Omnitrans bus routes and Metrolink railway are also within a flood hazard zone. Flooding and severe weather can prevent buses or other vehicles from

traveling on certain roadways in the city, causing delays or preventing people from using public transit. According to a recent survey conducted through Resilient IE, poor air quality, extreme heat, and smoke conditions can cause fewer people to use public transit, since it may be more difficult to wait outside for buses or trains. While there are some alternative roadways buses can use and shade structures can be installed to ensure people can access public transit, delays or negative health outcomes may be unavoidable.

Energy infrastructure and delivery services are highly or severely vulnerable to extreme heat, flooding, severe weather, and wildfire. Energy delivery services are dependent on regional and local overhead power lines and underground natural gas pipelines owned and operated by Southern California Edison (SCE) and Southern California Gas Company (SoCal Gas), which are susceptible to extreme heat, flooding, high winds, and wildfire.

Extreme heat can cause power outages due to mechanical failure of electrical equipment, heat damage to the above-ground infrastructure, and a high demand for electricity due to air conditioning units. Increased electricity usage for air conditioning during heat waves can overtax electrical transmission lines and transformers, which may disfunction or fail, causing power outages. Solar and wind energy production could also decrease due to extreme heat. According to the U.S. Department of Energy, solar photovoltaic panels experience a decrease in efficiency due to excessive heat of converting solar energy to electric energy due to an increase in current but a larger decrease in voltage. SCE and its partners incentivize reducing energy demand during peak-energy usage times of the day, which may help reduce the amount of energy demand on extreme heat days. Severe weather can also have wind speeds that cause transmission lines to sway in close proximity of each other, potentially leading to arcing. This can generate sparks, excessive heat, and damage the lines. High winds from severe weather can also cause SCE to conduct a Public Safety Power Shutoff and turn off electricity to prevent sparks, which disrupts energy delivery to the city. SCE and SoCal Gas can retrofit power lines and other equipment to insulate them against extreme heat events and severe weather, as well as underground utilities to protect them from severe winds and wildfires.

Evacuation route and transportation infrastructure are highly or moderately vulnerable to extreme heat, flooding, and severe weather. Extreme heat and prolonged periods of high temperatures can crack, heave, or deform roadway and railway materials, damaging major roads, transit corridors, and evacuation routes or making them difficult to drive on. Evacuation routes, such as I-10 and SR-60, have sections that are within the 100-year or 500-year floodplain. Floodwaters can cause these major routes, including bridges and underpasses, to become impassable and prevent people from evacuating during an emergency. The Ontario International Airport and Union Pacific railways are also in the 100-year or 500-year floodplain. Flooding can inundate runways, damage terminal buildings, and damage railway tracks, disrupting the regional transportation network. Roadways and railways can be retrofitted with materials with higher temperature thresholds, evacuation-designated roadways can be raised to prevent flooding, and the airport can be hardened to prevent damage to facilities. While Caltrans may have the funds for increased maintenance of roadways, is may be expensive for Ontario to increase maintenance and repairs on repetitive loss roadways.

Public safety services and buildings are highly vulnerable to flooding, which can cause the facilities supporting the services to be inundated and damaged. Three police stations and six fire stations are within the 100-year or 500-year floodplain. Floodwaters can damage these buildings or cause mold and mildew to grow, causing the space to become unusable and unhealthy indoor air quality. Chronic flooding may make these buildings difficult to maintain. Public safety response services rely heavily on major roads and highways, which can be blocked by floodwaters and prevent personnel from traveling through the city to respond to public safety needs. Alternative routes may be available, but not always the most efficient way to travel to important destinations.

Flood-control infrastructure is highly vulnerable to flooding and severe weather, which have the potential to overwhelm these systems and cause them to fail. During periods of heavy rainfall, flood-control channels and basins have a higher risk of overflowing their banks, causing flooding in residential, commercial, and industrial areas of Ontario. The flood-control systems and storm drains are maintained by the U.S. Army Corps of Engineers, California Department of Water Resources, the San Bernardino County Flood Control District, and Ontario Public Works Department; therefore, coordination would have to occur across agencies to maintain adequate flood-control structures.

Homes and residential structures are highly vulnerable to flooding and severe weather. Homes throughout the city are within the 100-year or 500-year floodplains and can be destroyed by large floods or flash floods. If flooding does not destroy a home, it can leave mold and mildew, making the structure uninhabitable without remediation, repair, and replacement. Homes, especially older homes, can also be damaged by high winds and other severe weather. The Community Action Partnership of San Bernardino County and La Cooperativa Campesina de California can help low-income residents and homeowners retrofit their homes and protect them from flooding and severe weather. However, some retrofits may not be economically feasible for all residents that do not qualify for this program.

Freight and shipping services are dependent on roadways and railways, and therefore are highly vulnerable to flooding and severe weather. Freight and shipping services can be disrupted if highways and major roadways become impassable during severe weather or flooding events. Delays in services may last days or weeks depending on the severity. Smaller freight and shipping services can use alternative roadways outside of flood zones to meet deliveries. However, large freight trucks and train cars may not be able to use alternative routes if they require designated truck routes.

Water and wastewater treatment, delivery, and collection are highly vulnerable to drought and flooding. Flooding can cause a wastewater treatment plant to be inundated with wet weather flows due to higher levels of stormwater, preventing the system from functioning properly. Failure of the wastewater treatment plant could cause sewer collection systems to back up and potentially overflowing raw sewage into streams and water systems. Water and wastewater systems can be retrofitted to prevent damage from flooding and ensure continuity of service. However, wastewater cannot be easily rerouted if the system is damaged or disrupted.

Drought conditions can stress water agencies that provide water to Ontario, as supplies from the State Water Project and groundwater may be significantly reduced due to lack of snowmelt into the system or recharge into the groundwater basins. Water agencies may apply demand-reduction actions, such as water restrictions for non-essential uses, increased use of recycled water, and penalties for violating

water shortage provisions. Water delivery agencies can also provide water rebate or retrofit programs to help businesses and residents in the area reduce overall water consumption.

Parks and open space are highly vulnerable to drought. Severe drought conditions would require agencies to curtail watering of parks, causing drought stress and plant damage that can limit aesthetic appeal and recreational potential. The City of Ontario has recycled water that can be used to irrigate parks and sports fields with highly treated wastewater. The installation of drought-tolerant plants and low-water use landscaping can also reduce water use and improve drought resiliency. However, these retrofits may be expensive for the city to complete.

Homeless shelters and supportive facilities are highly vulnerable to severe weather, which can be damaged by high winds, hail, and lightning. The services supported by these buildings may be prevented from providing adequate services if the facilities are damaged. Homeless shelters are typically managed by nonprofit or faith-based organizations that may not get financial support from local agencies and may not have the funding for repairs if their facilities are damaged. However, these facilities have the potential to obtain grant funding to be converted into multi-use resilience hubs with resilient energy options and retrofitted structures to minimize disruptions from high winds and flooding events.

Communication services, including phone, cable, and internet, are highly vulnerable to severe weather that includes high winds. This can cause power outages that turn off communication infrastructure, preventing businesses and residents from receiving emergency notifications and evacuation notices. Communication facilities can be retrofitted to prevent damage and keep communication capabilities on. However, there may not be many redundancies in the communication system in the city that can be brought online if others fail.

Emergency medical response is highly vulnerable to human health hazards, as an increase in vector-borne and other illnesses may cause the demand to outweigh the capacity of emergency medical response services. There may be shortages of health care facilities, equipment, pharmaceuticals, and personnel if health care workers become sick or if supply chains are disrupted. Local and regional medical centers and providers can strengthen medical supply chains and prepare emergency contingency plans for if or when human health hazards increase in frequency and intensity. However, this may take time and require extensive coordination with multiple agencies and companies.

Economic Drivers

Economic drivers are the main contributors to the economy and employment within the City of Ontario. Important economic sectors are most vulnerable to extreme heat and flooding. Of the seven economic assets included in the assessment, five were highly vulnerable to at least one hazard.

Outdoor recreation is highly vulnerable to poor air quality, extreme heat, and wildfire smoke. Outdoor recreation can be curtailed due to unhealthy air quality conditions resulting from increased ozone or particulate matter or high temperatures in the region. Intense physical exertion from running or bicycling can be dangerous during poor air quality conditions and extreme heat, and people must stay hydrated to avoid heat and respiratory illnesses. Although parks and open space are not in wildfire-prone areas, visitors and residents could be deterred from traveling to the city if smoke and extreme heat create unfavorable conditions, especially if water stations are not available at outdoor recreation sites.

Alternative locations for outdoor activities may be available in other parts of San Bernardino County, where temperatures are lower or there is better air quality, but these locations would likely not be in Ontario or nearby cities.

Agriculture, which consists of livestock and crops for livestock in Ontario, is highly vulnerable to drought and extreme heat. Many livestock species, especially cattle, require large amounts of water. The problem is particularly significant for animals raised on feed, as feed crops themselves require large amounts of water. Insufficient access to water can cause livestock growth to slow or stop and may increase the risk of sickness or animal mortality. Temperatures above 100 degrees can create heat stress, increasing the risk of infection, reducing milk production and fertility, and may lead to death, particularly among animals that are already stressed by illness. Livestock facility operators can purchase feed, reduce herd size, wean animals (as applicable) early, and seek assistance through government relief programs. Extreme heat is also highly harmful to livestock animals. Providing shade structures, misters, and making water available can help reduce heat stress. However, these may not be feasible options for all operations.

Ontario International Airport is severely vulnerable to extreme heat and flooding because airplanes may not be able to take off or land during dangerous conditions. During extreme heat events that reach 115°F to 120°F, aircraft may be unable to generate enough lift during take-off because of less dense air. This can ground airplanes and cause delays in air services that can last hours. Flooding can create unsafe conditions for planes to take off or land on the airport runways, preventing the airport from functioning properly. These events can delay air services that could last hours or days, depending on the severity. Visitors and residents that use Ontario International Airport may be able to use alternative airports, but these may not have the same commercial flights or be farther away.

Major employers, warehouses, and logistics centers are highly vulnerable to flooding. Several warehouses and logistics centers on the eastern portion of the city, which include many of the major employers in the city, are within the 100-year or 500-year floodplain. Warehouses can be damaged by floodwaters and impassable roadways, or freight rail, can prevent logistics centers from shipping the goods they need to. Other major employers may experience a disruption in business from flooding that blocks roadways and damages facilities, preventing the movement of goods, services, and people. Existing levee and flood channel systems prevent flooding of some facilities and roadways in the city. However, employees may not be able to get through major intersections to travel to warehouses, logistics centers, and major employers in the city until the water recedes.

IMPLICATIONS FOR TOP 2050

Emergency Preparedness and Response

The City is prepared to meet emergency situations, such as fire, medical, or hazardous events. The Ontario Office of Emergency Management, Fire Department, and Police Department conduct emergency preparedness and response activities in Ontario. The Office of Emergency Management leads the update and implementation of the City's Hazard Mitigation Plan and Emergency Operations Plan, which provides employee and citizen education in preparedness, or CERT programs, and trains City employees in disaster response, management, and recovery. The Ontario Fire Department provides a variety of public safety services, including fire protection, medical aid, rescue, vector control, sandbag distribution, hazardous materials response, and educational safety programs, such as CPR, first aid classes, and Fire Explorers. Other services include fire code enforcement and regulation, plan reviews, home, and business inspections, and fire code permits. The Ontario Police Department provides evacuation and traffic control during emergencies and disasters.

The Emergency Operations Center (EOC) at Ontario Fire Station No.1, provides a centralized location for emergency management in the event of a major emergency or disaster within the city. The EOC operations are directed by the Office of Emergency Management, emergency management staff (City Department heads), and representatives from organizations who are assigned emergency responsibilities (Red Cross, schools, hospitals, etc.). The EOC is equipped with essential administrative supplies to sustain operations for an extended period. In addition, all necessary forms, i.e., communications message forms, separate journals for each emergency service, shelter registration cards, volunteer registration forms, emergency requisition forms, and damage assessment survey sheets for all possible contingencies, are stocked in the EOC.

The City of Ontario uses AlertOntario, an Everbridge mass notification system, to notify the community and distribute emergency information and instructions before, during, and after a disaster. This system alerts all residents in the area about disasters, major emergencies, and other urgent information via text messages, email, phone, landline, and other means of communication. The Telephone Emergency Notification System is used by the San Bernardino County Sheriff and Fire Departments to quickly communicate information on impending dangers using telephone and text messages.

Other emergency alert systems include the Emergency Alert Systems (EAS) and the Emergency Digital Information System (EDIS). The EAS is a national public warning system commonly used by state and local authorities to deliver important emergency information, such as weather and AMBER alerts, to affected communities. EAS participants include radio and television broadcasters, cable systems, satellite radio, and television providers, and wireline video providers. FEMA, the Federal Communications System, and the National Oceanic and Atmospheric Administration's (NOAA's) National Weather Service work collaboratively to maintain the EAS and Wireless Emergency Alerts, which are the two main components of the national public warning system and enable authorities at all levels of government to send urgent emergency information to the public. EDIS is a wireless emergency and disaster information service operated by the State of California Governor's Office of Emergency Services and is an enhancement to the EAS. These systems are available in multiple languages.

MUTUAL-AID AGREEMENTS

The City of Ontario participates in the California Master Mutual-Aid Agreement. The Standardized Emergency Management System have adopted the California Master Mutual-Aid Agreement, and is designed to ensure that adequate resources, facilities, and other support are provided to jurisdictions whenever their own resources are insufficient to cope with the needs of a given emergency. The State Office of Emergency Services Southern Region (Mutual Aid Region I) serves the mutual-aid region that encompasses San Bernardino County. Automatic aid pacts with the San Bernardino County Office of Emergency Services and local fire departments or offices of emergency services in nearby cities provide additional emergency management and response services in Ontario.

EVACUATION NEEDS

With advanced warning, evacuation can be effective in reducing injury and loss of life during a catastrophic event. Primary emergency access and evacuation routes in Ontario, as shown on Exhibit S-11 of the TOP 2050 Safety Element, include I-15, I-10, SR-83, and SR-60; Fourth Street, Holt Boulevard, Mission Boulevard, Riverside Drive, Chino Avenue, and Edison Avenue (east-west roadways); and South Mountain Avenue, Euclid Avenue, Grove Avenue, Archibald Avenue, and Haven Avenue, (north-south roadways). All evacuation routes in Ontario face a potential disruption from a flood or earthquake event, which may block roadways, damage the roadway surface, or collapse overpasses. In the event of widespread disruption to local evacuation routes, remaining evacuation routes may become congested, slowing down evacuation of the community or specific neighborhoods. This issue may be compounded since evacuation routes for Ontario will also likely serve as evacuation routes for surrounding communities, and so potential disruptions may have regional effects. An analysis of the City's roadway network and parcels conducted as part of The Ontario Plan preparation has determined that there are currently several residential parcels within the city with evacuation constraints, as shown on Exhibit S-10 of the TOP 2050 Safety Element. All parcels within an evacuation constraint are in at least one hazard-prone area and most are clustered in cul-de-sac designed neighborhoods that feed into the same roadway. The lack of multiple emergency access points in these neighborhoods limits roadway access for these properties, which may create congestion and difficulties if there is a need to evacuate.

Equity and Uncertainty

When addressing vulnerability and adaptation through TOP 2050 and the associated implementation plan, the *Adaptation Planning Guide* and *General Plan Guidelines* recommend consideration of equity and uncertainty.

Equity means that all people are justly and fairly included in society, and that everyone can participate, prosper, and achieve their full potential. Equitable climate adaptation planning involves identifying persons who are most vulnerable to climate change hazards, and ensuring that the planning process, distribution of resources, and efforts to address systematic wrongs are all conducted in an equitable manner. This Vulnerability Assessment identifies 17 vulnerable populations and assesses climate change impacts and the ability of these populations to prepare for, respond to, and recover from climate change hazards (see list in Populations and Assets Section).

Uncertainty is the second component to consider when determining how hazardous conditions may affect Ontario. Climate change is driven by the concentration of GHGs in the atmosphere, which is

affected by how our communities use resources and how we regulate those uses through local, state, federal, and international GHG-reduction goals, regulations, plans, and programs. As more action is taken to reduce GHG emissions, the less severe the effects of climate change are expected to be. Climate change models consider the concentrations of atmospheric GHG emissions and the changes in these levels over time to project future extent or intensity of hazardous events.

Even with the extensive modeling, potential impacts are projections of more likely future conditions and are not certain. Similarly, there is also substantial uncertainty about the future state of technology, socioeconomic conditions, and other factors. According to recent studies, the best approach to uncertainty is to prepare and adapt by monitoring how the future evolves and allow for adjustments over time as new climate data and studies are completed. The State and the City have ample evidence to support science-based policy and decision-making.

Adaptation and Resilience Opportunities

Ontario currently experiences a wide range of climate change hazards that are projected to increase in frequency and intensity in the future. While GHG reduction measures will help reduce the amount of carbon dioxide in the atmosphere, adaptation strategies will be needed to increase the resilience of residents and businesses in Ontario. The general plan is required to integrate adaptation measures into the update process that will help the community prepare for, respond to, and recover from climate change hazards.

- Safety. Due to the recent update of the California Government Code Section 653029(g) with the approval of SB 379, Safety Elements are required to address climate adaptation and resilience strategies. The Safety Element's goals, policies, and implementation actions can provide resilience strategies that support both reduced impacts and improved adaptive capacity of the community to climate change-related hazards, along with policies on required hazards, such as flooding, fire, and geologic hazards. Policies within this element can ensure that health, safety, and economic concerns of the community are met, even with an increase in frequency and intensity of climate change hazards. Examples of specific policies or implementation actions could include:
    - Create an extreme heat response plan that includes establishment of community cooling centers, weatherization of City buildings, and cooling strategies for persons engaged in outdoor work and persons experiencing homelessness.
    - Expand participation of programs and services that provide funding resources for economically disadvantaged households and businesses to conduct water conservation and weatherization retrofits.
    - Collaborate with Omnitrans and San Bernardino County Transportation Authority to help in evacuation efforts of seniors, persons with reduced mobility, and people without vehicles during emergency events.
    - Provide alerts about potential, developing, and ongoing emergency situations through extensive early-warning and notification systems that convey information to all residents, in multiple languages and formats to ensure it is widely accessible.

  - Focus hazard mitigation planning in in evacuation constrained residential areas identified on Exhibit S-10, *Evacuation Constrained Areas*, of the TOP 2050 Safety Element.

- Mobility. The Mobility Element includes policies for roadway systems, public transit, airport environs, and regional transportation. Transportation and public transit infrastructure are included in the Vulnerability Assessment Results discussion above, and therefore resilience strategies for these systems would be appropriate to add to the Mobility Element goals and policies. Potential policies may include coordinating with regional transit providers to identify alternative routes and stops if normal infrastructure is damaged or closed as a result of flooding; raising or hardening roadways to protect them from flooding; ensuring heat-resistant materials are used on roadways; and implementation of other transportation-related resilience features. This element can also have evacuation related policies to improve evacuation access throughout the city, including requiring new development to have at least two ingress and egress routes.
- Environmental Resources. The Environmental Resources Element discusses water, wastewater, energy, and other utilities assessed as vulnerable in this Vulnerability Assessment. To address these vulnerabilities, policies can include funding efforts to underground electricity lines citywide, create redundances in the communication infrastructure, and provide sustainable back-up power supplies. The City can also encourage or incentivize residential and on-site solar energy systems, especially when paired with battery storage to provide a resilient energy supply for homes. To protect infrastructure and services from flooding, policies can include the promotion of water conservation measures, low-impact development, and green stormwater infrastructure that can help convey stormwater. The Environmental Resources Element can also include policies to increase tree canopy cover, which can have the added benefit of reducing the urban heat island effect and filter out air pollutants.
- Community Design. The Community Design Element discusses the design of buildings, streets, and neighborhoods in Ontario. The design of streets, specifically for evacuation purposes, is included in the Emergency Response and Preparedness section above. To address neighborhood scale evacuation vulnerabilities, the Community Design Element can include policies for new neighborhoods to be designed to ensure at least two ingress and egress route in all new neighborhoods.
- Social Resources. The Social Resources Element includes goals and policies for health, education, community and leisure activities, libraries, and other community facilities. Many of these facilities, or the services they provide, are identified as vulnerable, as described earlier in this report. To address health impacts, the City can add policies to coordinate with San Bernardino County Public Health to ensure emergency and public health services can meet the needs of the population during poor air quality and extreme heat days, as well as human health hazard events.

  The Social Resources Element also provides goals and policies for some public facilities, including community centers and libraries, throughout the city. Resilient IE provides a key resilience strategy for public facilities, the integration of physical and virtual resilience hubs. These can serve as centralized locations for resources about climate change, opportunities to reduce emissions, and techniques to increase resilience, showcases for sustainability, energy efficiency, and low carbon building, and to help residents obtain essential resources and information during and after a disaster. Examples of specific implementation actions could include:

- Identify equitably located existing facilities, outside of flood hazard zones, to serve as resilience hubs and cooling centers that open during emergencies or specific temperature triggers for residents to go to seek refuge from extreme heat days or emergency shelter.
- Coordinate with emergency management services to establish backup power, preferably from renewable energy sources, and water resources at emergency shelters, resilience hubs, and cooling centers in case of power outages.

Resilience in Other Planning Mechanisms

Resilience policies and programs should not be limited to TOP 2050. Adaptation and resilience rely on a cross-department, multi-disciplinary approach to successful implementation. The City should consider how adaptation and resilience can also be incorporated into other City plans, codes, projects, and implementation programs. Addressing climate change hazard events in TOP 2050 can support other essential safety documents, such as the Ontario Annex of the *San Bernardino County Multi-Jurisdictional Hazard Mitigation Plan*. Development standards such as residential building codes for buildings in flood zones and development of adequate evacuation routes can be integrated into the Ontario Municipal Code. Policies that focus on emergency response to hazards can be included in an evacuation plan or an emergency operations plan. Adaptation measures that also reduce GHG emissions can be integrated into the *Ontario Community Climate Action Plan* and may support the *Ontario Active Transportation Master Plan*. Coordination between the City and its energy providers can incentivize energy-related GHG reduction measures. Policies related to drought and flooding may be integrated into the City of Ontario's and Cucamonga Valley Water District's Urban Water Management Plans and the Ontario Storm Drain Master Plan. Furthermore, programs such as the Ontario Municipal Code and Capital Improvement Program can help implement the resilience policies developed in the General Plan through specific projects, development codes, and budgeting.

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APPENDIX A: LIST OF POPULATIONS AND ASSETS

List of Items to Include in the Ontario Plan Vulnerability Assessment

PlaceWorks proposed the following populations and other assets for inclusion in the Vulnerability Assessment. Each list includes a description and source of data needed to support the Vulnerability Assessment.

POPULATIONS

PlaceWorks collected population data from the U.S. Census, the California Healthy Places Index, and Homeless Point-in-Time Count. These populations include:

- Children (under 10)[1]
- Cost-burdened households: households paying 30 percent or more of their income towards housing expenses[2]
- Households in poverty: households with an income below the poverty line, which is $26,500 for a household of four in the United States.[3]
- Immigrants and refugees[4]
- Linguistically isolated populations: especially Spanish, Tagalog, and Chinese[5]
- Low-income households: households with an income of 80 percent or less of the median household income. The low-income threshold is approximately $52,037 in Ontario.[6] The State of California identifies $77,500 as the low-income threshold for a household of four people in San Bernardino County.[7]
- Outdoor workers (e.g., construction, farmworkers, outdoor recreation workers, landscapers)[8]
- Overcrowded households: housing units that have 1.0 persons or more per room (excluding bathrooms and kitchens).[9]
- Persons experiencing homelessness: 2020 point-in-time count reported 28 sheltered and 74 unsheltered (102 total) persons experiencing homelessness in the city.[10]
- Persons living in mobile homes
- Persons with chronic illnesses
- Persons with disabilities[11]
- Persons without access to lifelines: Persons without access to a car, transit, or communication systems.[12]
- Renters[13]
- Seniors (65+)[14]
- Seniors living alone[15]
- Undocumented persons

INFRASTRUCTURE

PlaceWorks collected infrastructure data from a variety of sources. These infrastructure assets include:

- Airports: Ontario International Airport (Data source: Caltrans, Division of Aeronautics)
- Bike routes: City routes, West Cucamonga Creek Trail System (Data source: City of Ontario website: Parks and Street Maintenance)
- Bridges (Data source: Caltrans GIS)
- Communication facilities (e.g., cell phone towers, ham radio antennae, AT&T switching buildings) (Data source: TBC)
- Electrical substations and transmission lines: 11 substations and transmission lines operated by Southern California Edison. (Data source: California Energy Commission)
- Electric vehicle charging stations: 27 public stations (Data source: Alternative Fuels Data Center)
- Evacuation routes (Data source: Resilient IE, 2020)
- Flood-control infrastructure: levees along Cucamonga Creek and the City's stormwater management system (Data source: DWR Levee Protection Zones)
- Hazardous materials sites (Data source: EnviroStor)
- Major roads and highways: I-10, I-15, SR-60 (Data source: Caltrans)
- Natural gas pipelines: Southern California Gas Company (Data source: Cal OES)
- Parks and open space: 30 City parks, including Creekside Park and Golf Course, De Anza Park, Guasti Regional Park, Homer Briggs Park, John Galvin Park, Munoz Park, Ontario Soccer Complex, Westwind Park, and Whispering Lakes Golf Course (Data source: Parks Department website)
- Power plants: 8 natural gas facilities, 11 solar energy facilities, 1 landfill gas facility, 3 battery energy storage facilities, and small-scale energy generation facilities (Data source: California Energy Commission)
- Railways: Alhambra and Los Angeles railway subdivisions, Metrolink, Amtrak, Union Pacific (Data source: California Active Rail Lines, Amtrak)
- Solid waste facilities and landfills: 8 facilities including Caltrans Upland Maintenance Station, Recycled Wood Products, Ontario Agricultural Commodities, Residual Recovery Group, Beneficial Agriculture Services, Recycled Wood Products Ontario 2, Partida Fertilizer, and Chino Valley Rock, all of which are active. (Data source: CalRecycle)
- Transit stops: Ontario Metrolink Station, East Ontario Metrolink Station, Omnitrans (Data source: SBCTA)
- Water and wastewater infrastructure: Inland Empire Utilities Agency Regional Water Recycling Plant, City of Ontario

BUILDINGS

PlaceWorks collected buildings data from Google maps, the Ontario Parks & Recreation Department, the City of Ontario land use GIS layer, and the California School Database. These assets include:

- Community centers: Armstrong Community Center, De Anza Community & Teen Center (designated cooling center), Anthony Munoz Community Center, Dorothy A. Quesada Community Center, Ontario Senior Center, Veterans Memorial Community Center, Westwind Community Center.

- Commercial business, shopping, and entertainment centers: Toyota Arena, Ontario Mills Shopping Center, Ontario Convention Center, Ontario Auto Center, Stater Bros Plaza, Archibald Ranch Town Center, Archibalds Plaza, Pacific Plaza, Ontario Airport Commerce Center, Ontario Business Center, Ontario Center, Prologis Park.
- Homeless shelters: Mercy House Ontario Access Center, House of Ruth, Foothill Family Shelter.
- Government buildings: Ontario City Hall and City facilities, San Bernardino Department of Human Services.
- Homes and residential structures
- Libraries: Ovitt Family Community Library (designated cooling center), Lewis Family Branch, South Ontario Library.
- Medical and care facilities: Healthcare Center of Bella Vista, Inland Christian Home, Kaiser Foundation Hospital, Kindred Hospital Ontario, Las Colinas Post Acute, Ontario Dialysis Center, Ontario Healthcare Center, Ontario Holt Dialysis Center, Ontario Mills Dialysis (48 total – only medical facilities with patient capacity of 20 or more listed)
- Public safety buildings: City of Ontario Police Department, Ontario Policy Department Mills Station, City of Ontario Fire Department Stations #1, #2, #3, #4, #5, #6, #7, #8, #9, #10, and San Bernardino County – West Valley Detention Center.
- Schools: Cambridge College, American Career College, Pacific College Inland Empire, Platt Collage, SJVC Ontario, Carrington College, University of La Verne College of Law, 8 private schools, 1 unaffiliated pre-school, 5 high schools with CJUHSD, 2 elementary schools with CSD, 3 middle or elementary schools with CVUSD, 4 middle or elementary schools with MVSD, 22 middle or elementary schools with OMSD.

ECONOMIC DRIVERS

PlaceWorks determined important economic assets based on the 2020 Comprehensive Annual Financial Report and land uses surrounding the City of Ontario. These assets include:

- Agriculture
- Education services
- Major employers: Ontario International Airport, United Parcel Service, Ontario Montclair School District, Niagara Bottling LLC, Chaffey Joint Union High School District, QVC Ontario LLC, Home Depot, ULINE, FedEx, Cardinal Health.[16]
- Ontario International Airport
- Outdoor recreation (i.e., walking, biking, and court or field sports)
- Retail centers
- Warehouses and logistics centers

KEY COMMUNITY SERVICES

These assets are based on typical services provided in cities throughout California, which are supported by the infrastructure and buildings listed above. Key community services include the operation and functions needed to provide and maintain services instead of just the structures that support them. These assets include:

- Communication services
- Emergency medical response: City of Ontario Fire Department
- Energy delivery: Southern California Edison, Southern California Gas Company
- Freight and shipping
- Government administration and community services
- Public safety response: City of Ontario Police Department
- Public transit access: Metrolink, Omnitrans, SBCTA
- Solid waste removal: Ontario Integrated Waste Management
- Water and wastewater treatment, delivery, and collection: City of Ontario Municipal Utilities Company, Inland Empire Utilities Agency Regional Water Recycling Plan No. 1.

Endnotes for Appendix A

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APPENDIX B: VULNERABILITY ASSESSMENT RESULTS MATRIX

POPULATIONS AND ASSETS	AGRICULTURE PESTS & DISEASES	AIR QUALITY	DROUGHT	EXTREME HEAT & WARM NIGHTS	FLOODING	HUMAN HEALTH HAZARDS	SEVERE WEATHER	WILDFIRE & SMOKE
Populations								
Children (Under 10)	-	High	Low	High	High	Medium	Medium	High
Cost-burdened households	-	Medium	Low	Medium	Medium	Low	Low	Medium
Households in poverty	-	High	High	High	High	High	High	High
Immigrants and refugees	Low	High	Medium	High	High	High	High	High
Linguistically isolated populations	-	Medium	Low	Medium	Medium	Medium	Medium	Medium
Low-income households	-	Medium	Medium	Medium	Medium	Medium	Medium	Medium
Outdoor workers	Medium	High	Medium	High	High	High	High	High
Overcrowded households	-	Medium	Low	Medium	Medium	High	Low	Medium
Persons experiencing homelessness	-	High	Medium	High	High	High	High	High
Persons living in mobile homes	-	Medium	Low	High	High	Medium	High	Medium
Persons with chronic illnesses	-	High	High	High	Medium	High	High	High

POPULATIONS AND ASSETS	AGRICULTURE PESTS & DISEASES	AIR QUALITY	DROUGHT	EXTREME HEAT & WARM NIGHTS	FLOODING	HUMAN HEALTH HAZARDS	SEVERE WEATHER	WILDFIRE & SMOKE
Persons with disabilities	-	Medium	Low	Medium	High	Medium	Medium	Medium
Persons without access to lifelines	-	Medium	Medium	High	High	Medium	Medium	Medium
Renters	-	Medium	Low	Medium	Medium	Low	Low	Medium
Seniors (65+)	-	High	Low	High	High	High	Medium	High
Seniors living alone	-	High	Low	High	High	High	High	High
Undocumented persons	Medium	High	High	High	High	High	High	High
Infrastructure								
Airports	-	-	-	Medium	High	-	Medium	-
Bike routes	-	-	-	Low	Medium	-	Low	-
Bridges	-	-	-	Medium	High	-	Medium	-
Communication facilities	-	-	-	Medium	Low	-	Low	Low
Electrical substations and transmission lines	-	-	-	High	High	-	High	Medium
Electric vehicle charging stations	-	-	-	Medium	Medium	-	Low	-

POPULATIONS AND ASSETS	AGRICULTURE PESTS & DISEASES	AIR QUALITY	DROUGHT	EXTREME HEAT & WARM NIGHTS	FLOODING	HUMAN HEALTH HAZARDS	SEVERE WEATHER	WILDFIRE & SMOKE
Evacuation routes	-	-	-	High	High	-	High	Low
Flood control infrastructure	-	-	-	-	High	-	High	-
Hazardous materials sites	-	-	-	Low	Low	-	Low	-
Major roads and highways	-	-	-	High	High	-	High	Low
Natural gas pipelines	-	-	-	-	Low	-	-	-
Parks and open space	Low	-	High	Low	Medium	-	Low	-
Power plants	-	-	-	Medium	Medium	-	Low	-
Railways	-	-	-	High	High	-	Medium	Low
Solid waste facilities and landfills	-	-	-	Low	-	-	Low	-
Transit stops	-	-	-	-	Medium	-	Low	-
Water and wastewater infrastructure	-	-	Low	-	Medium	-	-	-

POPULATIONS AND ASSETS	AGRICULTURE PESTS & DISEASES	AIR QUALITY	DROUGHT	EXTREME HEAT & WARM NIGHTS	FLOODING	HUMAN HEALTH HAZARDS	SEVERE WEATHER	WILDFIRE & SMOKE
Buildings								
Community centers	-	-	-	Low	Medium	-	Medium	Low
Commercial business, shopping, and entertainment centers	-	-	-	Low	Medium	-	Low	Low
Homeless shelters	-	-	-	Medium	-	-	High	Medium
Government buildings	-	-	-	Low	-	-	Low	Low
Homes and residential structures	-	-	-	Medium	High	-	High	Medium
Libraries	-	-	-	Low	-	-	Medium	Low
Medical and care facilities	-	-	-	Medium	Medium	-	Low	Low
Public safety buildings	-	-	-	Low	High	-	Low	Low
Schools	-	-	-	Medium	Medium	-	Medium	Medium

POPULATIONS AND ASSETS	AGRICULTURE PESTS & DISEASES	AIR QUALITY	DROUGHT	EXTREME HEAT & WARM NIGHTS	FLOODING	HUMAN HEALTH HAZARDS	SEVERE WEATHER	WILDFIRE & SMOKE
Economic Drivers								
Agriculture	Medium	Medium	High	High	Medium	Medium	Medium	Medium
Education services	-	Medium	-	Medium	Low	Medium	Low	Medium
Major employers	-	Low	Medium	Low	High	Low	Low	Low
Ontario International Airport	-	Medium	-	High	High	Low	Medium	Medium
Outdoor recreation	Low	High	-	High	Low	Medium	Medium	High
Retail centers	-	Low	-	Medium	Medium	Medium	Medium	Medium
Warehouses and logistics centers	-	Low	-	Low	High	Low	Low	Low
Key Services								
Communication services	-	-	-	Low	Low	-	High	Low
Emergency medical response	-	Medium	-	Medium	Medium	High	Medium	Medium
Energy delivery	-	-	Low	High	Medium	-	High	High
Freight and shipping	-	-	-	Medium	High	Low	High	Low
Government administration & community services	-	-	-	Low	Low	Low	Low	Low

POPULATIONS AND ASSETS	AGRICULTURE PESTS & DISEASES	AIR QUALITY	DROUGHT	EXTREME HEAT & WARM NIGHTS	FLOODING	HUMAN HEALTH HAZARDS	SEVERE WEATHER	WILDFIRE & SMOKE
Public safety response	-	-	-	Medium	High	Medium	Medium	Medium
Public transit access	-	High	-	High	High	Low	High	High
Solid waste removal	-	Medium	-	Medium	Medium	Low	Medium	Medium
Water and wastewater treatment, delivery, and collection	-	-	High	Medium	High	-	Medium	Medium

RESOLUTION NO.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, APPROVING AN UPDATE TO THE COMMUNITY CLIMATE ACTION PLAN, AN IMPLEMENTATION COMPONENT OF THE ONTARIO PLAN SUPPORTING THE SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT (SCH 2021070364) FOR FILE NO. PADV22-002.

WHEREAS, the City of Ontario (City) Certified the Environmental Impact Report (EIR) prepared for The Ontario Plan and associated Statement of Overriding Considerations, and issued Resolution No. 2010-003; and

WHEREAS, the City of Ontario adopted the Policy Plan (General Plan) as part of the component framework for The Ontario Plan on January 27, 2010, and issued Resolution No. 2010-004; and

WHEREAS, on July 17, 2021, the City of Ontario adopted a Municipal Climate Action Plan and issued Resolution No. 2012-055, and on December 16, 2014, The City of Ontario adopted the Community Climate Action Plan and issued Resolution No. 2014-122, to comply with The Ontario Plan in January 2010. Since the adoption of the Municipal and Community Climate Action, the City has made progress to the 2020 Greenhouse Gas Reduction Target of 30% Below 2020 Business-as-Usual through the implementation of 42 environmental sector measures; and

WHEREAS, the 2022 Update to the Ontario Community Climate Action Plan (CCAP) serves as the strategic plan for how the City will reduce greenhouse gas (GHG) emissions and foster a sustainable community through 2050 and beyond; and

WHEREAS, the 2022 CCAP Identifies and updates sources of both municipal and community GHG emissions within the City’s municipal boundaries for the calendar year of 2019 and estimates how these emissions may change over time; and

WHEREAS, the 2022 CCAP serves as the programmatic tiering document for review of the climate change impacts of projects under CEQA. The 2022 CCAP is included in the Supplemental Environmental Impact Report (SEIR) for The Ontario Plan 2050; and

WHEREAS, the 2022 CCAP includes a greenhouse gas inventory baseline for the Year 2019, a future "business-as-usual" projection of greenhouse gas emissions for the Year 2030 and Year 2050, an emissions reduction target consistent with the State's emissions reduction goals and an implementation plan identifying specific measures and a timeline for implementation of said measures to reach the reduction targets for Year 2030 and Year 2050; and

WHEREAS, the SEIR for File Nos. PGPA22-002 and PADV22-002 were circulated for a 45-day public review period and a notice of its availability was published in a local newspaper and posted in the Office of the Clerk of the Board of Supervisors of San Bernardino County; and

WHEREAS, by way of the 2022 CCAP's Implementation Plan, the City Council directs Staff to implement the 2022 CCAP's measures in phases; and

WHEREAS, the Staff has authority to revise and/or adjust said measures as required and provide yearly updates, led by the City's Sustainability Program Manager; and

WHEREAS, the CCAP meets the functional and legal mandate of a general plan; and

WHEREAS, on July 26, 2022, the Planning Commission of the City of Ontario conducted a duly noticed public hearing on the CCAP at which time all persons wishing to testify in connection with the CCAP were heard; and

WHEREAS, on July 26, 2022, the Planning Commission of the City of Ontario conducted a duly noticed public hearing on the SEIR and concluded said hearing on that date, voting (7-0) to recommend certification of the SEIR and adoption of Environmental Findings pursuant to the California Environmental Quality Act, a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting to the City Council, issuing Resolution No. PC22-040; and

WHEREAS, on July 26, 2022, the Planning Commission of the City of Ontario conducted a duly noticed public hearing on the CCAP and concluded said hearing on that date, voting (7-0) to recommend approval of an update to the CCAP, an implementation component of The Ontario Plan to the City Council, issuing Resolution No. PC22-043; and

WHEREAS, on August 16, 2022, the City Council of the City of Ontario conducted a duly noticed public hearing on the CCAP at which time all persons wishing to testify were heard and the SEIR was fully studied; and

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

NOW, THEREFORE, BE IT 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 within Final Supplemental EIR and supporting documentation. Based on the entire record before the City Council and all written and oral evidence presented the City

Council finds the CCAP complies with CEQA (Public Res. Code, § 2100 et seq.), the State CEQA Guidelines (14 CCR § 1500 et seq.), and the City's CEQA Guidelines. The City Council further finds that the TOP 2050 SEIR is hereby incorporated by this reference and that no substantial new information exists that would show that such impacts would be more significant than determined in the TOP 2050 SEIR.

SECTION 2. ***Concluding Facts and Reasons****.* As the decision-making body for the Project, the City Council has reviewed and considered the information within Final Supplemental EIR and supporting documentation and hereby concludes as follows:

(1) The 2022 CCAP meets the requirements of TOP 2050 SEIR and its mitigation measures and identifies goals and strategies to reduce GHG emissions 40 percent below 1990 levels by 2030 and 80 percent below 1990 levels by 2050; and

(2) The SEIR has been completed in compliance with CEQA and is consistent with state and local guidelines implementing CEQA; and

(3) The 2022 CCAP serves as the programmatic tiering document for review of the climate change impacts of projects under CEQA.

SECTION 3. ***City Council Action.*** Based upon the findings and conclusions set forth in Sections 1 and 2 above, the City Council APPROVES the update to the CCAP as set forth in Attachment "A" (2022 Community Climate Action Plan An Implementation Component of the Ontario Plan).

SECTION 4. ***Custodian of Records.*** The documents and materials that constitute the record of proceedings on which these findings have been based are located at the City of Ontario City Hall, 303 East "B" Street, Ontario, California 91764. The custodian for these records is the City Clerk of the City of Ontario.

SECTION 5. ***Certification to Adoption.*** The City Clerk shall certify to the adoption of the Resolution.

PASSED, APPROVED AND ADOPTED this 16th day of August 2022.

_____
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. 2022_ was duly passed and adopted by the adopted by the City Council of the City of Ontario at their regular meeting held August 16, 2022 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. 2022- duly passed and adopted by the Ontario City Council at their regular meeting held August 16, 2022.

_____
SHEILA MAUTZ, CITY CLERK

(SEAL)

ATTACHMENT A:

2022 COMMUNITY CLIMATE ACTION PLAN
A COMPONENT OF THE ONTARIO PLAN 2050







Ontario Community Climate Action Plan

Public Review Draft
May 2022

CITY OF ONTARIO
SOUTHERN CALIFORNIA

PLACEWORKS

1903

CITY OF ONTARIO SOUTHERN CALIFORNIA

Ontario Community Climate Action Plan

Public Review Draft | May 2022

PLACEWORKS

Prepared By: PlaceWorks

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Santa Ana, CA 92707
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ACKNOWLEDGEMENTS

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Mayor Pro Tem Alan D. Wapner

Council Member Jim W. Bowman

Council Member Debra Dorst-Porada

Council Member Ruben Valencia

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Darlene Sanchez, Assistant City Manager

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Scott Murphy, Executive Director, Development Agency

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Kimberly Ruddins, Sustainability Program Manager

Thomas Grahn, Senior Planner

Robert Morales, Assistant Planner

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City Climate Action Plan Technical Advisory Committee

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Jamie Richardson, Senior Landscape Planner, Development

Raymond Lee, Assistant City Engineer, Development

Jay Bautista, Transportation Manager, Development

Choon Lam, Principal IT Analyst, Information Technologies

Michael Trani, Facilities Maintenance Supervisor, Public Works

Nick Gonzales, Recreation/Community Services Director, Community Life & Culture

Shawn Thrasher, Library Director, Community Life & Culture

Hector Camacho, Parks and Maintenance Supervisor, Public Works

Angela Magana, Community Improvement Director, Development

Katryna Gonzalez, Housing Director, Development

James Caro, Building Official, Development

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Michelle Nguyen, Departmental Administrator, Financial Services

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Mindy Decker, Human Resources Analyst, Human Resource

Ellie Christov, Innovation Director, Management Services

Lilyan Villarreal, Performance and Optimization Manager, Management Services

Charity Hernandez, Principal Project Manager, Management Services

Dennis Mejia, Utilities Engineering Division Manager, OMUC

Claudia Hernandez, Utilities Customer Services Director, OMUC

Sergeant Joe Estrada, Police Department

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LIST OF ABBREVIATIONS

AB	Assembly Bill
ACS	American Community Survey
ADC	alternative daily cover
AQMP	air quality management plan
BRT	bus rapid transit
CARB	California Air Resources Board
CCAP	community climate action plan
CEQA	California Environmental Quality Act
CH_4	methane
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalent
CALGreen	California Green Building Standards Code
DOE	Department of Energy (U.S.)
EIR	Environmental Impact Report
EO	Executive Order
EPA	Environmental Protection Agency (U.S.)
EV	electric vehicle
FMMP	Farmland Mapping and Monitoring Program
GHG	greenhouse gas
Global Protocol	Global Protocol for Community-Scale Greenhouse Gas Inventories
GWP	global warming potential
HCD	Housing and Community Development Department (California)
HFC	hydrofluorocarbon
IEUA	Inland Empire Utilities Agency
IPCC	Intergovernmental Panel on Climate Change
IT	information technology
kWh	kilowatt-hour
LED	light-emitting diode
LEED	Leadership in Energy and Environmental Design
LCFS	low-carbon fuel standard
MMT	million metric tons
MT	metric ton
$MTCO_2e$	metric tons of carbon dioxide equivalent
MSW	Municipal solid waste
N_2O	nitrous oxide
NF_3	nitrogen trifluoride

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LIST OF ABBREVIATIONS (CONTINUED)

OMUC	Ontario Municipal Utilities Company
PFC	perfluorocarbon
PV	photovoltaic
RPS	Renewable Portfolio Standard
RTTAC	Regional Transit Technical Advisory Committee
SB	Senate Bill
SBCOG	San Bernardino Council of Governments
SBCTA	San Bernardino County Transportation Authority
SCAQMD	South Coast Air Quality Management District
SCAG	Southern California Association of Governments
SF_6	sulfur hexafluoride
SoCalREN	Southern California Regional Energy Network
TOP	The Ontario Plan
TOD	transit-oriented development
U.S. Community Protocol	United States Community Protocol for Accounting and Reporting of Greenhouse Gas Emissions
VMT	vehicle miles traveled
ZEV	zero-emission vehicle

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EXECUTIVE SUMMARY

The 2022 Community Climate Action Plan (CCAP) is Ontario's strategic plan to reduce greenhouse gas (GHG) emissions and foster a sustainable community through 2050 and beyond. The Ontario Plan (TOP), the City's comprehensive plan or general plan, directs the preparation, ongoing implementation, and update of the CCAP, providing the framework for Ontario to reduce its community-wide GHG emissions in a manner consistent with the adopted state reduction target for 2030 and the longer-term goals for 2045 and 2050. The CCAP allows the City of Ontario decision-makers, staff, and community to understand the sources and magnitude of local GHG emissions, reduce GHG emissions, and prioritize steps to achieve GHG emission-reduction targets.

The CCAP is consistent with the California Environmental Quality Act (CEQA) Guidelines for Plans for the Reduction of Greenhouse Gas Emissions (California Code of Regulations Section 15183.5). This allows the 2022 CCAP to support and streamline environmental review of GHG emissions for future development projects in the city. The 2022 CCAP serves as the programmatic tiering document for review of the climate change impacts of projects under CEQA and is included in the Supplemental Environmental Impact Report for TOP 2050.

The 2022 CCAP is an update of the 2014 Community Climate Action Plan (2014 CCAP), providing updated analyses and background information, an expanded set of GHG reduction strategies, and a planning horizon out to 2050. The CCAP contains an inventory of the community's GHG emissions from the transportation, energy, waste, off-road equipment, agriculture, water, and wastewater sectors; land use sequestration; stationary sources; and goals, strategies, and actions to address climate change adaptation and GHG emissions. The CCAP also presents a work plan for the City to implement strategies and track progress over time.

The City of Ontario prepared the 2022 CCAP to update the community's strategic path to reducing GHG emissions beyond 2020, consistent with State requirements and TOP 2050. Specifically, the CCAP does the following:

- Provides an introduction and context for the CCAP in Chapters 1 and 2, including community history and demographics, an overview of the City's existing actions to address climate change, a discussion of climate change and equity, and the relationship between the CCAP and state and regional planning efforts in.
- Identifies and updates sources of GHG emissions within the City of Ontario's municipal boundaries for the calendar year of 2019 and estimates how these emissions may change over time (Chapter 3).

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- Presents the GHG emission reduction targets established by state regulations and guidance and the City's GHG reduction targets (Chapter 4). Chapter 4 shows where the City currently stands in its efforts to reduce GHG emissions and the GHG reductions required by the 2022 CCAP to meet its targets.
- Provides strategies (see Chapter 5) in various sectors to meet or exceed the state targets of reducing emissions 40 percent below 1990 levels by 2030 and 80 percent below 1990 levels by 2050, consistent with the direction of the State of California via Assembly Bill (AB) 32, Governor's Executive Order S-03-05, and California Public Resources Code Section 21083.3. Chapter 5, GHG Emission Reduction Strategy, has two sections:
  - The Existing GHG Reduction Strategies section outlines the existing and planned local and state initiatives that are expected to reduce Ontario's future GHG emissions and move the community closer to achieving its targets.
  - The New GHG Reduction Strategies section outlines the new 2022 strategies that show a viable path for Ontario to reach its established GHG emission reduction targets. This includes goals, strategies, and actions; their impacts on GHG emissions; and the co-benefits they provide to enhance ecological, economic, and social well-being. These strategies include actions that will be led by City staff and actions or project features for inclusion in certain development projects as identified by the strategy.
- Provides substantial evidence that the emission reductions estimated in the CCAP are feasible in Chapter 5, with supporting technical detail in Appendix A.
- Provides an implementation program (see Chapter 6) and discusses the various outcomes of reduction efforts and how these reduction efforts can be implemented.

The CCAP is summarized in Section 5.8, Greenhouse Gas Emissions, of the Supplemental Environmental Impact Report for The Ontario Plan 2050. The measures in this 2022 CCAP are not substantially different than those of the 2014 CCAP, and therefore there is no change in the environmental impacts associated with the CCAP.

The CCAP allows community members, City staff and officials, and other stakeholders to understand Ontario' existing efforts and strategies to achieve its GHG reduction goals. It builds on the 2014 CCAP and is consistent with the regional San Bernadino County GHG Reduction Plan.

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Greenhouse Gas Inventory and Forecast

A GHG inventory is a summary of the GHG emissions generated by activities that take place within a community. The GHG emissions inventories and the GHG forecast lay the groundwork for the CCAP, which seeks to align the City's GHG reduction efforts with state-recommended targets. The community-wide GHG inventories, which include both community-wide sectors and municipal operations, assess GHG emissions for the years 2008, 2016, and 2019. The 2022 CCAP update is informed by the latest science in GHG accounting, best practices, and emissions factors.

The community-wide GHG inventory assessed GHG emissions from nine categories of activities, known as sectors.

- **Transportation.** GHG emissions created by driving on-road vehicles in Ontario, including passenger and freight vehicles.
- **Residential energy.** GHG emissions attributed to the use of electricity and natural gas in residential buildings.
- **Nonresidential energy**. GHG emissions attributed to the use of electricity and natural gas in nonresidential buildings.
- **Solid waste.** GHG emissions released from trash collected from residents and businesses.
- **Off-road equipment**. GHG emissions from equipment that does not provide on-road transportation (excluding agricultural equipment), such as tractors for construction or equipment used for landscape maintenance.
- **Agriculture.** GHG emissions from various agricultural activities, including agricultural equipment, crop cultivation and harvesting, and livestock operations.
- **Water and wastewater.** This sector accounts for the electricity used to transport every gallon of water to or wastewater from city residents and businesses, as well as direct emissions from processing wastewater.
- **Land use and sequestration**. Emissions released into the atmosphere from development of previously undeveloped land and GHG emissions absorbed and stored in trees and soils on locally controlled lands as part of healthy ecosystems.
- **Stationary sources**. Emissions from fuel use at major industrial facilities permitted by state and regional air quality authorities. Stationary source emissions are informational and are not included in the community total.

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Throughout the CCAP, emissions are provided in terms of per capita GHG emissions. Per capita emissions show the average number of emissions per service population, which is the sum of community residents and employees in Ontario. Per capita GHG emissions show changes in emissions over time and are helpful for showing consistency with state-recommended GHG reduction targets. The City's per-capita emissions targets are 6.0 metric tons of carbon dioxide equivalent ($MTCO_2e$) per capita by 2030 and 2.0 $MTCO_2e$ per capita below 1990 levels by 2050.

As shown in **Table ES-1**, per capita GHG emissions have declined steadily from 2008 levels. Per capita emissions in Ontario decreased from approximately 8.25 $MTCO_2e$ in 2008 to approximately 5.55 $MTCO_2e$ per person in 2019, a decrease of 33 percent. Transportation was highest-emitting sector, responsible for approximately 55 percent of the city's total GHG emissions in 2019, followed by the nonresidential and residential energy sectors as the second- and third-largest sources of GHG emissions. The four sectors that experienced the largest decreases in annual GHG emissions between 2008 and 2019 are land use and sequestration, agriculture, water and wastewater, and nonresidential energy, which reduced emissions by 77 percent, 75 percent, 56 percent, and 54 percent, respectively.

Table ES-1 Ontario Community-Wide Per Capita GHG Emissions by Sector, 2008 to 2019 ($MTCO_2e$)

Sector	2008	2016	2019	Percentage Change, 2008–2019
Transportation	3.51	3.00	3.04	-13%
Nonresidential energy	2.77	1.80	1.29	-54%
Residential energy	0.72	0.55	0.50	-30%
Solid waste	0.28	0.22	0.27	-4%
Off-road equipment	0.17	0.08	0.21	23%
Agriculture	0.63	0.21	0.16	-75%
Water and wastewater	0.15	0.08	0.06	-56%
Land use and sequestration	0.01	0.00	0.00	-77%
Total annual per capita $MTCO_2e$	**8.25**	**5.95**	**5.54**	**-33%**
Informational Items				
Stationary sources	1.50	0.25	1.05	-30%

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The community-wide forecast is a projection of future GHG emissions based on the results of the 2019 inventory and estimates of future community population and job growth. The CCAP includes a GHG forecast for the calendar years 2030 and 2050, relying on population, housing, and employment projections based on the estimates of future buildout in TOP 2050. As shown in Table ES-2, the city's forecast per-capita emissions are expected to decrease by approximately 45 percent between 2008 and 2050.

Table ES-2 Ontario Community-wide GHG Emissions Forecast, 2008 to 2050 ($MTCO_2e$)

Sector	2008[1]	2016[1]	2019[1]	2030	2050	Percentage Change, 2008–2050
Transportation	3.51	3.00	3.04	2.84	2.15	-39%
Nonresidential energy	2.77	1.80	1.29	1.30	1.29	-54%
Residential energy	0.72	0.55	0.50	0.53	0.57	-21%
Solid waste	0.28	0.22	0.27	0.27	0.27	-4%
Off-road equipment	0.17	0.08	0.21	0.21	0.21	23%
Agriculture[2]	0.63	0.21	0.16	0.08	0.00	-100%
Water and wastewater	0.15	0.08	0.06	0.06	0.06	-56%
Land use and sequestration	0.01	Less than 0.01	Less than 0.01	Less than 0.01	Less than 0.01	-81%
Total	**8.25**	**5.95**	**5.54**	**5.30**	**4.56**	**-45%**

1. Data shown for 2008, 2016, 2019 are the actual per capita GHG emissions. The data shown for 2030, 2040, and 2050 are GHG per capita emission forecasts, calculated based on projections from the 2019 inventory.
2. GHG emission projects for the agriculture are based on the assumption that, by 2050, all agricultural land will be developed and converted to other land uses, so agricultural emissions will decrease to zero by 2050.

Greenhouse Gas Reduction Strategies

To evaluate the City's current progress toward meeting its emissions reductions targets, this CCAP acknowledges existing climate action policies and programs, planned future actions, and actions soon-to-be implemented at the state and local level.

The CCAP quantifies GHG emissions reductions associated with the implementation of these actions. As shown in Table ES-3, with the implementation of existing and planned state and local actions, the community's GHG emissions are projected to be 3.54 $MTCO_2e$ per capita and 1.31 $MTCO_2e$ per capita in 2030 and 2050, respectively.

Table ES-3 Ontario Community-Wide Emission Reductions from Existing State, Regional, and Local Actions, 2030–2050

Changes in Per Capita Emissions	2030 $MTCO_2e$	2050 $MTCO_2e$
Forecast per-capita emissions without state actions	5.30	4.56
Emission reductions from existing and planned state actions	-1.09	-2.15
Emission reductions from planned local actions without CCAP	-0.15	Less than -0.01
Community-wide emissions with existing and planned state and local actions	**4.06**	**2.40**

Though implementation of existing state and local actions will help the City meets its GHG reduction targets, these actions are insufficient on their own. Thus, the CCAP identifies future strategies that, if implemented at the levels specified in the technical appendix, will allow the community to achieve its emissions-reductions targets. Refer to Table ES-4 for a list of the CCAP strategies, explained in more detail in Chapter 5.

Table ES-4 List of 2022 CCAP GHG Reduction Strategies

Strategy Number	Strategy Name	Strategy Language	Per Capita Emission Reductions	
			2030 $MTCO_2e$	2050 $MTCO_2e$
1	Building electrification	Promote and incentivize the phase-out of gas appliances in new and existing homes and businesses throughout the community to advance GHG reductions, increase energy efficiency, and protect public safety and environmental health.	0.0257	0.1453
2	Onsite solar energy for existing residential development.	Continue to support and facilitate installation of rooftop solar photovoltaic and onsite solar energy systems in existing residential development.	0.0051	0.0000

Strategy Number	Strategy Name	Strategy Language	Per Capita Emission Reductions	
			2030 $MTCO_2e$	2050 $MTCO_2e$
3	Onsite solar energy systems for nonresidential development.	Ensure new large nonresidential development, including City facilities, includes onsite renewable energy to support the site's energy needs by requiring solar photovoltaic panels or other appropriate onsite renewable energy generation systems for the following types of projects: • New commercial and office buildings, or existing commercial and office building expansions greater or equal to 45,000 square feet in size. • New industrial or existing industrial buildings expansions greater or equal to 100,000 square feet in size.	0.0659	0.0000
4	Green roofs	Promote and incentivize residents and business owners to install green roofs to conserve energy and reduce surface water runoff.	0.0000	0.0000
5	Urban cooling	Maintain and expand the city's existing tree canopy, with a goal of planting 500 trees annually through 2050 and promote the use of pervious concrete and cool pavement for pavement projects.	0.0140	0.0180
6	Energy efficiency retrofits for low-income households	Promote and incentivize voluntary energy efficiency retrofits of homes to reduce natural gas and electricity usage, with the goal of retrofitting 9,000 low-income homes by 2050. Partner with community services agencies to fund energy efficiency projects, including heating, ventilation, air conditioning, indoor lighting, water heating equipment, insulation, and weatherization for low-income residents.	0.0023	0.0020

Strategy Number	Strategy Name	Strategy Language	Per Capita Emission Reductions	
			2030 $MTCO_2e$	2050 $MTCO_2e$
7	Energy efficiency retrofits	Promote and incentivize voluntary energy efficiency retrofits to reduce in natural gas and electricity usage. Partner with regional agencies to expand access to existing energy efficiency and conservation opportunities, incentives, and technical assistance for residents and businesses.	0.0288	0.0221
8	Smart Growth and Infill	Encourage revitalization of neighborhoods through higher-density, mixed-use, infill development and creative reuse of under-utilized sites within the urban core.	0.0000	0.0000
9	Transit-Oriented Development	Encourage development of compact, mixed-use, and transit-oriented development to improve the regional jobs-housing balance, especially on corridors served by high-ridership transit and bus rapid transit (BRT), such as Holt Avenue.	0.0008	0.0020
10	Increase Transportation Ridership	Ensure a reliable and responsive transit system with dedicated and secure funding and resources to support increased ridership.	0.0697	0.0445
11	Traffic signal synchronization and roadway management	Implement traffic and roadway management strategies to improve mobility and efficiency and reduce associated emissions.	0.0000	0.0000
12	Community vehicle electrification	Promote and incentivize the adoption of electric vehicles (EV) citywide, including light-duty and heavy-duty vehicles, for municipal, commercial, and residential uses.	0.1565	0.6584
13	Active transportation networks	Work with transit agencies, school districts, and employers to facilitate an interconnected transportation system that allows a shift in travel from private passenger vehicles to alternative modes, including public transit, ride sharing, car sharing, bicycling, and walking.	0.0045	0.0054

Strategy Number	Strategy Name	Strategy Language	Per Capita Emission Reductions	
			2030 $MTCO_2e$	2050 $MTCO_2e$
14	Vehicle idling	Limit idling of heavy-duty trucks. Support the South Coast Air Quality Management District (SCAMQD) and ARB anti-idling requirements and provide signage in key areas where idling that is not consistent with SCAMQD or ARB requirements might occur.	0.0049	0.0025
15	Parking policy and event parking	Adopt a comprehensive parking policy that encourages carpooling and the use of alternative transportation, including providing parking spaces for car-share vehicles at convenient locations with access to public transportation.	0.0056	0.0115
16	Electrification of construction and landscaping equipment	Promote and incentivize the transition to electric construction and landscaping equipment.	0.0120	0.0368
17	Idling ordinance for construction equipment	Limit idling of heavy-duty off-road construction equipment to reduce air pollution and GHG emissions from construction activity.	0.0001	0.0001
18	Methane capture at landfills	Support efforts to reduce methane emissions from regional landfills.	0.0558	0.0812
19	Waste diversion	Exceed waste diversion goals recommended by AB 939 and CALGreen by adopting a citywide diversion target of at least 75 percent of waste.	0.0361	0.0547
20	Construction and Demolition Waste Recovery Ordinance	Increase the amount of waste recycled during construction and demolition of buildings.	0.0000	0.0000
21	Indoor water efficiency	Encourage water-efficient retrofits of new and existing buildings by working with water providers and regional agencies.	0.0114	0.0036

Strategy Number	Strategy Name	Strategy Language	Per Capita Emission Reductions	
			2030 $MTCO_2e$	2050 $MTCO_2e$
22	Water efficient landscapes and water recycling	Promote drought-tolerant and fire-wise landscaping. Encourage increased use of reclaimed water for landscape irrigation, agricultural, and industrial use.	0.0085	0.0000
23	Water system and wastewater operations efficiency	Maximize efficiency at drinking water treatment, pumping, and distribution facilities, including development of off-peak demand schedules for heavy commercial and industrial users.	0.0004	0.0000
24	Methane capture for wastewater treatment	Work with Inland Empire Utilities Agency (IEUA), the local wastewater treatment provider, to increase methane capture rate.	0.0024	0.0032
25	Methane capture for dairy operations	Encourage and incentivize local dairy operations to reduce methane emissions through methane capture technology.	0.0079	0.0000
26	Climate change awareness and education	Promote climate change awareness and GHG reduction community-wide through a variety of mechanisms, including through support of climate change education in schools or community colleges.	0.0000	0.0000
27	Carbon sequestration	Establish a citywide carbon sequestration project and sequestration goal of 5,000 MT CO_2 per year.	0.0000	0.0000
28	Green jobs	Support green job trainings and opportunities to create sustainable, living wage, quality employment opportunities.	0.0000	0.0000
Total GHG emission reductions from all CCAP strategies			**0.52**	**1.09**
Community-wide emissions with CCAP			**3.54**	**1.31**

In conjunction with existing and planned local and state programs, these updated strategies provide a flexible path to reduce the community's GHG emissions to meet the City's 2030 and 2050 emission targets and to support the State's adopted target for 2030 and its goal to achieve carbon neutrality by 2045. The City's GHG reduction targets are to reduce emissions to a level below 6.0 $MTCO_2e$ per capita by 2030 and 2.0 $MTCO_2e$ per capita by 2050 as shown in **Table ES-5**. Refer to

Chapter 5 for additional detail on GHG emissions reductions from state actions, existing City actions, and planned City actions.

Table ES-5 Progress to Absolute and Per Capita GHG Emissions Targets

Target	2030 Description	2050 Description
Baseline Emissions	8.25 $MTCO_2e$ per person	8.25 $MTCO_2e$ per person
Target	6.0 $MTCO_2e$ per person	2.0 $MTCO_2e$ per person
Emissions with All Reductions	3.52 $MTCO_2e$ per person	1.31 $MTCO_2e$ per person

Implementing the CCAP will require City leadership to put the CCAP strategies into effect and report progress. To ensure that the implementation process is efficient and transparent, this CCAP includes a work plan that identifies responsible departments, partners, time frames, and relative costs associated with each strategy. Implementation strategies are shown in Table ES-6.

Table ES-6 List of Implementation Strategies

CCAP Implementation Strategies
Implementation Strategy 1. Annually monitor and report progress toward CCAP target achievement.
Implementation Strategy 2. Continue collaborative partnerships with agencies and community groups that support implementation of the CCAP.
Implementation Strategy 3. Secure necessary funding to implement the CCAP.
Implementation Strategy 4. Continue to update the baseline emissions inventory and CCAP every five years.
Implementation Strategy 5. Maintain and update the CCAP to promote greater resilience.

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1. INTRODUCTION

Purpose of the Community Climate Action Plan

The Ontario Community Climate Action Plan (CCAP) serves as the strategic plan for how the City of Ontario (City) will reduce greenhouse gas (GHG) emissions and foster a sustainable community through 2050 and beyond. The Ontario Plan (TOP), the City's comprehensive plan or general plan, directs the preparation, ongoing implementation, and update of the CCAP, providing the framework for Ontario to reduce its community-wide GHG emissions in a manner consistent with the adopted state reduction target for 2030 and the longer-term goals for 2045 and 2050. This document describes the City's successes to date in reducing GHG emissions and provides a framework for continued progress. The 2022 CCAP is an update to the 2014 CCAP.

This chapter includes an updated description of the regulatory framework for the CCAP, a community profile, guiding principles for the City's climate action planning, and a summary of this update process. Subsequent chapters analyze Ontario's progress to date in meeting its adopted GHG reduction targets and contain new information to achieve more significant and longer-term GHG reductions.

The CCAP is consistent with the California Environmental Quality Act (CEQA) Guidelines for Plans for the Reduction of Greenhouse Gas Emissions (California Code of Regulations Section 15183.5). This allows the 2022 CCAP to support and streamline environmental review of GHG emissions for future development projects in the city.

2014 Community Climate Action Plan

On December 16, 2014, the City Council adopted the City's first Community Climate Action Plan (2014 CCAP), which assembled the City's existing climate action efforts into one centralized plan informed by technical analyses. The 2014 CCAP described specific strategies, actions, and cost-effective opportunities for existing and future residents, businesses, and development projects. The 2014 CCAP also served as a qualified GHG reduction strategy under CEQA, streamlining development review.

A key task of the 2014 CCAP was to establish a baseline of community GHG emissions to measure future changes and to inform actions the community could take to reduce emissions by 2020. In April 2012, Ontario developed the 2008 Community Greenhouse Gas Emissions Inventory and 2020 Forecast as part of a regional partnership with San Bernardino County, led by the San Bernardino County Transportation Authority (SBCTA). (Also referred to as the San Bernardino

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Council of Governments or SBCOG.) The 2008 community-wide inventory report, included as Appendix A in the 2014 CCAP, revealed the major sources of emissions from community activities and gave a basis of comparison for the 2014 CCAP and future assessment reports. The 2014 CCAP also included a GHG emissions forecast that projected future emissions from community activities in 2020.

The 2014 CCAP included 42 measures to reduce GHG emissions across various sector such as new development; building energy; renewable energy; wastewater treatment; solid waste management; on-road transportation; off-road equipment; and water transport, distribution, and treatment. The largest potential reductions in GHG emissions came from strategies in the renewable energy, transportation, and off-road equipment sectors. The City has made continued progress in implementing the measures in the 2014 CCAP.

2022 Community Climate Action Plan

The City of Ontario prepared the 2022 CCAP to update the community's strategic path to reducing GHG emissions beyond 2020, consistent with State requirements and TOP 2050. Specifically, this CCAP does the following:

- Identifies and updates sources of GHG emissions within the City of Ontario's municipal boundaries for the calendar year of 2019 and estimates how these emissions may change over time, as presented in Chapter 3.
- Identifies GHG reduction targets in Chapter 4 that are consistent with State targets.
- Provides strategies (see Chapter 5) in various sectors to meet or exceed the state target and goals of reducing emissions 40 percent below 1990 levels by 2030 and 80 percent below 1990 levels by 2050 and in support of the State's pathway to achieve carbon neutrality by 2045, consistent with the direction of the State of California via Assembly Bill (SB) 32, Governor's Executive Order S-03-05, California Public Resources Code Section 21083.3, and Governor's Executive Order B-55-18.
- Provides substantial evidence that the emission reductions estimated in the CCAP are feasible in Chapter 5, with supporting technical detail in Appendix A.
- Provides an implementation program (see Chapter 6) and discusses the various outcomes of reduction efforts and how these reduction efforts can be implemented.

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The CCAP is summarized in Section 5.8, Greenhouse Gas Emissions, of the Supplemental Environmental Impact Report for The Ontario Plan 2050. The measures included in this 2022 CCAP are not substantially different than those of the 2014 CCAP, and therefore there is no change in the environmental impacts associated with the CCAP.

How to Use This Plan

The following chapters of the 2022 CCAP provide details of the community's GHG emissions and strategies to reduce emissions.

- Chapters 1 and 2 provide an introduction and context for the CCAP, including community history and demographics, an overview of the City's existing actions to address climate change, a discussion of climate change and equity, and the relationship between the CCAP and state and regional planning efforts.
- Chapter 3, Ontario GHG Emissions, provides an introduction to climate science and describes the results of Ontario's recent-year GHG inventories and forecast GHG emissions for 2030 and 2050. This allows the community to see how its emissions have changed over time and charts progress toward state and local emissions reduction targets, informing emissions reduction strategies.
- Chapter 4, GHG Reduction Targets, outlines the GHG emission reduction targets established by state regulations and guidance and the City's GHG reduction targets. This chapter shows where the City currently stands in its efforts to reduce GHG emissions and the GHG reductions required by the 2022 CCAP to meet its targets.
- Chapter 5, GHG Emission Reduction Strategy has two sections:
  - The Existing GHG Reduction Strategies section outlines the existing and planned local and state initiatives that are expected to reduce Ontario's future GHG emissions and move the community closer to achieving its targets.
  - The New GHG Reduction Strategies section outlines the new 2022 strategies that show a viable path for Ontario to reach its established GHG emission reduction targets. This includes goals, strategies, and actions; their impacts on GHG emissions; and the co-benefits they provide to enhance ecological, economic, and social well-being. These strategies include actions that will be led by City staff and actions or project features for inclusion in certain development projects as identified by the strategy.
- Chapter 6, CCAP Implementation Strategy, describes the implementation details for the strategies in the CCAP and a potential approach to putting these strategies into effect.

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2. BACKGROUND

Community Profile and History

This section provides an overview of Ontario, highlighting key community characteristics, natural resource use, development patterns, and notable history.

Community History

Ontario is in the west San Bernardino Valley, bordered by the cities of Chino and Montclair to the west, Eastvale and Jurupa Valley to the south, Fontana to the east, and Upland and Rancho Cucamonga to the north. Ontario is well connected to the neighboring counties of Los Angeles, Orange, and Riverside by four major highways—Interstate 10 and State Route 60 traveling east-west, and State Route 83 (Euclid Avenue) and Interstate 15 traveling north-south—and by Amtrak and Metrolink stations.

Archaeological evidence dating back to 10,000 BC shows that the San Bernardino Valley has been inhabited for over 12,000 years. The Gabrieleno native peoples flourished in the west San Bernardino Valley for 3,000 years. Shortly after Spanish explorers entered the area in the 1770s, pioneers established ranching operations in the valley. Spanish rancher Don Antonio Lugo and his family managed the Rancho San Bernardino, which encompassed the entire valley, between 1842 and 1851. Subsequently, the Mormon Colony acquired the ranch. The discovery of gold in the San Bernardino Mountains initiated a period of gold and silver mining in the 1860s to 1880s.[1]

Ontario was established in the 1880s based on the founders' vision of a planned community and guiding principles that including a mutual water company, prohibition of liquor, a grand thoroughfare through the city (Euclid Avenue), and an agricultural college for general education. Ontario was incorporated in 1891, and in 1903, Ontario was declared the "Model Colony" by an Act of Congress for its establishment of a new standard for urban living.[2]

The City first developed as an agricultural community, primarily producing citrus and dairy. The town expanded around Euclid Avenue, creating what are now two of Ontario's historic districts, the Historic Downtown and the College Park Historic District. Ontario's population grew in the 1950s as the city shifted from an agricultural-based economy to an industry-based economy and manufacturing jobs became increasingly available. Mass production housing was constructed in a grid development pattern, radiating from the city's historic core, and establishing most of the suburban residential neighborhoods that dominate northwestern Ontario today.

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Ontario's rapid job growth continued through the 1980s and 1990s, especially in industrial expansion of automotive plants, air cargo, commerce centers, and housing to match the growing job opportunities. During the 1980s, Ontario was ranked the seventh-fastest-growing city in California. Housing development during this period focused on master-planned communities south of Riverside Drive in the southern and eastern areas of Ontario. Today, these communities are areas of medium and high resources.[3]

As the Ontario population and economy continues to grow, urban development is transitioning the remaining agricultural land within the city limits. By 2050, all the city's agricultural land is expected to be converted to urban uses. Western Ontario Ranch (west of Archibald Avenue to Euclid Avenue), which is largely dairy and other farms, is expected to transition into a mixed-use area of residential homes, commercial centers, and industrial and business parks.

Population, Income, and Employment

Ontario is the third most populous city in San Bernardino County after San Bernardino and Fontana, with a population of 178,606 residents in 2019, which is the baseline year of the 2022 CCAP. Approximately 68 percent of the city's adult residents were below age 44 as of 2019, and nearly 37 percent of all residents were below age 24.[4]

Ontario, much like California as a whole, is experiencing racial and ethnic diversification. The percentage of non-White residents has increased to 84 percent in 2019 from 79 percent in 2010. The population of Hispanics increased by 14.5 percent between 2010 and 2019, and it is the largest ethnic group in Ontario.[5] Based on the 2019 American Community Survey, Ontario's population is 70 percent Hispanic, 16 percent non-Hispanic White, 7 percent Asian, 5 percent African American, and 2 percent multiracial. Approximately 58 percent of Ontario residents primarily speak a language other than English at home, compared with 42 percent in San Bernardino County.[6] In Ontario, the most spoken language at home is Spanish, followed by English, Tagalog, and Chinese.[7]

According to the American Community Survey (ACS), median household income has increased by 30 percent since 2010, from $57,771 to $75,266 in 2019.[8] The discrepancy in median income between Ontario and San Bernardino County has widened in the past decade. In 2010, the median income in Ontario was only 3.3 percent higher than in the county, but in 2019 the gap in median income between the city and county grew to 10 percent—$75,266 in Ontario compared with $67,903 in San Bernardino County.

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The cost of housing can be particularly vexing for lower-income families, with 56 percent of families paying more than 30 percent of their income on housing. According to data from ACS, citywide median rent increased by approximately 122 percent between 2000 and 2019, outpacing the countywide median rent increase of 110 percent. On a neighborhood level, the eastern and southern areas of Ontario experienced the highest increases in rent in the city (157 and 139 percent median rent increase, respectively).[9]

EV CHARGING STATIONS

The City of Ontario currently owns 21 electric vehicle (EV) charging stations. The City partnered with Southern California Edison through the Charge Ready program to install EV charging stations at the Citizens Business Bank Arena, Ontario Convention Center, City Hall, Library, and the community center. The City continues to invest in expansion of citywide electric vehicle charging infrastructure to promote electric vehicle use. Through the Smart Ontario initiative, 4 EV charging stations are planned at City facilities. In downtown, the City plans to install 17 additional electric vehicle charging stations through a partnership with Tesla funded by the South Coast Air Quality Management District.

Ontario's economy today is still largely dominated by industrial sectors. The largest economic sector in Ontario is the logistics industry, facilitated by the city's proximity to major Southern California transportation networks and the Ontario International Airport. In 2019, the three sectors with the highest shares of employment were transportation and warehousing, waste management and remediation, and retail trade, which made up 17 percent, 13 percent, and 11 percent of jobs in Ontario, respectively.

Sustainability in Ontario

Since adopting the 2014 CCAP, Ontario has made progress in improving energy efficiency and reducing GHG emissions in both municipal operations and community-wide sectors.

To improve energy efficiency of municipal buildings and operations, the City launched the Smart Ontario initiative, which involves an energy audit of City properties, comprehensive upgrade of municipal utility infrastructure, and heating, ventilation, and air conditioning (HVAC) equipment improvements. As of March 2022, the City has retrofitted all city streetlights with light-emitting diode (LED) light fixtures as well as all interior and exterior light fixtures in City buildings (approximately 15,000); has replaced over 100 HVAC components in City facilities; and replaced 350 thermostats in all City buildings. The City has installed 1.8 megawatts of solar photovoltaic systems at the Ontario Convention Center and the Ontario Police Department, generating 2,571,125 kilowatt-hours of energy in 2019. The Smart Ontario initiative will save an estimated $75 million over the lifetime of the new equipment. To reduce the GHG emissions of newly constructed City buildings, the City

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committed to all new municipal buildings achieving Leadership in Energy and Environmental Design (LEED) certified by the U.S. Green Building Council.

The City has also implemented numerous projects to reduce GHG emissions from the transportation sector, including installation of 21 EV charging stations, adoption of an Active Transportation Master Plan, synchronization of 30 percent of traffic signals in Ontario, and completion of pedestrian and bicycle infrastructure improvements through Safe Routes to School and Active Transportation Program grants. Future projects include a citywide e-scooter share program (projected to launch in March 2023), the Multimodal Transportation Center (needs assessment completed in March 2022), and the West Valley Corridor Bus Rapid Transit, a zero-emission bus line (completion expected in 2024).

Since adopting the 2014 CCAP, the City has implemented its GHG reduction measures in new development projects through the Development Review Process. This process involves documentation of GHG reduction measures incorporated into the design and construction of development projects using "screening tables" that assign point values for each measure that correspond to the minimum emission reduction expected from that measure. The use of screening tables to document implementation of CCAP strategies ensures that they will be implemented as part of the construction of new developments, helps to reduce GHG emissions in construction of new development, supports improved monitoring and evaluation of GHG reduction strategies, and ensures compliance with CEQA provisions for evaluating and mitigating climate change impacts. Implementation of the 2022 CCAP will update and continue use of screening tables for eligible projects.

NONRESIDENTIAL ELECTRICITY SAVINGS

Between 2008 and 2019, the city substantially reduced its GHG emissions from the nonresidential electricity sector, including commercial and industrial electricity use.

Absolute GHG emissions from this sector decreased by 31 percent, from 375,540 $MTCO_2e$ in 2005 to 257,820 $MTCO_2e$ in 2019.

Energy use or activity in this sector only decreased slightly during this period; the substantial decline in emissions is attributed to procurement of more renewable energy by Ontario's energy providers, in accordance with State law, and to greater energy efficiency in commercial and industrial facilities and equipment.

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Climate Change and Equity

Historically and currently, institutions and structural systems drive and perpetuate inequitable distribution of resources, access to opportunities, and poor life outcomes that many frontline communities face. Examples include redlining, exclusionary housing policies, forced removal of Indigenous communities, and Jim Crow segregation. Not only did these policies exacerbate the wealth and income gap between white families and families of color, they also resulted in a greater number of lower-income and communities of color living in areas at greater exposure to environmental pollution and adverse health outcomes.

According to a citywide analysis of Housing and Community Development (HCD) Opportunity Areas, Ontario's mixture of high-resource, moderate-resource, and low-resource areas have varying urban infrastructure and levels of exposure to environmental pollutants. The State's Opportunity Mapping is a data-driven approach to measure and map the distribution of resources and opportunity in California communities. It was developed by the California Fair Housing Task Force, a group of independent organizations and research centers convened by the Department of Housing and Community Development and the California Tax Credit Allocation Committee. The approach measures opportunity through an assessment of positive or negative outcomes related to economic, educational, and health indicators across communities in comparable areas (nine identified regions in California with common economic, political, and geography characteristics), and in specific areas classified as high-poverty, racially segregated areas in which over 30 percent of the population is below the federal poverty line. The aggregate assessment of the indicators and outcomes are converted into composite scores that are used to categorize areas as "high resource", "medium resource", and "low-resource", and they are mapped to show geographic trends. The composite scores and opportunity area maps are used primarily to inform the allocation of low-income housing tax credits for eligible projects. The maps are also used to inform analyses of fair housing issues in long-term policy and planning efforts such as housing elements.

Ontario neighborhoods can be grouped into three major geographic areas based on the HCD analysis of resource distribution across the city. These areas, listed below and shown in **Figure 1**, share common socioeconomic characteristics that can be traced back to historical urban development patterns.

- **Northwestern Ontario.** West of Archibald Avenue, inclusive of Ontario International Airport to the city's western limits and north of Riverside Drive to the city's northern limits.
- **Eastern area/Eastern Ontario.** East of the Ontario International Airport and Archibald Avenue to the city limits and north of Riverside Drive.
- **South Ontario.** South of Riverside Drive, bounded by the city's southern limits.

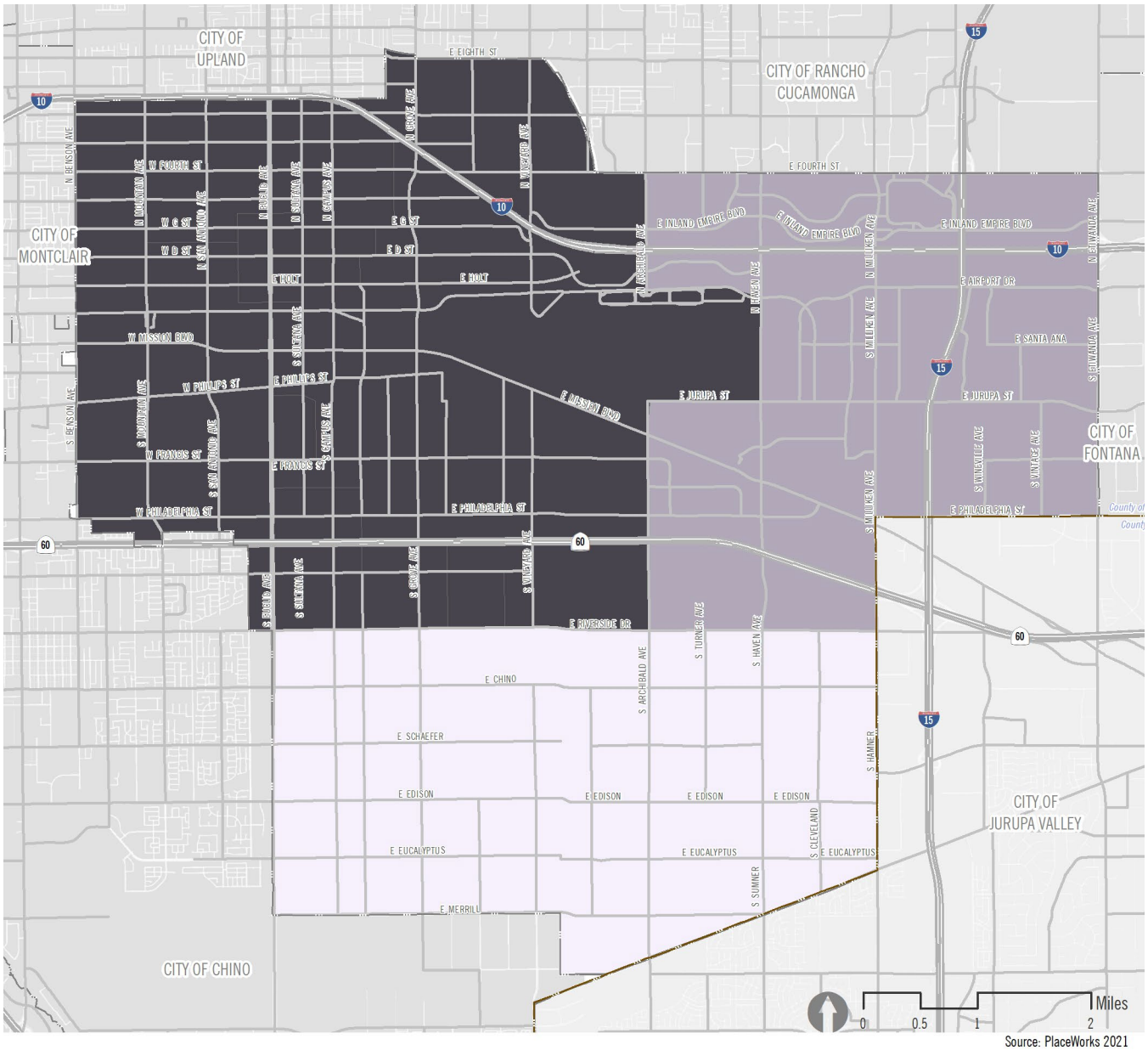
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Currently, southeastern Ontario has higher rates of owner-occupied housing and generally higher median incomes than northwestern Ontario. The southeast areas, considered Ontario's high-resource areas, are characterized by good access to employment, higher median incomes, and higher rates of home-ownership than households in northwestern Ontario. Southeastern Ontario includes much of the city's recent and future planned development, including single-family housing south of Highway 60 in eastern Ontario Ranch and business parks and industrial commerce centers in east Ontario north of Highway 60. By contrast, households in the northwestern area are primarily renter occupied, and more than half of households in this area are considered low resource, with relatively low access to education and employment opportunities.

CalEnviroScreen, a mapping tool developed by the California Office of Environmental Health Hazard Assessment, has identified similar issues. This tool uses environmental, health, and socioeconomic indicators to map and compare community environmental scores on a scale of 0 to 100. A community with a high score has higher levels of pollution and other negative environmental or social indicators. All neighborhoods in Ontario score 50 or higher, meaning that they score higher (i.e., worse) than 50 percent of neighborhoods in the state. In particular, most or all of Ontario scores high for several types of air pollution, releases of toxic materials from major goods movement transportation corridors and industrial facilities, levels of cardiovascular disease, levels of poverty, and limited educational attainment. However, the highest scores in Ontario for these and numerous other factors are concentrated in the city's low-resource areas, showing that residents of these areas are disproportionately burdened by multiple sources of pollution and socioeconomic inequities.

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Figure 1 Map of Ontario



Areas of Ontario

Northwest area/Northwest Ontario

Northwest area/Northwest Ontario

Southeast area/Southeastern Ontario

Eastern area/Eastern Ontario

Southern area/South Ontario

Boundaries

Ontario City Boundary

County Boundary

Source: City of Ontario Draft Housing Element, 2022

ONTARIO TOGETHER

Ontario Together is a community plan for advancing environmental quality and racial equity in disadvantaged communities in central Ontario. Its mission is to achieve sustainable neighborhood transformation through implementation of various GHG reduction strategies in the project area, a five-square-mile area in the heart of downtown. The strategies include improvements in access to solar energy, public transit, affordable housing, green jobs, and bicycle and pedestrian facilities for residents. Project outcomes include planting 365 trees, distributing 100 free bus passes, and implementing numerous bicycle and pedestrian infrastructure improvements, including five miles of bicycle lanes and three miles of sidewalks along Mission Blvd, and crosswalk installations on Euclid and Holt. Planned projects include Omnitrans Bus service improvements, Workforce Development, Small Business Support, and the Ontario Carbon Farm. The Ontario Carbon Farm is a partnership with Huerta del Valle Community Garden to establish a community composting site that will generate high-quality compost from food waste collected in the city.

Although the 2022 CCAP is not a dedicated equity plan, many of the factors that contribute to inequities are related to GHG emissions. For example, many sources of air pollution are also sources of GHGs, so reducing air pollution from these activities often helps to reduce Ontario's GHG emissions. Additionally, the 2022 CAP recommends numerous strategies to reduce GHG emissions that provide other co-benefits that enhance quality of life in Ontario, including improving inequities and supporting efforts to expand resources and opportunity in low-resource areas.

Through direct reductions in air pollution and indirect improvements to community well-being, the CCAP can contribute significantly in many ways to achieving a more equitable and fair Ontario. CCAP efforts that can address these issues may include:

- Improved transit service can help improve job access, provide greater mobility options for people who are unable to drive, and allow people to meet many of their daily needs at a lower cost than owning a car. Transit also releases less air pollution per rider than a private vehicle, helping to improve air quality.
- Expanded pedestrian and bicycle infrastructure can encourage more active lifestyles and recreational activities. Increased pedestrian and bicycle activity also allows people to reduce their dependencies on private vehicles and associated costs and further improves local air quality.
- Energy efficiency retrofits can result in significant cost savings for homes and businesses and help create more comfortable, safer living and working conditions.

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- Green space can encourage recreation, provide shade, and improve neighborhood aesthetics.
- Increased water and energy conservation can improve community resilience to droughts and peak demand energy shortages.
- Increased adoption of solar energy systems can improve community resilience to power outages and power safety shut-off events.
- Increased demand for energy efficiency retrofits, solar and battery energy systems, electric vehicle charging installation, and water-efficient landscaping can provide new job opportunities in the community. These can be well-paying jobs that often can be made available to members of underserved communities, particularly when the community or local agencies provide free or low-cost job-training resources.

Regulatory Framework

California law first directly addressed climate change in 1988, when AB 4420 directed state agencies to prepare a GHG inventory and study the impacts of climate change. Since then, California has adopted several laws to assess climate change, analyze GHG emissions and their effects, reduce emissions, identify climate change impacts, and prepare for the impacts of climate change. Many of these laws and associated regulations affect local governments, although only some create specific requirements for individual communities. In addition to state regulations, there are local and regional planning and regulatory processes that support or direct the reduction of GHGs. These laws and associated regulations are briefly summarized in this section.

The Ontario Plan 2050

TOP 2050 provides direction on how the City will fulfill its strategic vision and manage fiscal sustainability, daily operations, and implementation of the goals and policies during the next 30 years. TOP 2050 is a "business plan" that focuses on conducting technical updates to comply with state law, including regulations that address housing, community health, environmental justice, climate adaption, and mobility. In addition, TOP 2050 focuses on long-term growth and fiscal sustainability and advancing the Implementation Plan's tracking and feedback component.[10]

Several TOP policies are relevant to climate change, including policies addressing environmental justice and policies in the Safety Element. Environmental justice policies address inequities in the built environment in compliance with Senate Bill 1000 (SB 1000). SB 1000, approved in 2016, requires local governments to identify disadvantaged communities and address environmental justice in the general plan update through policies that aim to reduce health risks in disadvantaged

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communities, promote inclusive civic engagement in the planning process, and prioritize improvements that address the needs of disadvantaged communities.[11] In compliance with SB 1000, TOP 2050 identifies goals, policies, and objectives that reduce health risks caused by environmental pollution and reduce disparities in access to amenities, prioritizing improvements in disadvantaged communities most affected.

The Safety Element addresses public safety concerns related to the natural and built environment, including climate change, in compliance with SB 379. SB 379, approved in 2015, requires local governments to include a vulnerability assessment in the safety element update that identifies the unique risks to the community caused by climate change and informs policies to protect those vulnerabilities.[12] The Safety Element provides information about risks from natural and human-made hazards and includes goals, policies, and actions designed to protect the community and its property from hazards. Other TOP 2050 elements include policies and actions that affect GHG emission reduction and resilience.

- **The Land Use Element** encourages infill development, mixed-use development, and development around transit to reduce vehicle miles traveled (VMT).
- **The Housing Element** encourages development of low-income, moderate-income, and market rate housing at higher densities that meet HCD criteria for each income category.
- **The Mobility Element** addresses improvements in active transportation infrastructure based on the Ontario Active Transportation Master Plan and Transit Priority Areas.

Each of these elements plays a role in enhancing the overall sustainability and resilience of the community.

TOP 2050, which is scheduled for adoption in 2022, will reference the 2022 CCAP, recognizing the City's climate action planning efforts must be updated on a more regular basis than the General Plan to be responsive to changing regulations, guidance, technology, best practices, and science.

The San Bernardino County Regional Greenhouse Gas Reduction Plan

In 2021, SBCTA adopted an update to the San Bernardino County Regional Greenhouse Gas Reduction Plan, a regional effort to address statewide greenhouse gas emissions in response to AB 32. The plan assesses existing and projected GHG emissions for all participating communities in San Bernardino County to identify regional and local strategies to reduce GHGs. The regional effort is the product of an informal partnership among 25 jurisdictions, including the City of Ontario, led by SBCTA. The plan includes a 2016 GHG inventory, GHG emissions forecasts for 2030 and 2045, and strategies for reducing emissions in Ontario, including 7 state measures and 27 local measures. The GHG reduction measures have been vetted and adopted by all 25 partnership

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cities. The plan is accompanied by an assessment, monitoring, and implementation tool, called the San Bernardino County GHG Reduction Tool, which allows the City to quantify emissions reductions and measure progress in achieving emissions reductions from state and local measures. The 2022 Ontario CCAP is consistent with the regional plan and draws from the plan's GHG reduction strategies.

Title 24: Building Standards Code

Title 24 is the section of the California Code of Regulations that establishes standards to promote energy efficiency, public health, and greenhouse gas reduction standards for the construction of new commercial, residential, and public school buildings. Title 24 includes Part 6, Building Energy Efficiency Standards (also known as the Energy Code), which is focused on reducing energy consumption of new buildings, and Part 11, CALGreen Code, which is focused on reducing environmental impacts and improving public health through mandatory measures in the building sector.[13]

Title 24 is applied at the local level through the building permit and development review process, implemented through the municipal building code. On November 19, 2019, the City enacted an ordinance to amend the municipal code and adopt by reference the 2019 California Building Standards Code, which includes the CALGreen Code. This ordinance will require compliance with statewide Title 24 standards that improve energy efficiency, public health, and environmental sustainability in new homes and nonresidential buildings, such as high-efficiency electric air and water heating systems, improved ventilation systems, and rooftop solar and battery storage systems.[14] This CCAP was prepared with the 2019 standards in effect. The next update, the 2022 Title 24 standards, will go into effect on January 1, 2023.

South Coast Air Quality Management District

The South Coast Air Quality Management District (SCAQMD) is the regional air district responsible for air quality regulation in most of Southern California, including Ontario and the rest of the valley region of San Bernardino County. The SCAQMD's primary responsibility is to regulate stationary sources and develop plans to achieve and maintain air quality standards.

Released in 2016, the latest update to the SCAQMD's Air Quality Management Plan (AQMP) provides a regional strategy to protect public health and the environment to eliminate health risk disparities from exposure to air pollution among Southern California communities. To make progress toward all state and federal air quality standards, the 2016 Air Quality Management Plan includes a wide range of goals in partnership with other agencies to decrease critical pollutants, greenhouse gases, and toxins as well as improve efficiency of energy use, on-road transportation, and goods movement. The most effective way to reduce air pollution impacts to residents of the

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Southern California region, especially disproportionately impacted communities along transportation corridors, is to reduce emissions from mobile sources such as vehicles, buses, and trucks. The SCAQMD has partnered with the California Air Resources Board (CARB) and the U.S. Environmental Protection Agency (EPA) to update the AQMP to address mobile sources, including transportation control measures developed by the Southern California Association of Governments (SCAG). The 2016 plan emphasizes collaboration between agencies to develop new regulations that monitor and control emissions and the pursuit of grant funding and incentives to accelerate the adoption of cleaner technologies in vehicles, buildings, and industrial facilities.

The South Coast Air Basin is classified as an extreme nonattainment area for ground-level ozone under the EPA's current National Ambient Air Quality Standards, which means that it greatly exceeds the threshold for ozone levels deemed acceptable for human health. The 2022 AQMP is in the process of being updated and will include requirements for meeting the 2015 ozone National Ambient Air Quality Standards. According to the EPA, GHG emissions and ozone levels are correlated because ozone formation in the atmosphere accelerates as temperature increases. Ozone exposure can exacerbate human health conditions such as cardiovascular disease, asthma, and other respiratory diseases.[15]

Warehouse Indirect Source Rule 2305

On May 8, 2021, South Coast AQMD adopted Warehouse Indirect Source Rule 2305, which includes the Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program and Rule 316. Rule 2305 establishes for the first time in Ontario a regulatory program designed to reduce air pollution (and indirect GHG emissions) caused by warehouse-related activities and is focused on emissions from vehicles that service large warehouses.

State of California Regulations and Guidance

California has adopted several laws to assess climate change, analyze GHG emissions and their effects, reduce emissions, and prepare for the impacts of climate change. These laws and associated regulations are briefly summarized here.

Executive Order S-03-05

In 2005, Governor Arnold Schwarzenegger issued Executive Order (EO) S-03-05, which established the first statewide GHG reduction goals for California: reduce emissions to 2000 levels by 2010, reduce emissions to 1990 levels by 2020, and reduce emissions 80 percent below 1990 levels by 2050.

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Assembly Bill 32: California Global Warming Solutions Act of 2006

State of California guidance and targets for reductions in GHG emissions are generally embodied in the Global Warming Solutions Act, adopted with passage of AB 32 by the California state legislature on August 31, 2006. AB 32 follows the 2020 emissions reduction goal established in EO S-03-05. AB 32 includes the major GHGs and groups of GHGs that are being emitted into the atmosphere. These gases include carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF_6), and nitrogen trifluoride (NF_3).

Through the adoption of AB 32, the California Legislature declared:

> (a) Global warming poses a serious threat to the economic well-being, public health, natural resources, and the environment of California. The potential adverse impacts of global warming include the exacerbation of air quality problems, a reduction in the quality and supply of water to the state from the Sierra snowpack, a rise in sea levels resulting in the displacement of thousands of coastal businesses and residences, damage to marine ecosystems and the natural environment, and an increase in the incidences of infectious diseases, asthma, and other human health-related problems.
>
> (b) Global warming will have detrimental effects on some of California's largest industries, including agriculture, wine, tourism, skiing, recreational and commercial fishing, and forestry. It will also increase the strain on electricity supplies necessary to meet the demand for summer air-conditioning in the hottest parts of the state.

Climate Change Scoping Plan

The Climate Change Scoping Plan (Scoping Plan), adopted in 2008 and updated in 2014 and 2017, employs a variety of GHG reduction strategies that include direct regulations, alternate compliance mechanisms, incentives, voluntary actions, and market-based approaches like a cap-and-trade program. The 2008 Scoping Plan identified local governments as strategic partners to achieving the state goal and translated California's 2020 GHG reduction goal of returning to 1990 emission levels to a 15 percent reduction of "existing" emissions by 2020 (emissions between 2005 and 2008). On December 14, 2017, CARB adopted the 2017 Climate Change Scoping Plan Update (2017 Scoping Plan) to address the 2030 target and 2050 goal for the state. The 2017 Scoping Plan lays out a path to reduce statewide GHG emissions 40 percent below 1990 levels by 2030.

California's climate strategy outlined in the 2017 Scoping Plan requires contributions from all sectors of the economy, including enhanced focus on zero-emission vehicles (ZEVs) and near-ZEV technologies; continued investment in renewables such as solar roofs, wind, and other types of distributed generation; greater use of low carbon fuels; integrated land conservation and development strategies; coordinated efforts to reduce emissions of short-lived climate pollutants

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(methane, black carbon, and fluorinated gases); and an increased focus on integrated land use planning to support livable, transit-connected communities and conserve agricultural and other lands. Requirements for GHG reductions at stationary sources complement local air pollution control efforts by the local air districts to tighten criteria air pollutant and toxic air contaminant emissions limits on a broad spectrum of industrial sources.

In addition to these statewide strategies, the 2017 Climate Change Scoping Plan identified local governments as essential partners in achieving the state's long-term GHG reduction goals and recommended local actions to reduce GHG emissions. It proposes goals for local governments to reduce their GHG emissions to 40 percent below 2020 levels by 2030 (1,128,580 metric tons of CO_2 equivalent [$MTCO_2e$]) and 80 percent below 2020 levels by 2050, consistent with statewide reduction goals. In per capita terms, statewide guidance recommends targets of to 6 $MTCO_2e$ per capita by 2030, and 2 $MTCO_2e$ per capita by 2050 (376,190 $MTCO_2e$). CARB recommends that local governments evaluate and adopt robust and quantitative, locally appropriate goals that align with the statewide per capita targets and sustainable development objectives and develop plans to achieve the local goals.

As of April 2022, CARB is working on a third update to the Scoping Plan in response to the adoption of Senate Bill 32 in 2016 and the governor's 2018 goal of achieving statewide carbon neutrality by 2045. The updated Scoping Plan was released for public review in May 2022 and is set to be adopted sometime in late 2022.

California Cap-and-Trade Program

The Cap-and-Trade Program, which took effect in 2012, was originally developed under AB 32 as a market mechanism-based measure to reduce statewide emissions and move the state toward meeting the year 2020 GHG reduction target. In 2017, passage of Assembly Bill 398 extended the program to 2030, which coincides with the year 2030 GHG reduction target set under SB 32. The Cap-and-Trade Program would deliver the additional GHG reductions necessary to ensure that the 2030 GHG reduction target is met.[16] Overall, the program covers approximately 85 percent of all emissions in California and covers a variety of emissions sectors, such as electricity generators and large industrial facilities, which include refineries that generate 25,000 $MTCO_2e$ or more per year. In addition, the program also covers distributors of transportation fuels and requires fuel distributors to reduce GHG emissions by either supplying low carbon fuels or purchasing pollution permits to cover GHG emissions generated from combustion of conventional petroleum-based fuel the distributors supply.[17]

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Senate Bill 375: Sustainable Communities and Climate Protection Act of 2008

In 2008, SB 375, the Sustainable Communities and Climate Protection Act, was adopted to connect the GHG emissions-reductions targets established in the 2008 Scoping Plan to local land use decisions that affect travel behavior. Its intent is to reduce GHG emissions from light-duty trucks and automobiles (excludes emissions associated with goods movement) by aligning regional long-range transportation plans, investments, and housing allocations to local land use planning to reduce VMT and vehicle trips. Specifically, SB 375 required CARB to establish GHG emissions-reduction targets for each of the 18 metropolitan planning organizations. SCAG is the metropolitan planning organization for the Southern California region, which includes the City of Ontario. Pursuant to the recommendations of the Regional Transit Technical Advisory Committee (RTTAC), CARB adopted per capita reduction targets for each of the metropolitan planning organizations. The reduction targets for the Southern California Association of Governments are to reduce GHG emissions from passenger vehicles and light duty trucks by 8 percent per capita by 2020 and 19 percent by 2035 relative to 2005 emissions levels.[18]

Executive Order B-30-15

EO B-30-15 was signed April 29, 2015, by Governor Jerry Brown and set a goal to reduce GHG emissions in the state to 40 percent below 1990 levels by year 2030. EO B-30-15 directed CARB to update the Scoping Plan to quantify the 2030 GHG reduction goal for the state and requires state agencies to implement strategies to meet the interim 2030 goal. It also requires the California Natural Resources Agency to conduct triennial updates of the California adaption strategy, Safeguarding California, to ensure climate change is accounted for in state planning and investment decisions.

Senate Bill 32 and Assembly Bill 197

In September 2016, Governor Brown signed SB 32 and AB 197, making the Executive Order goal for year 2030 into a statewide, mandated legislative target. AB 197 established a joint legislative committee on climate change policies and requires CARB to prioritize direct emissions reductions rather than the market-based cap-and-trade program for large stationary, mobile, and other sources.

Executive Order B-55-18

Executive Order B-55-18, signed September 10, 2018, sets a goal "to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net negative emissions thereafter". EO B-55-18 directs CARB to work with relevant state agencies to ensure future Scoping Plans identify and recommend measures to achieve the carbon neutrality goal. The goal of carbon neutrality by 2045 is in addition to other statewide goals, meaning that not only should emissions

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be reduced to 80 percent below 1990 levels by 2050, but that, by no later than 2045, the remaining emissions should be offset by equivalent net removals of CO_2e from the atmosphere, including through sequestration in forests, soils, and other natural landscapes.

Executive Order N-79-20

On September 23, 2020, Governor Newsom issued EO N-79-20, which sets a time frame for the transition to ZEVs, including passenger vehicles, trucks, and off-road equipment. It directs CARB to develop and propose passenger vehicle and truck regulations requiring increasing volumes of new ZEVs sold in the California toward the target of 100 percent of in-state sales by 2035, and similar regulations for medium- and heavy-duty vehicles to achieve a target of 100 percent fleet electrification by 2045. In addition, Executive Order N-79-20 provides strategies—in cooperation with other state agencies, the EPA, and local air districts—to achieve 100 percent zero emissions from all off-road vehicles and equipment operations in California by 2035.

State Regulations of GHG Emissions from Medium- and Heavy-Duty Trucks

Existing heavy-duty vehicle regulations in California include engine criteria emission standards, tractor-trailer GHG emission reduction requirements, and in-use fleet retrofit requirements, such as the Truck and Bus Regulation. The following state strategies reduce GHG emissions from medium- and heavy-duty trucks:

- CARB's Phase 1 and 2 Heavy-Duty Vehicle GHG Standards establish emission limits on truck and engine manufacturers and harmonize with the EPA rule for new trucks and engines nationally.
- CARB's Mobile Source Strategy focuses on reducing GHGs through the transition to ZEVs and low-emission vehicles and from medium-duty and heavy-duty trucks.[19]
- CARB's Advanced Clean Fleets regulation, starting in 2025, will require public agencies, drayage operations, and high-priority fleets to prepare for the transition to zero-emission trucks and buses where feasible.
- CARB's Advanced Clean Trucks regulation, starting in 2025, will require that manufacturers of trucks meet a minimum sales requirement for ZEVs.
- CARB's Sustainable Freight Action Plan establishes a goal to improve freight efficiency by 25 percent by 2030, deploy over 100,000 freight vehicles and equipment capable of zero-emission operation, and maximize both zero-emissions and near-zero emission freight vehicles and equipment powered by renewable energy by 2030.[20]

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- CARB's Emissions Reduction Plan for Ports and Goods Movement (Goods Movement Plan) in California focuses on reducing heavy-duty truck-related emissions by the establishment of emissions standards for trucks, fleet turnover, truck retrofits, and restriction on truck idling.
- CARB's Small Off-Road Engines (SORE) regulation that will require most newly manufactured small off-road equipment, such as leaf blowers and lawn mowers, to meet zero-emission standards by 2024, and portable generators to meet these standards in 2028.

These state regulations would contribute to reducing medium-duty and heavy-duty truck GHG emissions in Ontario.

California Environmental Quality Act

CEQA requires that many proposed development projects conduct an environmental review to identify how the project may impact the environment, including an analysis of GHG emissions from the project and their contribution to climate change. The guidelines encourage the adoption of policies or programs as a means of comprehensively addressing the cumulative GHG emissions and associated impacts of projects (See CEQA Guidelines, Sections 15064(h)(3) and 15130 (c)). Consistent with the CEQA Guidelines, lead agencies may use adopted GHG reduction plans to assess the cumulative impacts of discretionary projects on climate change. In addition, the CEQA Guidelines provide a mechanism to streamline development review of future projects.

Specifically, lead agencies may use adopted plans consistent with State CEQA Guidelines Section 15183.5 to analyze and mitigate the significant effects of GHGs under CEQA at a programmatic level by adopting a plan for the reduction of GHG emissions. Later, as individual projects are proposed, project-specific environmental documents may tier from and/or incorporate by reference that existing programmatic review in their cumulative impact analysis. If a proposed development within the City of Ontario is consistent with the emission reduction strategies included in the CCAP and the programs are developed as a result of the CCAP, the project would have a less-than-significant impact on climate change.

A project-specific environmental document that relies on this 2022 CCAP for its cumulative impacts analysis must identify specific GHG reduction strategies applicable to the project and demonstrate the project's incorporation of the strategies. Project applicants and City staff will identify specific strategies applicable to each project during project review. If applicable strategies are not otherwise binding and enforceable, they must be incorporated as mitigation strategies for the project. If substantial evidence indicates that the GHG emissions of a proposed project may be cumulatively considerable, notwithstanding the project's compliance with specific strategies in this 2022 CCAP, an Environmental Impact Report (EIR) must be prepared for the project.

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This 2022 CCAP meets the CEQA Guidelines and commitments, as follows:

- Quantifies emissions, both existing and projected over a specified time period, resulting from activities within a defined geographic area.
- Establishes a level, based on substantial evidence, below which the contribution of emissions from activities covered by the plan would not be cumulatively considerable. The 2022 CCAP builds off the 2014 CCAP's GHG reduction targets by establishing two new targets for 2030 and 2050, consistent with State guidance, and provides substantial evidence for how Ontario can meet these targets and provide substantial progress toward the State's statewide goal of carbon neutrality by 2045.
- Identifies and analyzes the emissions resulting from specific actions or categories of actions anticipated within the geographic area.
- Specifies strategies and associated actions, that, if implemented, substantial evidence demonstrates they would collectively achieve the specified future per capita emissions level.
- Establishes a mechanism to monitor the 2022 CCAP's progress toward achieving specific levels and to require amendment if the plan is not achieving those levels.
- Environmental review of the CCAP has been conducted as a component of the Supplemental Environmental Impact Report (SEIR) for The Ontario Plan 2050. As identified in the Draft SEIR, the CCAP is summarized in Section 5.8, Greenhouse Gas Emissions. The measures included in the 2022 update to the CCAP are not substantially different than those of the 2014 CCAP, and therefore there is no change in the environmental impacts associated with the CCAP.

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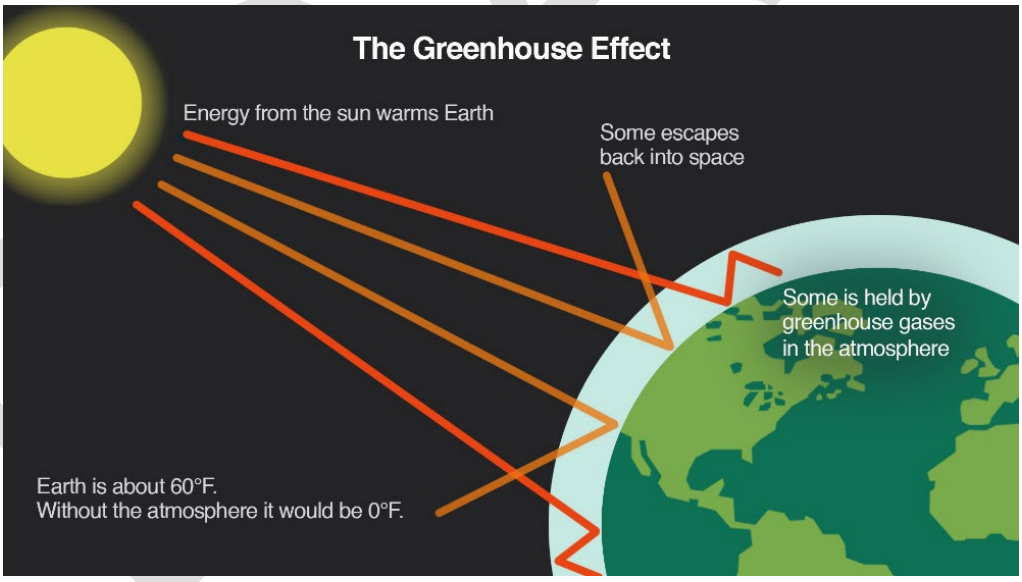
3. ONTARIO'S GREENHOUSE GAS EMISSIONS

Climate Science

Climate is the long-term average of weather conditions, such as temperature and precipitation. While it is normal for Earth's climate system to experience long-term shifts in these average conditions, human activity is causing global climate change at a much faster pace than in the past. These activities, predominantly the burning of fossil fuels, emit heat-trapping gases called GHGs that build up in the atmosphere. As GHG levels increase, Earth's atmosphere traps more heat, triggering changes in the global climate system that may have serious and potentially catastrophic impacts on people, community assets, and natural systems.

The heat-trapping effect of GHGs is known as the "greenhouse effect" because the Earth's atmosphere acts like a greenhouse, warming the planet in much the same way that an ordinary greenhouse warms the air inside its glass walls. This process is shown in **Figure 2**.

Figure 2 The Greenhouse Effect



Source: Climate Central[21]

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GHGs are naturally occurring gases, such as water vapor, carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O), that absorb heat radiated from the Earth's surface. GHGs are transparent to certain wavelengths of the Sun's radiant energy, including visible light, allowing sunlight to penetrate deep into the atmosphere or all the way to Earth's surface. Clouds, ice caps, and particles in the air reflect about 30 percent of this radiation, but oceans and land masses absorb the remaining 70 percent before releasing it back toward space as infrared radiation. GHGs and clouds effectively prevent some of the infrared radiation from escaping; they trap the heat near Earth's surface where it warms the lower atmosphere. The Intergovernmental Panel on Climate Change (IPCC) states that if this natural barrier of atmospheric gases was not present, the heat would escape into space, and Earth's average global temperatures could be as much as 61 degrees Fahrenheit (°F) cooler.[22]

The IPCC's Sixth Assessment Report summarizes the latest scientific understanding of global climate change and projects future conditions using the most comprehensive set of recognized global climate models. The report, released in 2021, considers all impacts that human activities have on global climate, temperature, natural and managed ecosystems, natural resources, human mental and physical health, human migration, urban infrastructure, and food systems. The report describes the existing impacts of atmospheric warming that are currently being observed as a result of the atmospheric imbalance and projected conditions under different scenarios, depending on the success of climate mitigation on a global scale. The report states that:

> ... widespread and severe loss and damage to human and natural systems are being driven by human-induced climate changes increasing the frequency and/or intensity and/or duration of extreme weather events, including droughts, wildfires, terrestrial and marine heatwaves, cyclones (high confidence), and flood (low confidence). Extremes are surpassing the resilience of some ecological and human systems, and challenging the adaptation capacities of others, including impacts with irreversible consequences (high confidence).[23]

Human activities are exerting a major and growing influence on the climate by changing the composition of the atmosphere and by modifying the land surface. Particularly, the increased consumption of fossil fuels (e.g., natural gas, coal, gasoline) has substantially increased atmospheric levels of GHGs. The Sixth Assessment Report projects five different temperature scenarios, all of which project 2021–2040 temperatures 2.16°F to 3.2°F warmer than the 1986–2005 average temperature, and potentially over 10.26°F warmer by 2100 under the highest emissions scenario.

The Sixth Assessment Report notes that if trends remain unchanged, continued GHG emissions above current rates will lead to further changes in the global climate system and pose even greater risks than those currently seen.

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Local GHG Emissions

A community-wide GHG inventory identifies GHG emissions that result from activities of Ontario residents, employees, visitors, and other community members. Examples include residents driving cars, homes using water, and businesses using electricity. A forecast is a projection of these emissions for future years. Preparing the GHG inventory and forecast is the first step in creating a strategy to reduce Ontario's annual emissions. Determining the annual level of GHG emissions helps the City to establish attainable goals for reducing emissions and develop policies and programs to achieve those goals.

In some cases, the GHG emissions themselves are occurring within the city limits of Ontario, such as emissions from combustion of natural gas used in community homes or businesses. In some cases, the activity occurs within Ontario, but the emissions occur elsewhere, such as GHG emissions from power plants in other communities that generate the electricity used in Ontario. In a few cases, the activity occurs partially in Ontario and partially elsewhere, such as emissions from vehicle trips between Ontario and another community. Overall, the community-wide inventory is an assessment of GHG emissions that are attributed to Ontario, although the emissions themselves or even the activities may not occur within the Ontario city limits.

As part of the preparation of the 2014 CCAP, the City of Ontario and its regional partners and technical consultants prepared community-wide GHG inventories for the calendar year 2008 and a projection of GHG emissions in 2020. The 2014 CCAP identified the year 2008 as the baseline year for emission reductions because this was considered a year with good data availability at the time, consistent with state guidance, and without any unusual factors that might affect GHG emissions. In 2021, SBCTA prepared a regional GHG inventory for the calendar year 2016 as part of the San Bernardino County Regional GHG Reduction Plan.

As part of the 2022 CCAP, the City prepared a set of new and revised community-wide GHG inventories and forecasts. The project team prepared a new 2019 community-wide GHG inventory, revised the existing 2008 and 2016 inventories to ensure they used the same methods and data sources as the 2019 inventory so they could be accurately compared, and prepared 2030 and 2050 forecasts. The team selected 2019 for the new inventory since 2019 was the most recent year with complete data that was not affected by the COVID-19 pandemic, as the changes in GHG emissions created by the pandemic are expected to be mostly temporary and are not an appropriate basis for long-term GHG emission planning.

This chapter presents the results of the updated and new City of Ontario community-wide GHG inventories and forecasts and a discussion of the methods used to prepare and update the GHG inventories.

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Community-Wide GHG Inventory

Protocols and Methods

A series of guidance documents, called protocols, recommend how to adequately assess GHG emissions. The project team prepared the new GHG inventory and updated the past GHG inventories consistent with the guidance in widely adopted, standard protocol documents. These protocols provide guidance on what activities should be evaluated in the GHG inventories and how emissions from those activities should be assessed. Using standard methods also allows an easy comparison of GHG emission levels across multiple years and communities.

The community-wide GHG inventory uses the United States Community Protocol for Accounting and Reporting of Greenhouse Gas Emissions (U.S. Community Protocol), which was first developed in 2012 and updated most recently in 2019. The California Governor's Office of Planning and Research encourages cities and counties in California to follow the U.S. Community Protocol for community-wide GHG emissions.

The Global Protocol for Community-Scale Greenhouse Gas Inventories (Global Protocol) was first developed in 2014 for preparing international community-scale GHG inventories. It is mostly consistent with the U.S. Community Protocol, although it contains additional guidance and resources to support a wider range of activities in other countries. The project team used the Global Protocol to assess GHG emissions from sources that are not covered in the U.S. Community Protocol.

GHG inventories are estimates of GHG emissions based on these standard methods and verified datasets. They are not direct measurements of GHG emissions, but when the standard methods in the protocols are used with accurate data from appropriate sources, GHG inventories provide reliable estimates of local emission levels. However, due to potential data limitations, some inconsistencies in methods may remain. Any concerns about inconsistent methods are noted in the appropriate sector discussion.

UNITS OF MEASURE AND EMISSION FACTORS

GHG inventories assess emissions in a unit called carbon dioxide equivalent (CO_2e), which is a combined unit of all GHGs analyzed in the inventory. Because different GHGs have different effects on the processes that drive climate change, CO_2e is a weighted unit that reflects the relative potency of the different GHGs. These inventories report amounts of GHGs in metric tons of CO_2e ($MTCO_2e$), that is, 1,000 kilograms or approximately 2,205 pounds.

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The project team calculated most of the GHG emissions using data on GHG-generating activities in combination with emission factors. An emissions factor describes how many metric tons of CO_2e emissions are released per unit of an activity. For instance, an emissions factor for electricity describes the $MTCO_2e$ emissions produced per kilowatt-hour (kWh) of electricity used, and an emission factor for on-road transportation describes the $MTCO_2e$ emissions produced per mile of driving. **Table 1** shows the emissions factors for 2019. Some sectors do not have specific emission factors, including agriculture and off-road emissions, and were calculated using formulae or models.

Table 1 Emissions Factors, 2008 to 2019

Sector	Unit	2008	2016	2019	Percentage Change, 2008–2019	Source
SCE electricity	$MTCO_2e$/ kWh	0.000295	0.000256	0.000208	-29%	SCE
Natural gas	$MTCO_2e$ / therm	0.005677	0.007341	0.005272	-7%	US Community Protocol
On-road transportation (light- and medium-duty vehicles)	$MTCO_2e$ / mile	0.000432	0.000363	0.000348	-19%	California Air Resources Board
On-road transportation (heavy-duty vehicles)	$MTCO_2e$ / mile	0.001007	0.001248	0.001256	25%	California Air Resources Board
On-road transportation (total)	$MTCO_2e$ / mile	0.000478	0.000430	0.000434	-9%	California Air Resources Board
Municipal solid waste (MSW)	$MTCO_2e$ / ton	0.296215	0.286062	0.286062	-3%	CalRecycle
Alternative daily cover (ADC)	$MTCO_2e$ / ton	-	-	0.247191	-	CalRecycle

Sectors

The community-wide GHG inventory assessed GHG emissions from nine categories of activities, known as sectors.

- **Transportation.** GHG emissions created by driving on-road vehicles in Ontario, including passenger and freight vehicles.
- **Residential energy.** GHG emissions attributed to the use of electricity and natural gas in residential buildings.
- **Nonresidential energy.** GHG emissions attributed to the use of electricity and natural gas in nonresidential buildings.
- **Solid waste.** GHG emissions released from trash collected from residents and businesses.
- **Off-road equipment.** GHG emissions from equipment that does not provide on-road transportation (excluding agricultural equipment), such as tractors for construction or equipment used for landscape maintenance.
- **Agriculture.** GHG emissions from various agricultural activities, including agricultural equipment, crop cultivation and harvesting, and livestock operations.
- **Water and wastewater.** This sector accounts for the electricity used to transport every gallon of water to or wastewater from city residents and businesses, as well as direct emissions from processing wastewater.
- **Land use and sequestration.** Emissions released into the atmosphere from development of previously undeveloped land and GHG emissions absorbed and stored in trees and soils on locally controlled lands as part of healthy ecosystems.
- **Stationary sources.** Emissions from fuel use at major industrial facilities permitted by state and regional air quality authorities. Stationary source emissions are informational and are not included in the community total.

Per Capita GHG Emissions

In addition to analyzing absolute or total community-wide GHG emissions, the project team also assessed GHG emissions per capita (per person) in Ontario. Per capita emissions show the average number of emissions per service population, which is the sum of community residents and employees in Ontario, so the service population per capita emissions account for activities of both residents and workers in Ontario. Per capita GHG emissions show changes in emissions over time

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and are helpful for showing consistency with state-recommended GHG reduction targets. **Table 2** provides demographic context for the GHG inventory by showing a summary of change in population, households, jobs, service population, and VMT between 2008 and 2019. Throughout this document, the GHG emissions are presented in terms of per capita emissions using units of $MTCO_2e$ per person in the Ontario service population.

Table 2 City of Ontario Community-Wide Demographic Change, 2019

Metric	2008	2016	2019	Percentage Change 2008–2019	Relevant Sectors
Population	163,951	172,249	178,606	9%	Off-road equipment
Households	44,673	46,001	48,275	8%	Residential energy, off-road equipment
Residents per household	104,233	113,859	128,637	23%	None
Jobs	268,184	286,108	307,243	15%	Nonresidential energy, off-road equipment
Service population	163,951	172,249	178,606	130%	Solid, water and wastewater, off-road equipment
Vehicle Miles Traveled (VMT)	1,969,786,450	1,995,399,670	2,151,423,590	9%	Transportation

Sources: 2019 demographic numbers are from US Census, the Department of Finance, and San Bernardino County Transportation Authority (SBCTA).

Notes: Service population is the sum of populations and jobs. All numbers except residents per household are rounded to the nearest 10.

Inventory Results

The 2022 CCAP includes 2008 and 2016 community-wide GHG inventories from the San Bernardino Regional GHG Reduction Plan, with a few additional sources of GHG emissions and some changes to the methods to be consistent with current guidance, and a 2019 community-wide GHG inventory.

Table 3 and Figure 3 show the per capita GHG emissions by sector for the three inventory years. Per capita emissions in Ontario decreased from approximately 8.25 $MTCO_2e$ in 2008 to approximately 5.55 $MTCO_2e$ per person in 2019, a decrease of 33 percent. In terms of absolute GHG emissions, Ontario's community-wide GHG emissions decreased from 2,212,900 $MTCO_2e$ in 2008 to 1,703,730 $MTCO_2e$ in 2019, a decrease of approximately 23 percent. The sectors with the highest per capita emissions corresponded with the highest-emitting sectors, the transportation and nonresidential energy sectors. Table 4 shows how each of the community's sectors contributes to annual GHG emissions.

Table 3 Annual Per Capita GHG Emissions by Sector, 2008 to 2019

SECTOR	2008 $MTCO_2e$	2016 $MTCO_2e$	2019 $MTCO_2e$	Percentage Change, 2008–2019
Transportation	3.51	3.00	3.04	-13%
Nonresidential energy	2.77	1.80	1.29	-54%
Residential energy	0.72	0.55	0.50	-30%
Solid waste	0.28	0.22	0.27	-4%
Off-road equipment	0.17	0.08	0.21	23%
Agriculture	0.63	0.21	0.16	-75%
Water and wastewater	0.15	0.08	0.06	-56%
Land use and sequestration	0.01	0.00	0.00	-77%
Total	**8.25**	**5.95**	**5.54**	**-33%**
Informational Items				
Stationary sources	1.50	0.25	1.05	-30%

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Figure 3 Annual Per Capita GHG Emissions by Sector, 2008 to 2019

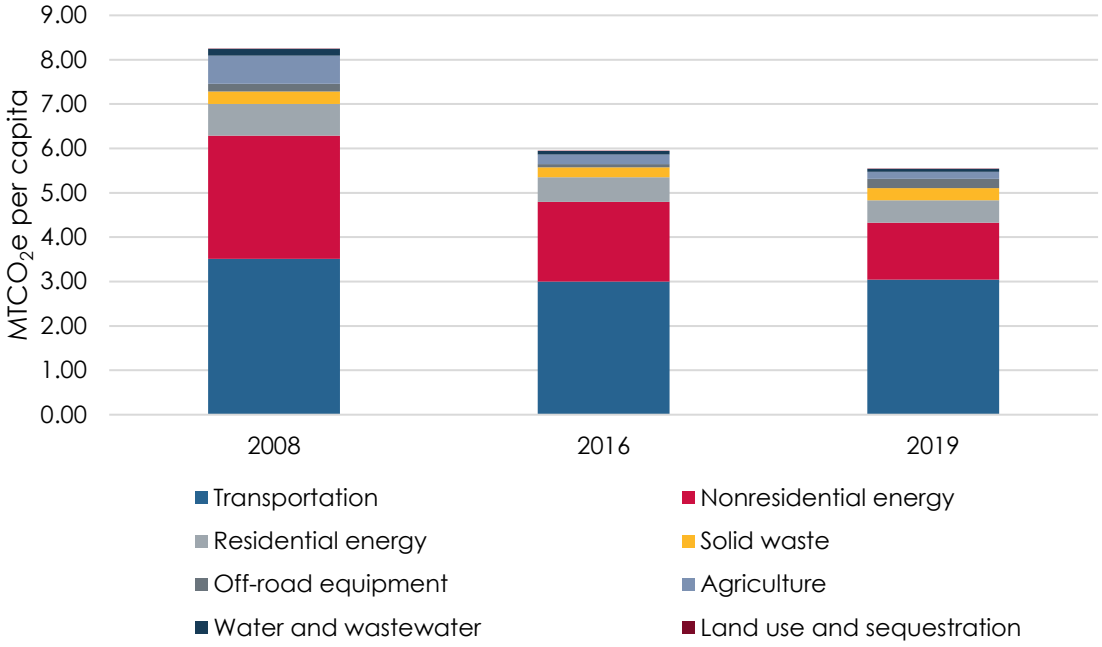


Table 4 Proportions of Annual Per Capita GHG Emissions by Sector in 2008 to 2019

Sector	2008 Proportion of Total	2016 Proportion of Total	2019 Proportion of Total
Transportation	43%	50%	55%
Nonresidential energy	34%	30%	23%
Residential energy	9%	9%	9%
Solid waste	3%	4%	5%
Off-road equipment	2%	1%	4%
Agriculture	8%	4%	3%
Water and wastewater	2%	1%	1%
Land use and sequestration	Less than -1%	Less than -1%	Less than -1%
Total annual $MTCO_2e$ per capita	**100%**	**100%**	**100%**

The four sectors that experienced the largest decreases in annual per-capita GHG emissions between 2008 and 2019 are land use and sequestration, agriculture, water and wastewater, and nonresidential energy, which reduced emissions by 77 percent, 75 percent, 56 percent, and 54 percent, respectively. These changes are discussed more in the sector detail discussions below but are likely due to increases in supplies of renewable and carbon-free electricity, declines in natural gas use, and changes in agricultural activities and land use patterns.

The only sector that experienced an increase in per capita emissions is the off-road equipment sector. Between 2008 and 2019, emissions from off-road equipment increased by 23 percent.

- The transportation sector remains the largest source of GHG emissions in Ontario, and this sector's share of community-wide GHG emissions has increased over time. Transportation emissions made up 43 percent, 50 percent, and 55 percent of total GHG emissions in 2008, 2016, and 2019, respectively.
- The transportation sector is followed by the nonresidential and residential energy sectors as the second- and third-largest sources of GHG emissions.
  - The nonresidential energy sector's share of GHG emissions steadily decreased between 2008 and 2019, from 34 percent in 2008 to 23 percent in 2019.
  - The residential energy sector's share of GHG emissions remained constant (9percent) between 2008 and 2019.
- Solid waste is the fourth-largest source of GHG emissions. This sector's share of GHG emissions increased steadily from 3 percent in 2008 to 5 percent in 2019. Similarly, the off-road equipment sector's share of GHG emissions increased from 2 percent to 4 percent between 2008 and 2019.
- The agriculture sector's share of GHG emissions decreased dramatically, from 8 percent in 2008 to 3 percent in 2019. The land use and sequestration sector, the smallest source of GHG emissions in Ontario, remained at less than 1 percent during this period.
- The water and wastewater sector's share of GHG emissions also decreased, from 2 percent in 2008 to 1 percent in 2019.

Sector Details

Transportation

City of Ontario community members drove approximately 1.97 billion vehicle miles in 2008, which increased 9 percent to 2.15 billion vehicle miles in 2019.[24] The VMT in 2008 resulted in the release of approximately 942,020 $MTCO_2e$ which dropped to approximately 934,590 $MTCO_2e$ in 2019, a 1 percent decrease in absolute emissions. In per capita terms, on-road vehicle emissions decreased from 3.51 $MTCO_2e$ per capita in 2008 to 3.04 $MTCO_2e$ per capita in 2019, a decrease of 13 percent. There was a slight decrease in emissions despite an increase in VMT during this period due to the increasing use of fuel-efficient and electric vehicles. **Table 5** provides a breakdown of the activity data and per capita emissions for on-road transportation in the 2008, 2016, and 2019 community-wide inventory.

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Table 5 Transportation Activity Data and Per Capita GHG Emissions by Subsector, 2008 to 2019

Sector	2008	2016	2019	Percentage Change, 2008–2019
Activity data (VMT)				
Light duty vehicles	1,767,683,550	1,843,389,270	1,945,876,580	10%
Heavy duty vehicles	202,102,900	152,010,400	205,547,010	2%
Total annual VMT	**1,969,786,450**	**1,995,399,670**	**2,151,423,590**	**9%**
Emissions ($MTCO_2e$ per capita)				
Light duty vehicles	2.78	2.34	2.20	-21%
Heavy duty vehicles	0.74	0.66	0.84	14%
Total annual $MTCO_2e$ per capita	**3.51**	**3.00**	**3.04**	**-13%**

All absolute numbers are rounded to the nearest 10. Totals may not equal the sum of individual columns.

Nonresidential Electricity

Ontario's GHG emissions from nonresidential electricity, including commercial and industrial electricity use, decreased by 31 percent, from 375,540 $MTCO_2e$ in 2005 to 257,820 $MTCO_2e$ in 2019. In per capita terms, emissions from nonresidential electricity use decreased from 1.40 $MTCO_2e$ per capita in 2008 to 0.84 $MTCO_2e$ per capita in 2019, a decrease of 40 percent. Electricity use only decreased slightly during this period; however, the substantial decline in emissions is likely because of increased procurement of renewable energy by Ontario's energy providers, in accordance with state law, and increased energy efficiency of commercial and industrial facilities and equipment that largely balances out increased energy use from job growth. Table 6 provides a breakdown of the activity data and per capita GHG emissions for nonresidential electricity.

Table 6 Nonresidential Electricity Activity Data and Per Capita GHG Emissions, 2008 to 2019

Sector	2008	2016	2019	Percentage Change, 2008–2019
Activity data				
Nonresidential electricity (kWh)	1,273,004,280	1,275,792,750	1,242,306,720	-2%
Emissions ($MTCO_2e$ per capita)				
Nonresidential electricity	1.40	1.14	0.84	-40%

All absolute numbers are rounded to the nearest 10. Totals may not equal the sum of individual columns.

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Residential Electricity

Ontario's GHG emissions from residential electricity decreased by 30 percent, from 93,680 $MTCO_2e$ in 2008 to 65,690 $MTCO_2e$ in 2019, although residential energy use declined less than 1 percent. In per capita terms, emissions from residential electricity use decreased from 0.35 $MTCO_2e$ per capita in 2008 to 0.21 $MTCO_2e$ per capita in 2019, a decrease of 39 percent. As with the nonresidential electricity sector, this is attributed to cleaner sources of electricity and gains in energy efficiency despite a growing residential population. Table 7 provides a breakdown of the activity data and per capita GHG emissions for residential electricity.

Table 7 Residential Electricity Activity Data and Per Capita GHG Emissions, 2008 to 2019

Sector	2008	2016	2019	Percentage Change, 2008–2019
Activity data				
Residential electricity (kWh)	317,534,340	309,859,420	316,529,750	Less than -1%
Emissions ($MTCO_2e$ per capita)				
Residential electricity	0.35	0.28	0.21	-39%

All absolute numbers are rounded to the nearest 10. Totals may not equal the sum of individual columns.

Nonresidential Natural Gas

Emissions from the nonresidential natural gas sector decreased by 63 percent, from 368,460 $MTCO_2e$ in 2008 to 137,960 $MTCO_2e$ in 2019. In per capita terms, emissions from nonresidential natural gas use decreased from 1.37 $MTCO_2e$ per capita in 2008 to 0.45 $MTCO_2e$ per capita in 2019, a decrease of 67 percent. This dramatic decline in GHG emissions is attributed to decreased use and combustion of natural gas, reflected in the proportional decline in nonresidential natural gas activity between 2008 and 2019. Table 8 provides a breakdown of the activity data and per capita GHG emissions for nonresidential natural gas.

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Table 8 Nonresidential Natural Gas Activity Data and Per Capita GHG Emissions, 2008 to 2019

Subsector	2008	2016	2019	Percentage Change, 2008–2019
Activity data				
Nonresidential natural gas (therms)	65,367,180	21,861,030	26,168,160	-60%
Emissions ($MTCO_2e$ per capita)				
Nonresidential natural gas	1.37	0.66	0.45	-67%

All absolute numbers are rounded to the nearest 10. Totals may not equal the sum of individual columns.

Residential Natural Gas

Emissions from the residential natural gas sector decreased by 9 percent, from 98,620 $MTCO_2e$ in 2008 to 89,340 $MTCO_2e$ in 2019. In per capita terms, emissions from residential natural gas use decreased from 0.37 $MTCO_2e$ per capita in 2008 to 0.29 $MTCO_2e$ per capita in 2019, a decrease of 21 percent. Natural gas consumption in the residential sector remained fairly constant between 2008 and 2019. Table 9 provides a breakdown of the activity data and per capita GHG emissions for residential natural gas.

Table 9 Residential Natural Gas Activity Data and Per Capita GHG Emissions, 2008 to 2019

Sector	2008	2016	2019	Percentage Change, 2008–2019
Activity data				
Residential natural gas (therms)	16,911,770	14,595,200	16,945,380	Less than 1%
Emissions ($MTCO_2e$ per capita)				
Residential natural gas	0.37	0.28	0.29	-21%

All absolute numbers are rounded to the nearest 10. Totals may not equal the sum of individual columns.

Solid Waste

Ontario's GHG emissions associated with solid waste come from the decomposition of solid waste thrown away by community members and alternative daily cover (ADC, i.e., material applied at the landfill as pest and erosion control), and emissions associated with combustion of waste (transform tons). Emissions from the solid waste sector increased by 10 percent, from 75,930 $MTCO_2e$ to 83,400 $MTCO_2e$, between 2008 and 2019. In per capita terms, emissions from solid waste decreased from 0.28 $MTCO_2e$ per capita in 2008 to 0.27 $MTCO_2e$ per capita in 2019, a

decrease of 4 percent. Although Ontario community members generated more waste in 2019 than in 2008, the growing population helped offset this increase, resulting in a decrease in per capita emissions from the solid waste sector. Table 10 provides a breakdown of activity and per capita emissions for the solid waste sector.

Table 10 Solid Waste Activity Data and Per Capita GHG Emissions by Subsector, 2008 to 2019

Sector	2008	2016	2019	Percentage Change, 2008–2019
Activity data (Tons)				
Solid waste	256,328	220,370	287,980	12%
ADC	-	-	2,670	-
Transform tons	-	-	1,030	-
Total activity (Tons)	**256,328**	**220,370**	**291,680**	**14%**
Emissions ($MTCO_2e$ per capita)				
Solid waste	0.283	0.220	0.268	-5%
ADC	-	-	0.002	-
Transform tons	-	-	0.001	-
Total annual per capita MTCO2e	**0.283**	**0.220**	**0.271**	**-4%**

All absolute numbers are rounded to the nearest 10. Totals may not equal the sum of individual columns.

Off-Road Equipment

Emissions from off-road equipment in Ontario increased by 41 percent, from 46,500 $MTCO_2e$ to 65,480 $MTCO_2e$ between 2008 and 2019. In per capita terms, emissions from off-road equipment increased from 0.173 $MTCO_2e$ per capita in 2008 to 0.213 $MTCO_2e$ per capita in 2019, an increase of 23 percent. Of the different types of off-road equipment, the three largest emissions sources are construction and mining equipment, portable equipment (compressors, generators, etc.), and industrial equipment such as forklifts and scrubbers. Increases in emissions from these sectors are at least partly due to an increase in construction and industrial/warehouse equipment use. Note that there is no activity data for this sector because emissions from off-road equipment are estimated from a model developed by CARB rather than from measurable metrics such as fuel consumption. Table 11 provides off-road equipment per capita GHG emissions by subsector.

Table 11 Off-Road Equipment Per Capita GHG Emissions by Subsector, 2008 to 2019

Sector	2008	2016	2019	Percentage Change, 2008–2019
Emissions ($MTCO_2e$ per capita)				
Agricultural	0.00004	0.00339	0.00020	424%
Airport Ground Support	0.032	0.000	0.031	-1%
Construction and Mining	0.049	0.036	0.075	53%
Industrial	0.026	0.003	0.026	1%
Lawn and Garden	0.001	0.002	0.001	-8%
Light Commercial	0.008	0.003	0.008	1%
Pleasure Craft	0.001	0.022	0.001	31%
Portable Equipment	0.053	0.000	0.059	11%
Recreational	0.004	0.001	0.004	-1%
Transportation Refrigeration Units	0.001	0.006	0.009	1,113%
Total **annual per capita $MTCO_2e$**	**0.173**	**0.077**	**0.213**	**23%**

All absolute numbers are rounded to the nearest 10. Totals may not equal the sum of individual columns.

Agriculture

Ontario has a small agricultural sector that includes approximately 3,000 acres of land for crop production and a small dairy sector with approximately 11,000 head of dairy cows. The sector includes N_2O emissions from nitrogen fertilizer (crop production), CH_4 gas emissions from livestock (enteric fermentation), and CH4 emissions from livestock waste (manure management). The largest source of per capita GHG emissions in the agriculture sector is enteric fermentation, which was responsible for three-quarters of the total emissions for agriculture in 2019 (see **Table 12**).

Emissions from crop production decreased by 26 percent, from 1,150 $MTCO_2e$ to 850 $MTCO_2e$, between 2008 and 2019. In per capita terms, emissions from crop production decreased from 0.004 $MTCO_2e$ per capita in 2008 to 0.003 $MTCO_2e$ per capita in 2019, a decrease of 35 percent. Although crop acreages did not change significantly, less fertilizer was applied in 2019 than in 2008 due to a reduction in the types of crops that require high applications of nitrogen fertilizer. Per capita emissions from enteric fermentation and manure management (methane released from anaerobic decomposition of animal wastes) decreased by 75 percent and 76 percent, respectively, between 2008 and 2019. This dramatic decrease in emissions is the result of a substantial decline in the number of dairy cows in livestock operations within the city limits. According to the San Bernardino County Crop Reports and the USDA Milk Production Report, the number of dairy cows in Ontario decreased by 80 percent between 2008 and 2019.

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Table 12 Agriculture Activity and Per Capita GHG Emissions by Subsector, 2008 to 2019

Sector	2008	2016	2019	Percentage Change, 2008–2019
Activity data				
Crops (acreage)	3,070	3,180	3,180	4%
Livestock (effective annual population)	53,240	18,900	10,890	-80%
Emissions ($MTCO_2e$ per capita)				
Crop production	0.004	0.003	0.003	-35%
Enteric fermentation	0.471	0.157	0.118	-75%
Manure management	0.158	0.051	0.037	-76%
Total annual per capita MTCO2e	**0.633**	**0.211**	**0.158**	**-75%**

All absolute numbers are rounded to the nearest 10. Totals may not equal the sum of individual columns.

Water and Wastewater

Emissions associated with the water and wastewater sector are counted as indirect or direct emissions. Indirect water emissions refer to emissions created by the electricity required to treat and move water to where it is used. Indirect wastewater emissions refer to electricity needed to move wastewater to water treatment facilities and to process and discharge it. Direct wastewater emissions refer to biological emissions produced directly by decomposition of wastewater solids during the treatment process.

Overall activity and emissions decreased in Ontario's water and wastewater sector. Emissions from this sector decreased by 49 percent between 2008 and 2019.

- Indirect water GHG emissions declined by 53 percent and indirect water consumption decreased by 40 percent between 2008 and 2019. In per capita terms, emissions from indirect water consumption decreased from 0.11 $MTCO_2e$ per capita in 2008 to 0.04 $MTCO_2e$ per capita in 2019, a decrease of 60 percent.
- Indirect wastewater GHG emissions decreased by 70 percent between 2008 and 2019. Emissions reductions in this sector were likely the result of increased water conservation and recycling efforts. In per capita terms, emissions from indirect wastewater decreased from 0.02 $MTCO_2e$ per capita in 2008 to 0.01 $MTCO_2e$ per capita in 2019, a decrease of 74 percent.

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- Direct wastewater emissions increased by 7 percent from 2008 to 2019. In per capita terms, emissions from direct water consumption decreased from 0.15 $MTCO_2e$ per capita in 2008 to 0.06 $MTCO_2e$ per capita in 2019, a decrease of 6 percent.

The emissions data in **Table 13** provides a breakdown of the activity data and per capita GHG emissions for water and wastewater use.

Table 13 Water and Wastewater Activity Data and Per Capita GHG Emissions by Subsector, 2008 to 2019

Sector	2008	2016	2019	Percentage Change, 2008–2019
Activity data				
Water use (million gallons)	17,315	9,757	10,463	-40%
Water electricity use (kWh)	139,120,870	63,020,780	61,387,950	-56%
Wastewater electricity use (kWh)	9,735,890	6,806,891	7,672,160	-21%
Total activity (kWh)	**148,856,760**	**69,827,671**	**69,060,110**	**-54%**
Emissions ($MTCO_2e$ per capita)				
Indirect water	0.10828	0.04851	0.0436	-60%
Indirect wastewater	0.02457	0.01887	0.0064	-74%
Direct wastewater	0.01574	0.01517	0.0147	-6%
Total annual per capita $MTCO_2e$	0.1486	0.0826	0.0648	**-56%**

All absolute numbers are rounded to the nearest 10. Totals may not equal the sum of individual columns.

Land Use and Sequestration

GHG emissions from land use and sequestration can be positive (a source of emissions) or negative (removing emissions from the atmosphere, creating what is known as a carbon "sink"). Natural and agricultural lands absorb carbon, storing it in biomass such as wood, plants, and soil. As a result, when these lands are preserved or when more street trees are planted, emissions from this sector are negative because GHGs are being removed from the atmosphere. However, developing natural or agricultural lands or converting them to a different form (for example, replacing forests with crop land) or removing street trees causes carbon to be released, creating GHG emissions.

This sector includes emission sources and sinks from two types of activities: sequestration of GHG emissions in street trees in urbanized areas, and emissions caused by permanently removing vegetation from natural lands or farmlands as a part of development. Carbon sequestration by citywide street trees remained fairly constant between 2008 and 2019 (ranging from -710 $MTCO_2e$ to -730 $MTCO_2e$), offsetting some of the emissions caused by urban development. Between 2008

and 2019, emissions from the development of agricultural land decreased by 57 percent (from 2,540 $MTCO_2e$ to 660 $MTCO_2e$) due to a reduced rate of urban development during this period. In per capita terms, emissions from development of agricultural land decreased from 0.012 $MTCO_2e$ per capita in 2008 to 0.005 $MTCO_2e$ per capita in 2019, a decrease of 63 percent.

Most of the land developed between 2008 and 2019 was not land used for agricultural production and was categorized "Other Lands" by the Farmland Mapping and Monitoring Program (FMMP). According to FMMP, these lands include low density rural development, heavily forested land, mined land, or government land with restrictions on use. **Table 14** provides a breakdown of the land use change and street tree biomass acreage and per capita emissions.

Table 14 Land Use and Sequestration Activity Data and GHG Emissions by Subsector, 2008 to 2019

Sector	2008	2016	2019	Percentage Change, 2008–2019
Activity data (acres)				
Land use change (conversion of agricultural to urban land)	3,520	1,700	1,700	-52%
Street tree biomass	740	760	760	3%
Emissions ($MTCO_2e$ per capita)				
Land use change (conversion of agricultural to development)	0.012	0.005	0.005	-63%
Street tree biomass	-0.003	-0.003	-0.002	-10%
Total annual per capita $MTCO_2e$	**0.009**	**0.002**	**0.002**	**-77%**

Notes: All absolute numbers are rounded to the nearest 10. Totals may not equal the sum of individual columns. Methodology assumes that all agricultural land was converted into urban land uses and no street trees were removed on those urban lands.

Stationary Sources

Stationary source emissions result from fuel use, such as natural gas or propane, at major industrial facilities in the community permitted by state and regional air quality authorities. In Ontario, stationary sources include an industrial gas supplier, a paper and pulp mill, and Southern California Edison's Mira Loma Peaker power plant The natural gas use reported as part of these facilities' fuel use may be included in the nonresidential natural gas use reported above in **Table 8**. **Table 15** shows the emissions from stationary sources in Ontario. Per capita emissions from stationary sources decreased by 30 percent between 2008 and 2019. There is no activity data with this subsector, and these emissions are presented for informational purposes only; they are not included in the community total.

Table 15 Stationary Source GHG Emissions, 2008 to 2019

Sector	2008	2016	2019	Percentage Change, 2008–2019
Emissions ($MTCO_2e$ per capita)				
Stationary sources	1.50	0.25	1.05	-30%

Community-Wide Forecast

The community-wide forecast is a projection of future GHG emissions from the sources in Ontario's GHG inventory. The community-wide forecast of GHG emissions is based on the results of the 2019 community-wide GHG emissions inventory combined with Ontario's 2019 demographics and future demographic projections. These population, housing, and employment projections are based on the estimates of future buildout in TOP 2050. Table 16 shows the demographic projections used to prepare the community-wide GHG emissions forecast.

Table 16 City of Ontario Community-Wide Demographic Projection, 2019 to 2050

Metric	2019	2030	2050	Percentage Change 2019–2050	Relevant Sectors
Population	178,610	232,120	410,490	130%	Off-road equipment
Households	48,280	66,680	124,380	158%	Residential energy, off-road equipment
Residents per household	3.70	3.48	3.30	-11%	None
Jobs	128,640	169,600	296,000	130%	Nonresidential energy, off-road equipment
Service population	307,240	401,720	706,500	130%	Solid, water and wastewater, off-road equipment
Vehicle Miles Traveled (VMT)	2,151,423,590	2,631,468,770	3,504,276,490	63%	Transportation

Sources: 2019 demographic numbers are from US Census, the Department of Finance, and San Bernardino County Transportation Authority (SBCTA).
Future demographics are from TOP 2050 buildout projections. Vehicle miles traveled are derived from Fehr and Peers (2019).

Service population is the sum of populations and jobs. All numbers except residents per household are rounded to the nearest 10.

In addition to demographic and economic changes forecasted in TOP 2050, land use changes are expected to impact activity and emissions within the city limits. Although the city's total land area will not change, intensification of land uses in 2050 are listed as follows:

- All agricultural land is projected to be developed with urban uses by 2050, reducing emissions from the city's agricultural sector to zero emissions in 2050.
- Infill development in select areas will intensify commercial and mixed uses in Downtown, Toyota Arena, and Ontario Mills Mall.
- Select commercial and business park uses will be converted to mixed uses, which may contribute to reduced VMT.
- Residential development will intensify to promote higher density housing, especially in Ontario Ranch and southwest Ontario.
- Mixed use and higher density residential development is planned specifically to align with future bus rapid transit services along multiple north-south and east-west corridors throughout the city, which may contribute to reduced VMT.
- Land area dedicated to public open space will increase with the development of the Great Park, a 370-acre planned linear park stretching 3.5 miles from east to west in south Ontario.

This forecast is also referred to as the business-as-usual forecast. It assumes that, for most sectors, each person in Ontario will continue to contribute the same amount of GHG emissions to the community total as they did in 2019, so the amount of GHG emissions changes proportionally to the projected change in community demographics. However, some emissions, notably those from on-road transportation, grow at a slower rate due to the nature of the modeling process. The overall community-wide absolute emissions are projected to grow 89 percent from 2019 to 2050, and Ontario's service population is projected to grow 130 percent over this period. Since the rate of population increase is greater than the rate of GHG emission increase, the per-capita emissions decrease over time. This is a worst-case projection that assumes that no one at any level takes action, including state, regional, and local agencies. This projection also accounts for emission changes from land use and carbon sequestration. **Table 17** and **Figure 4** show Ontario's forecast community-wide GHG emissions through 2050.

Ontario's residential population and worker population are both projected to grow by 130 percent between 2019 and 2050. During the same period, the city's per capita emissions are expected to decrease from 5.54 $MTCO_2e$ to 4.56 $MTCO_2e$ per person in 2050, a decrease of 18 percent (see **Table 17**).

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The forecast assumes emissions scale proportionally to demographic growth, which means most of the sectors grow at a similar rate to the growth in demographics, as seen by comparing the percentage changes in Table 17.

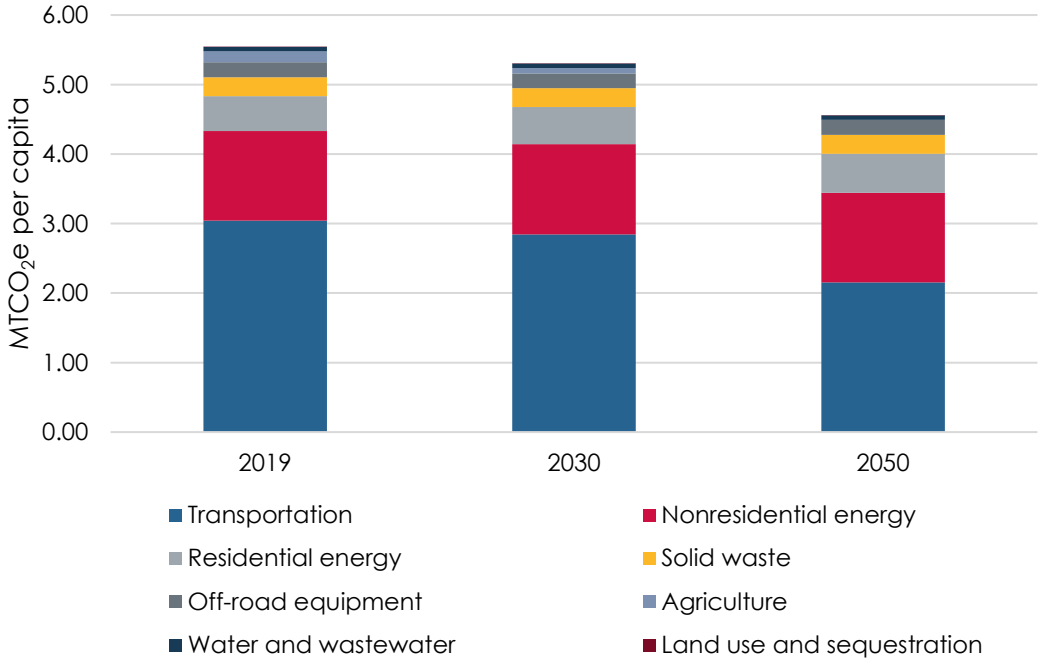
Table 17 Forecast Per Capita GHG Emissions, 2019–2050

Sector	2019[1]	2030	2050	Percentage Change, 2019–2050
Transportation	3.04	2.84	2.15	-29%
Nonresidential energy	1.29	1.30	1.29	Less than 1%
Residential energy	0.50	0.53	0.57	12%
Solid waste	0.27	0.27	0.27	Less than 1%
Off-road equipment	0.21	0.21	0.21	Less than 1%
Agriculture[2]	0.16	0.08	0.00	-100%
Water and wastewater	0.06	0.06	0.06	Less than 1%
Land use and sequestration	Less than 0.01	Less than 0.01	Less than 0.01	-15%
Total	**5.54**	**5.30**	**4.56**	**-18%**
Stationary Sources[3]	*1.05*	-	-	-

1. Data shown for 2019 are the actual per capita GHG emissions. The data shown for 2030, 2040, and 2050 are GHG per capita emission forecasts, calculated based on projections from the 2019 inventory.
2. GHG emission projects for the agriculture are based on the assumption that by 2050 all agricultural land will be developed and converted to other land uses, so agricultural emissions will decrease to zero by 2050.
3. Stationary sources are informational; they vary significantly from year to year independent of demographic changes, so they are not forecast.

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Figure 4 City of Ontario Community-Wide Per Capita GHG Emissions, 2019–2050



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4. GHG REDUCTION TARGETS

Background

Establishing GHG emission reduction targets is a key component of the CCAP to ensure that Ontario has a number to strive toward as it implements GHG reduction strategies. The strategies and actions adopted as part of the CCAP are often quantifiable to ensure that each action the City takes can be measured for its performance in advancing Ontario to the adopted GHG emission reduction goal. Jurisdictions can choose to adopt GHG emission reduction targets that match state guidance or can elect to increase reduction targets to accelerate action at a local level.

2014 CCAP GHG Reduction Targets

As part of the 2014 CCAP, the City adopted a GHG reduction target of 30 percent below the forecast emissions levels in 2020. This target is approximately equal to the state-recommended reduction target of 15 percent below 2005 – 2008 levels by 2020.

In 2019, Ontario reached its 2020 GHG reduction target of 15 percent below 2008 levels, which translates to absolute GHG emissions of 1,880,970 $MTCO_2e$ or 7.01 $MTCO_2e$ per capita. According to the 2019 GHG inventory conducted as part of the 2022 CCAP update, Ontario's community-wide emissions in 2019 were 1,707,380 $MTCO_2e$ (not including the informational emissions from stationary sources), 23 percent below 2008 levels (as adjusted to be consistent with current protocols as part of this CCAP update). In per capita terms, Ontario's emissions in 2019 were 5.54 $MTCO_2e$, a 33 percent decrease relative to 2008 levels.

State Targets and Recommendations

As stated in "Regulatory Framework" in Chapter 2, the state has set GHG reduction targets to:

- Reduce 2030 emissions 40 percent below 1990 levels, codified into law by SB 32 in 2016.
- Achieve carbon-neutral emissions by 2045, established (and not yet codified into law) by EO B-55-18.
- Reduce 2050 emissions 80 percent below 1990 levels, established (and not yet codified into law) by EOS-03-05.

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The Scoping Plan, also described in "Regulatory Framework" in Chapter 2, recommends that local governments select targets consistent with state targets, in absolute or per-capita form. Per-capita targets establish a level of GHG emissions by a certain year per person. Unlike absolute targets, the total level of GHG emission reductions specified by per-capita targets varies depending on future demographic changes. The Scoping Plan recommends the following per-capita targets:

- Reduce 2030 emissions to 6.0 $MTCO_2e$ per capita
- Reduce 2050 emissions to 2.0 $MTCO_2e$ per capita

These targets are based on the state targets and goals in SB 32 and Executive Order S-03-05, discussed previously. California's statewide target of 40 percent below 1990 levels by 2030 translates to 260 million $MTCO_2e$. The state is projected to be home to approximately 44 million residents in 2030, resulting in an average of approximately 6.0 $MTCO_2e$ per person. Similarly, the statewide goal of 80 percent below 1990 levels by 2050 translates to 86 million $MTCO_2e$. California is projected to have approximately 49 million residents in 2050, resulting in an average of approximately 2.0 $MTCO_2e$ per person.

Since the statewide per-capita targets are based on the statewide GHG emissions inventory that includes all emissions sectors in the state, the Scoping Plan notes that it is appropriate for local jurisdictions to derive evidence-based local per-capita targets based on local emissions sectors and population projections that are consistent with the framework used to develop the statewide per-capita targets. The resulting GHG emissions trajectory should show a downward trend consistent with the statewide objectives.

2022 CCAP GHG Reduction Targets

The state-recommended per-capita targets (6.0 $MTCO_2e$ per person by 2030 and 2.0 $MTCO_2e$ per person by 2050) are relevant and appropriate for Ontario, and they are the targets in this 2022 CCAP. Ontario's targets are based on the service population in the community (the sum of both residents and jobs), as shown in **Table 18**.

Table 18 Per Capita Targets for Ontario

Absolute Emissions Target			Per Capita Emissions Target
Target	$MTCO_2e$	Description	$MTCO_2e$
2030 target	1,175,390	40% below 1990 levels	6.0 $MTCO_2e$ per person (service population)
2050 target	391,800	80% below 1990 levels	2.0 $MTCO_2e$ per person (service population)

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5. GREENHOUSE GAS EMISSION REDUCTION STRATEGY

Introduction

There are several ways in which GHG emissions can be reduced over time. States, counties, cities, regional agencies, nonprofit organizations, businesses, and each individual can work together or separately to run projects and programs that either reduce GHG emissions before they are released or sequester carbon once it is in the atmosphere. This chapter describes Ontario's path to reducing GHG emissions to meet or exceed its targets, including existing/planned efforts led by state, regional, and local agencies, and new strategies in this 2022 CCAP.

Calculating Credit

This 2022 CCAP uses a process called quantification to determine how much GHG emissions are reduced by each strategy. The foundation for the quantification calculations is the baseline GHG inventories and forecast. Activity data from the inventory, such as VMT or kWh, are combined with participation rates and data about the reduction in activity data from each action to calculate the GHG reduction benefit of each strategy. This approach ensures that the GHG reductions from the 2022 CCAP strategies are tied to current and future activities that are occurring in the community.

Calculations for reduction in activity data come from tools and reports provided by government agencies; these agencies include the U. S. EPA, the California Energy Commission, CARB, the California Air Pollution Control Officers Association, the U.S. Department of Energy (DOE), and local air districts. If accurate data are not available from these sources, the quantification uses case studies from comparable communities and applicable scholarly research.

The project team was able to quantify GHG reductions for most of the strategies in this 2022 CCAP. However, there are a few that do not have a specific reduction level due to missing data or the lack of a reliable method. These efforts are still expected to reduce GHG emissions, but the level cannot be accurately determined. These strategies are labeled "supportive".

Progress Toward GHG Reduction Goals

To understand the level of action necessary to achieve the City's reduction targets, this 2022 CCAP analyzes existing, planned, and future actions. By first looking at past accomplishments, the City can understand progress achieved and outstanding opportunities while looking at state initiatives, which may result in further GHG reductions on a local level. Existing and current efforts provide a

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foundation for this 2022 CCAP. The GHG reductions from past and current activities help inform the creation of new GHG reduction strategies to reduce GHG emissions even further. These new strategies can further close the gap between projected GHG emission levels and the reduction targets, and guide development and implementation of future programs. Together, these efforts serve as the City's multipronged strategy to achieve reduction targets.

State Initiatives to Reduce GHG Emissions

Since passing AB 32, the State has enacted regulations and programs to reduce GHG emissions. Although statewide in scope, these actions affect several sources of Ontario's emissions, so the local benefits of these State efforts can be "credited" to Ontario even in cases where the community did not need to take any action. This CCAP includes the local benefits from five State policies:

- **Renewable Portfolio Standard:** The RPS was first established in 2002 and has been amended multiple times, most recently in 2018 by SB 100. It requires all electricity providers in the state to obtain at least 33 percent of their electricity from eligible renewable resources by the end of 2030, and all their electricity from carbon-free (although not necessarily eligible renewable) resources by the end of 2045. This policy reduces GHG emission from electricity use, including electricity used to transport and process water and wastewater, and electricity used for electric vehicles.

- **Clean Car Standards:** In 2002, California adopted AB 1493, the New Passenger Motor Vehicle Greenhouse Gas Emission Standards, or Pavley standard. It required a reduction in tailpipe GHG emissions from new vehicles produced from 2009 to 2015. In 2012 CARB adopted an extension of this policy, the Advanced Clean Car Standards, which requires more stringent reductions in tailpipe GHG emissions from vehicles produced from 2016 to 2025. The Clean Car Standards (including the Advanced Clean Car Standards) reduce GHG emissions from on-road transportation vehicles, including commercial and public transit vehicles.

- **Title 24 Energy Efficiency Standards:** California Code of Regulations, Title 24, Part 6 is California's energy efficiency standards for new and renovated buildings, applied at the local level through the project review/building permit process. The standards are strengthened every three years. The most recent set of Title 24 standards went into effect on January 1, 2020, although the reductions shown from this policy include past, current, and anticipated future Title 24 standards. This policy will reduce GHG emissions from electricity and natural gas use in new and substantially renovated homes and nonresidential buildings.

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- **Local Carbon Fuel Standard:** The Low Carbon Fuel Standard (LCFS) was adopted in 2009 and required a 10 percent reduction in the carbon intensity of all transportation and equipment fuels by 2020. This policy reduces GHG emissions from on-road transportation and from off-road equipment.
- **The short-lived climate pollutants law (SB 1383)**: SB 1383, approved in 2016, proposes a comprehensive strategy to reduce methane and other emissions of short-lived greenhouse gases through regulations on dairy operations and urban landfills, including higher diversion rates of food waste from landfills.

Renewable Energy Emissions Reductions in 2050

As required by the state's Renewables Portfolio Standard, all electricity sold in California must be carbon free by 2045. Consequently, future GHG reduction strategies that only reduce electricity use or increase renewable electricity supplies will show zero GHG reductions in 2050. Since there will already be no emissions from electricity use in 2050, the City cannot count additional reductions associated with electricity in that year. This 2022 CCAP already credits reductions from the RPS as an existing state program.

Under the business-as-usual forecast in Table 17, per capita GHG emissions in Ontario decrease by 18 percent between 2019 and 2050. However, when state actions are accounted for, per capita GHG emissions decrease by 57 percent between 2019 to 2050. Table 19 shows the per capita GHG emissions reductions resulting from state actions.

Table 19 Ontario Per Capita GHG Emission Reductions from State Actions, 2019 to 2050

Sector	2019 $MTCO_2e$	2030 $MTCO_2e$	2050 $MTCO_2e$	Percentage Change 2019–2050
Per capita emissions without state actions	5.54	5.30	4.56	-18%
Per capita emissions reductions from RPS		0.21	1.13	-
Per capita emissions reductions from Clean Car standards		0.53	0.69	-
Per capita emissions reductions from Title 24		0.19	0.28	-
Per capita emissions reductions from LCFS (off-road equipment emissions)		0.01	0.01	-
Per capita emissions from SB 1383		0.06	0.06	-
Per capita emission reductions from all state actions		**1.00**	**2.17**	**-**
Per capita emissions with state actions	**5.54**	**4.31**	**2.39**	**-57%**

Existing Local Actions to Reduce GHG Emissions

Regional and local initiatives help to further reduce Ontario's community-wide GHG emissions.

There are various local efforts that are expected to reduce GHG emissions, including:

- Smart Ontario, an initiative to promote energy efficiency through comprehensive municipal utility infrastructure improvements.
- Municipal and residential rooftop solar installations.
- Implementation of the Active Transportation Master Plan and synchronization of traffic lights through the City's Traffic Management Center.
- Use of recycled water from Inland Empire Utilities Agency (IEUA) for irrigation, industrial uses, and agricultural uses.

As with the state-level policies, the 2022 CCAP assesses the strategies that have the most direct and apparent benefit to Ontario's GHG emissions. The City and local partners have also completed other efforts, which are not listed here, that may not directly reduce GHG emissions in a measurable way but still contribute to progress on overall climate action.

New GHG Reduction Strategies

A central goal of the 2022 CCAP is to achieve additional GHG reductions to work toward Ontario's 2030 and 2050 reduction targets, recognizing that the reduction strategies in the 2014 CCAP are insufficient to meet these reductions. To identify these additional reductions, the 2021 CCAP project team began with the GHG reduction strategies in the City's 2014 CCAP. Some of these strategies have been fully implemented and do not need to be carried forward into the 2022 CCAP. Others are still applicable and can be revised or expanded to achieve additional GHG reductions. There are also opportunities to add entirely new strategies to address new and emerging issues not covered in the 2014 CCAP.

The project team based the revised and new GHG reduction strategies on several sources, including:

- Past and recent GHG inventories and forecast.
- The existing and planned state, regional, and local accomplishments.
- GHG reduction strategies in the 2014 CCAP.
- GHG reduction strategies in the San Bernardino Regional GHG Reduction Plan.

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The project team developed 28 GHG reduction strategies and 106 recommended implementation actions. These strategies include a mix of education and outreach programs to encourage GHG reduction activities, financial subsidies, and other enticements to incentivize GHG reductions, and mandates to require GHG efforts. These 28 strategies are organized into 10 categories:

1. Energy
2. Transportation
3. Off-road
4. Waste
5. Water
6. Agriculture
7. Wastewater
8. Leadership
9. Carbon Sequestration
10. Economic Development

The results of quantifying GHG reduction potential of Ontario's existing and planned local strategies show that, with successful implementation of the strategies, Ontario can meet its 2030 and 2050 emissions per capita reduction targets. Collectively, local strategies are forecast to reduce emissions by 0.54 $MTCO_2e$ per capita by 2030 and 1.08 $MTCO_2e$ per capita by 2050 in addition to the reductions achieved by existing State, regional, and local accomplishments.

Each strategy entry includes a description, the anticipated 2030 and 2050 GHG reductions achieved by the strategy at the projected performance level, and the recommended actions necessary to implement it. For each strategy, more details on performance metrics, assumptions, and quantification methods are provided in Technical Appendix A. Recommended actions represent the City's current understanding of best practices in achieving GHG emissions reductions and community equity, availability of technology, and local regulations as well as the current State and federal regulatory environment. City staff are encouraged to revisit these recommended actions as conditions change and new opportunities become available.

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Energy

Most buildings, both residential and nonresidential, use electricity and natural gas to operate appliances and other pieces of equipment. While sources of electricity have become much cleaner over time and will continue to become cleaner due to State law and utility policies, the GHG emissions associated with using a unit of natural gas have remained mostly constant because natural gas is a fossil fuel. Buildings that receive most or all their energy from electricity instead of natural gas can significantly reduce their GHG emissions. Buildings can be constructed to be mostly electric or all electric, or existing buildings can be electrified as part of retrofit activities.

Retrofits can improve energy efficiency of the building envelope, especially in older buildings. And advances in electric appliances, such as those used for space heating, water heating, and cooking, have helped improve energy efficiency and make electrification more cost effective.

When a building has optimized energy efficiency and maximized energy conservation, it is a good candidate for onsite renewable energy. Most residential buildings are candidates for rooftop solar or a rooftop photovoltaic system, which includes electricity-generating solar panels mounted on the rooftop of a residential or commercial building or structure. Larger properties or more energy intensive uses can use ground-mounted solar energy systems or a combination of renewable energy technologies to meet all or part of their energy demand.

ONTARIO SHINES PROGRAM

Ontario Shines is a project of Ontario Together whose goal is to install solar panels on up to 100 single-family homes and include solar installations at various multifamily housing sites, including the all-electric, LEED gold standard development, Vista Verde Apartments. As of March 2022, the project team, in collaboration with nonprofit partner GRID Alternatives, has successfully installed 130 kW of solar arrays at single family homes and 250 kW of solar arrays at multifamily homes as part of the Ontario Shines program.

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Building electrification

Promote and incentivize the phase-out of gas appliances in new and existing homes and businesses throughout the community to advance GHG reductions, increase energy efficiency, and protect public safety and environmental health.

Strategy 1 GHG Reduction Potential	2030	2050
Absolute GHG Reduction ($MTCO_2e$)	10,310	102,640
Per capita GHG Reduction ($MTCO_2e$ per capita)	0.0257	0.1453

STRATEGY 1 ACTIONS:

- Support education and outreach to raise awareness and increase participation in electric appliance rebate programs offered by SCE, Southern California Regional Energy Network (SoCalREN), and other providers, with a focus on contractors and residents of older properties (constructed in or before 1975).
- Identify and remove any existing code, permitting, or other City requirements that provide barriers to all-electric conversions of existing homes and businesses and assess opportunities to provide incentives, such as permit streamlining or fee reductions, as feasible.
- Update the City's permit tracking system as appropriate to track energy efficiency improvements.
- Review City-supported weatherization and energy efficiency programs and requirements, if applicable, to ensure they support all-electric, high efficiency appliances.
- Support education opportunities for contractors about the opportunities and benefits of converting homes to high efficiency, all-electric appliances.
- Audit existing City facilities on a regular basis to assess energy use and efficiency, identify energy efficiency improvements that optimize energy performance of buildings and operations, and prioritize energy efficiency improvements.

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STRATEGY 2 ONSITE SOLAR ENERGY FOR EXISTING RESIDENTIAL DEVELOPMENT

Continue to support and facilitate installation of rooftop solar photovoltaic and onsite solar energy systems in existing residential development.

Strategy 2 GHG Reduction Potential	2030	2050
Absolute GHG Reduction ($MTCO_2e$)	2,040	0
Per capita GHG Reduction ($MTCO_2e$ per capita)	0.0051	0

STRATEGY 2 ACTIONS:

- Conduct outreach to raise awareness about the benefits of solar energy for homes and increase installations of residential solar photovoltaic (PV) systems in Ontario.
- Establish a solar permitting web page on the City's website that summarizes requirements for installing solar PV systems to ensure the information is easily accessible to the public.
- Update City permit tracking as appropriate to track size and number of renewable energy installations.

STRATEGY 3 ONSITE SOLAR ENERGY SYSTEMS FOR NONRESIDENTIAL DEVELOPMENT

Ensure new large nonresidential development, including City facilities, includes onsite renewable energy to support the site's energy needs by requiring solar photovoltaic panels or other appropriate onsite renewable energy generation systems for the following types of projects:

- New commercial and office buildings, or existing commercial and office building expansions greater or equal to 45,000 square feet in size.
- New industrial or existing industrial buildings expansions greater or equal to 100,000 square feet in size.

Strategy 3 GHG Reduction Potential	2030	2050
Absolute GHG Reduction ($MTCO_2e$)	26,480	0
Per capita GHG Reduction ($MTCO_2e$ per capita)	0.0659	0

STRATEGY 3 ACTIONS:

- Provide and support incentives and rebates for solar PV systems for industrial uses to encourage increased local use of renewable energy.

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- Conduct outreach to raise awareness about the benefits of solar energy for businesses, including industrial facilities, and increase installations of nonresidential solar PV systems in Ontario.
- Assess the feasibility of placing solar on City-owned properties.

STRATEGY 4 GREEN ROOFS

Promote and incentivize residents and business owners to install green roofs to conserve energy and reduce surface water runoff.

Strategy 4 GHG Reduction Potential	2030	2050
Absolute GHG Reduction ($MTCO_2e$)	Less than 10	Less than 10
Per capita GHG Reduction ($MTCO_2e$ per capita)	Less than 10	Less than 10

STRATEGY 4 ACTIONS:

- Provide and support incentives for installation of green roofs in new and existing buildings.
- Conduct outreach to raise awareness about and increase participation in green roof rebate program.

STRATEGY 5 URBAN COOLING

Maintain and expand the City's existing tree canopy, with a goal of planting 500 trees annually through 2050 and promote the use of pervious concrete and cool pavement for pavement projects.

Strategy 5 GHG Reduction Potential	2030	2050
Absolute GHG Reduction ($MTCO_2e$)	5,610	12,730
Per capita GHG Reduction ($MTCO_2e$ per capita)	0.0140	0.0180

STRATEGY 5 ACTIONS:

- Maintain and expand an urban forestry program to manage citywide tree planting, track citywide tree inventory and canopy cover, and monitor tree health to maintain and expand the City's existing tree canopy.
- Identify priority areas for tree planting, focusing on environmental justice communities, to mitigate the heat island effect in underserved neighborhoods.
- Ensure that new and retrofitted large hardscaped areas, such as parking lots, incorporate trees and other green infrastructure appropriate for current and future climate conditions.
- Explore grant funding opportunities for urban forestry, pervious concrete, and cool pavement.

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STRATEGY 6 ENERGY EFFICIENCY RETROFITS FOR LOW-INCOME HOUSEHOLDS

Promote and incentivize voluntary energy efficiency retrofits of homes to reduce natural gas and electricity usage, with the goal of retrofitting 9,000 low-income homes by 2050. Partner with community services agencies to fund energy efficiency projects, including heating, ventilation, air conditioning, indoor lighting, water heating equipment, insulation, and weatherization for low-income residents.

Strategy 6 GHG Reduction Potential	2030	2050
Absolute GHG Reduction ($MTCO_2e$)	940	1,440
Per capita GHG Reduction ($MTCO_2e$ per capita)	0.0023	0.0020

STRATEGY 6 ACTIONS:

- Assist San Bernardino County staff and other partners with their targeted outreach campaigns, including hosting workshops and promoting programs through City communication channels to increase awareness of the benefits of weatherization among low-income households.
- Expand and better integrate funding and support for existing programs that support weatherization and increase energy efficiency in low-income households, including through partnerships with SoCalREN and San Bernardino County.
- Engage with tenants and owners of multifamily homes and promote the SoCalREN multifamily program.

STRATEGY 7 ENERGY EFFICIENCY RETROFITS

Promote and incentivize voluntary energy efficiency retrofits to reduce in natural gas and electricity usage. Partner with regional agencies to expand access to existing energy efficiency and conservation opportunities, incentives, and technical assistance for residents and businesses.

Strategy 7 GHG Reduction Potential	2030	2050
Absolute GHG Reduction ($MTCO_2e$)	11,570	15,600
Per capita GHG Reduction ($MTCO_2e$ per capita)	0.0288	0.0221

STRATEGY 7 ACTIONS:

- Assist partners with their outreach campaigns by hosting workshops, promoting programs through City communication channels, promoting programs through interactions with homeowners and contractors, and sharing permitting data to inform targeted outreach.

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- Establish a web page on the City's website that summarizes permitting requirements, available rebates, and other information about energy efficiency retrofits to ensure that information is easily available to the public.
- Support SoCalREN and San Bernardino County efforts to conduct outreach and education with local contractors to ensure they are updated on local code requirements and energy-efficient appliances and devices.
- Encourage owners of existing commercial, industrial, and residential buildings 10,000 square feet or larger to prepare an annual energy and water benchmarking report and submit it to the City, to help community awareness of building performance and identify opportunities for energy- and water-efficiency retrofits.
- If Ontario is not on track to meet GHG reduction targets by 2025, develop and implement additional energy efficiency standards for existing buildings.
- Research, consider, and implement an incentive program to encourage community members to reduce energy consumption.

NONRESIDENTIAL NATURAL GAS SAVINGS

Between 2008 and 2019, the City substantially reduced its GHG emissions from the nonresidential natural gas sector. Emissions from the nonresidential natural gas sector decreased by 63 percent, from 368,460 $MTCO_2e$ in 2008 to 137,960 $MTCO_2e$ in 2019.

Transportation

The private automobile has long dominated Ontario's transportation landscape. While convenient, private vehicle travel releases significant volumes of GHGs, emits air pollutants, degrades roads, and poses safety concerns for the community. Allowing for affordable, accessible, and reliable transportation options available to the Ontario community makes it easier for all residents to participate in public life and gives all community members the freedom to choose transportation modes that promote health, reduce fuel costs and time lost in traffic, and help the City meet its climate action goals. This 2022 CCAP aims to provide viable alternatives to single-occupancy vehicle trips by promoting alternative modes of transportation through high-frequency bus service and expansion of bicycle and pedestrian facilities, especially near schools, business districts, and employment centers. In addition, this CCAP aims to reduce the emissions released by passenger vehicles by promoting electric vehicle adoption through municipal fleet electrification, community-wide EV charging stations, and rebates for EV purchases.

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STRATEGY 8 SMART GROWTH AND INFILL

Encourage revitalization of neighborhoods through higher-density, mixed-use, infill development and creative reuse of under-utilized sites within the urban core. This measure is supportive of community-wide GHG reduction goals and does not have directly measurable GHG reductions.

Strategy 8 GHG Reduction Potential	2030	2050
Absolute GHG Reduction ($MTCO_2e$)	None (supportive)	None (supportive)
Per capita GHG Reduction ($MTCO_2e$ per capita)	None (supportive)	None (supportive)

STRATEGY 8 ACTIONS:

- Identify opportunities to increase residential density in and around the urban core.
- Examine the development review process and other zoning approval processes to reduce or eliminate regulations that increase costs for higher density development.
- Regularly identify underutilized parcels in existing infill areas to support increased housing and business opportunities consistent with the adopted Housing Element.

STRATEGY 9 TRANSIT-ORIENTED DEVELOPMENT

Encourage development of compact, mixed-use, and transit-oriented development to improve the regional jobs-housing balance, especially on corridors served by high-ridership transit and bus rapid transit (BRT), such as Holt Avenue.

Strategy 9 GHG Reduction Potential	2030	2050
Absolute GHG Reduction ($MTCO_2e$)	330	1,440
Per capita GHG Reduction ($MTCO_2e$ per capita)	0.0008	0.0020

STRATEGY 9 ACTIONS:

- Require that development within the transit-oriented development (TOD) corridor maintains and improves the mobility of people and vehicles along and across the corridor through safety considerations such as separated sidewalks and bike lanes or traffic-calming measures.
- Require development within the TOD corridor to protect and improve as needed transportation infrastructure, equitably considering the safety, comfort, and effectiveness of all transportation modes.

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- Establish and maintain land use patterns in the TOD corridor that will attract and serve riders of public transit, such as higher-density mixed-use buildings near existing high-frequency transit stops.
- Revise land use and development standards in the TOD corridor as needed to remove any barriers to appropriate higher-density development.

STRATEGY 10 INCREASE TRANSPORTATION RIDERSHIP

Ensure a reliable and responsive transit system with dedicated and secure funding and resources to support increased ridership.

Strategy 10 GHG Reduction Potential	2030	2050
Absolute GHG Reduction ($MTCO_2e$)	27,980	31,450
Per capita GHG Reduction ($MTCO_2e$ per capita)	0.0697	0.0445

STRATEGY 10 ACTIONS:

- Collaborate with LA Metro, Metrolink, and Omnitrans to implement "Smart Bus" technology, global positioning systems (GPS), and electronic displays at all transit stops to provide customers with "real-time" arrival and departure time information.
- Support efforts to establish dedicated bus lanes.
- Collaborate with regional transit operators on programs to increase use of the City's public transportation system. To the extent feasible, support shorter transit passenger travel time through reduced headways and increased speed. Support efforts by regional transit operators to reduce the average fleet travel time by 5 minutes.
- In collaboration with transit agencies, support new transit routes, increased transit frequency and operating hours, and other improvements to transit quality.
- Support citywide outreach campaigns by transit agencies to promote the use of public transit, including fare-free days to encourage mode shifts.
- Coordinate with large regional employers to establish a shuttle service that connects transit centers to employment centers during commuting hours.
- Encourage employers to offer ridership programs, public transit passes, and telecommuting to employees.

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STRATEGY 11 TRAFFIC SIGNAL SYNCHRONIZATION AND ROADWAY MANAGEMENT

Implement traffic and roadway management strategies to improve mobility and efficiency and reduce associated emissions. This measure is supportive of community-wide GHG reduction goals and does not have directly measurable GHG reductions.

Strategy 11 GHG Reduction Potential	2030	2050
Absolute GHG Reduction ($MTCO_2e$)	None (supportive)	None (supportive)
Per capita GHG Reduction ($MTCO_2e$ per capita)	None (supportive)	None (supportive)

STRATEGY 11 ACTIONS:

- Work with the Traffic Management Center to develop an annual signal synchronization program for identified priority corridors to understand changing traffic conditions, including peak hour conditions and traffic congestion patterns; update signal timing to match the specific needs of study corridors; and report on progress in travel time, average speed, and delay to measure effectiveness of the signal synchronization project.
- Work with the Traffic Management Center to ensure that signal timing is updated on a regular basis to comply with latest State requirements and accommodate pedestrian and bicycle crossing time for roadways with crosswalks and/or bicycle facilities.

STRATEGY 12 COMMUNITY VEHICLE ELECTRIFICATION

Promote and incentivize the adoption of electric vehicles (EV) citywide, including light-duty and heavy-duty vehicles, for municipal, commercial, and residential uses.

Strategy 12 GHG Reduction Potential	2030	2050
Absolute GHG Reduction ($MTCO_2e$)	62,880	465,140
Per capita GHG Reduction ($MTCO_2e$ per capita)	0.1565	0.6584

STRATEGY 12 ACTIONS:

- Develop and implement a plan to transition the City's municipal fleet to low-and zero-emission vehicles, to the greatest extent feasible.
- Collaborate with Omnitrans to encourage investment in electric buses.
- Encourage the use of electric vehicles by increasing access to availability of public EV charging stations.

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- Work with SCAQMD to participate in CARB's Proposition 1B–Goods Movement Emission Reduction Program to incentivize investment in cleaner trucks and electrification infrastructure to reduce air pollution emissions from freight activity beyond enforceable requirements.
- Incentivize the purchase of electric vehicles by providing EV rebates for Ontario residents and/or facilitating awareness rebates available from public agencies.
- Provide information about EV rebate programs and other incentives through multiple communication channels to raise awareness about and increase purchases of EVs among residents and business owners, including creating a dedicated web page on the City website with information about purchasing EVs and installing EV chargers.

STRATEGY 13 ACTIVE TRANSPORTATION NETWORKS

Work with transit agencies, school districts, and employers to facilitate an interconnected transportation system that allows a shift in travel from private passenger vehicles to alternative modes, including public transit, ride sharing, car sharing, bicycling, and walking.

Strategy 13 GHG Reduction Potential	2030	2050
Absolute GHG Reduction ($MTCO_2e$)	1,800	3,840
Per capita GHG Reduction ($MTCO_2e$ per capita)	0.0045	0.0054

STRATEGY 13 ACTIONS:

- Encourage local school districts to develop school transit plans to substantially reduce automobile trips to and congestion surrounding schools.
- Increase pedestrian and bicycle facilities through implementation of the Active Transportation Master Plan, expanding the active transportation network to include 186.7 miles of bicycle facilities and pedestrian safety improvements to promote higher bicycle ridership and walking rates.
- Seek funding for active transportation infrastructure improvements.
- Implement scooter-share pilot program in Ontario Ranch in 2023.

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STRATEGY 14 VEHICLE IDLING

Limit idling of heavy-duty trucks. Support the SCAMQD and CARB anti-idling requirements and provide signage in key areas where idling that is not consistent with SCAMQD or CARB requirements might occur.

Strategy 14 GHG Reduction Potential	2030	2050
Absolute GHG Reduction ($MTCO_2e$)	1,950	1,780
Per capita GHG Reduction ($MTCO_2e$ per capita)	0.0049	0.0025

STRATEGY 14 ACTIONS:

- Evaluate the feasibility of an idling ordinance that reduces the legally allowed idling time for heavy duty trucks (greater than 26,000 gross vehicle weight) to 3 minutes. California law currently limits idling time to 5 minutes. Ordinance must include a violation fee and enforcement mechanisms.
- Create a public awareness campaign to raise awareness about and increase compliance with idling ordinance.
- Install signage regarding new idling limit of 3 minutes in areas designated for industrial uses.

STRATEGY 15 PARKING POLICY AND EVENT PARKING

Adopt a comprehensive parking policy that encourages carpooling and the use of alternative transportation, including providing parking spaces for car-share vehicles at convenient locations accessible by public transportation.

Strategy 15 GHG Reduction Potential	2030	2050
Absolute GHG Reduction ($MTCO_2e$)	2,230	8,110
Per capita GHG Reduction ($MTCO_2e$ per capita)	0.0056	0.0115

STRATEGY 15 ACTIONS:

- Establish a market pricing scheme for on-street parking in Downtown Ontario.
- Designate at least 5 percent of downtown parking spaces as loading and unloading areas for taxis, ridesharing or Transportation Network Companies, buses, and shuttles.
- Designate a portion of parking revenues that can support City-led GHG reduction projects.
- Consider establishing policies and programs to reduce onsite parking demand and promote ride-sharing during events at the Ontario Convention Center and other event venues.

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Off-Road

Off-road equipment is used in many important sectors of the Ontario economy, such as construction, landscaping, warehousing and logistics, and others. The use of off-road equipment contributes to community-wide GHG emissions, air pollution, and noise-levels in Ontario. Construction equipment is also a significant source of air pollution in the heavy-duty off-road equipment sector.[25] By encouraging the transition to electric off-road equipment, Ontario can improve quality of life and reduce air pollution while reducing GHG emissions.

STRATEGY 16 ELECTRIFICATION OF CONSTRUCTION AND LANDSCAPING EQUIPMENT

Promote and incentivize the transition to electric construction and landscaping equipment.

Strategy 16 GHG Reduction Potential	2030	2050
Absolute GHG Reduction ($MTCO_2e$)	4,810	26,020
Per capita GHG Reduction ($MTCO_2e$ per capita)	0.0120	0.0368

STRATEGY 16 ACTIONS:

- Support state and regional efforts to replace diesel-powered construction and landscaping equipment with electric equipment.
- Conduct targeted outreach to local construction and landscaping companies to raise awareness about and increase participation in available electric equipment rebate programs.

STRATEGY 17 IDLING ORDINANCE FOR CONSTRUCTION EQUIPMENT

Limit idling of heavy-duty off-road construction equipment to reduce air pollution and GHG emissions from construction activity.

Strategy 17 GHG Reduction Potential	2030	2050
Absolute GHG Reduction ($MTCO_2e$)	40	100
Per capita GHG Reduction ($MTCO_2e$ per capita)	0.0001	0.0001

STRATEGY 17 ACTIONS:

- Evaluate the feasibility of an equipment idling ordinance that reduces the legally allowed idling time for heavy duty construction equipment to 3 minutes. Ordinance must include a violation fee and enforcement mechanisms.
- Conduct targeted outreach to local construction companies to raise awareness about and increase compliance with the equipment idling ordinance.

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Waste

Reducing GHG emissions released from community waste can be done by reducing the amount of waste that the community creates and capturing emissions released from landfills. This reduction can take a variety of forms, from reducing the amount of packing used in commercial products to reimagining alternative uses for items that might otherwise be considered garbage. The types of waste produced in Ontario include food waste, construction and demolition waste, household appliances, and single-use plastics. Strategies to reduce waste must be tailored to reflect the unique uses and composition of each of these materials. Waste reduction and reuse measures reduce emissions by reducing the amount of material that would otherwise decompose in a landfill. The emissions from decomposing waste can be captured and used for electricity, offsetting emissions from electricity use for facility operations.

STRATEGY 18 METHANE CAPTURE AT LANDFILLS

Support efforts to reduce methane emissions from regional landfills.

Strategy 18 GHG Reduction Potential	2030	2050
Absolute GHG Reduction ($MTCO_2e$)	22,410	57,370
Per capita GHG Reduction ($MTCO_2e$ per capita)	0.0558	0.0812

STRATEGY 18 ACTIONS:

- Encourage efforts to coordinate with regional landfills to install methane capture technology and associated monitoring systems with a goal of increasing the methane capture rate to the highest extent feasible.
- Encourage the use of captured methane for generating electricity to offset fossil fuel energy use and reduce GHG emissions.

STRATEGY 19 WASTE DIVERSION

Exceed waste diversion goals recommended by AB 939 and CALGreen by adopting a citywide diversion target of at least 75 percent of waste.

Strategy 19 GHG Reduction Potential	2030	2050
Absolute GHG Reduction ($MTCO_2e$)	14,490	38,670
Per capita GHG Reduction ($MTCO_2e$ per capita)	0.0361	0.0547

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STRATEGY 19 ACTIONS:

- Establish a source-reduction program that promotes options to rethink, refuse, reduce, reuse, regenerate, recycle, and recover materials by working with regional partners.
- Establish sharing, exchange, and reuse program(s), including fix-it clinics, swap events, second-hand markets, and shop-local campaigns, by working with community and regional partners.
- Promote awareness of life-cycle emissions of products through public outreach campaigns.
- Explore options to develop and adopt an ordinance to prohibit specific types of single-use or disposable plastics, particularly for use by restaurants, caterers, and other commercial kitchens.
- Engage with businesses using food packaging to determine barriers to switching to biodegradable or compostable food packaging and work to remove those barriers.
- Provide educational outreach programs to multifamily residents, multifamily property owners, single-family homeowners, and business owners to support composting programs.
- Increase the share of Ontario residents and business owners that have green compost carts or bins by working with waste haulers.
- Provide counter-top compost bins to residents of Ontario by working with regional partners and community-based organizations.
- Work with food service facilities to understand barriers to composting and work to mitigate these concerns.
- Encourage local restaurants to partner with food rescue organizations to divert food that would otherwise be thrown away to nonprofit organizations for distribution to those in need.
- Explore options to develop and adopt an ordinance requiring residences, businesses, and City facilities to practice responsible appliance disposal for all decommissioned units, including refrigerators/freezers, window air-conditioning units, and dehumidifiers.

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STRATEGY 20 CONSTRUCTION AND DEMOLITION WASTE RECOVERY ORDINANCE

Increase the amount of waste recycled during construction and demolition of buildings. This measure is supportive of community-wide GHG reduction goals and does not have directly measurable GHG reductions.

Strategy 20 GHG Reduction Potential	2030	2050
Absolute GHG Reduction ($MTCO_2e$)	None (supportive)	None (supportive)
Per capita GHG Reduction ($MTCO_2e$ per capita)	None (supportive)	None (supportive)

STRATEGY 20 ACTIONS:

- In compliance with AB 939 and CALGreen, implement an ordinance requiring building projects to recycle or reuse at least 50 percent of unused or leftover building materials.
- Incentivize the recycling of construction debris by working with regional partners.
- Research and consider providing financial incentives to encourage the recycling of construction debris.
- Determine how certain construction materials may be donated and reused to help those in need by working with local community-based organizations and construction companies.

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Water and Wastewater

Increasing water recycling and efficiency of water use reduces emissions by reducing the amount of energy needed to process, heat, and deliver water. In addition to saving energy, water conservation and efficiency helps protect one of California's most precious resources, and in turn helps the City of Ontario to be more resilient to drought and water shortage. Meanwhile, individual homes and businesses benefit from reduced utility costs. This CCAP also recommends strategies to increase efficiency of water and wastewater treatment processes, which can reduce the amount of electricity required to operate water treatment facilities, further reducing GHG emissions in the water and wastewater sector.

STRATEGY 21 INDOOR WATER EFFICIENCY

Encourage water-efficient retrofits of new and existing buildings by working with water providers and regional agencies.

Strategy 21 GHG Reduction Potential	2030	2050
Absolute GHG Reduction ($MTCO_2e$)	4,580	2,540
Per capita GHG Reduction ($MTCO_2e$ per capita)	0.0114	0.0036

STRATEGY 21 ACTIONS::

- Explore establishing a reach code for water efficiency standards applicable to new residential and commercial development.
- Explore a target for reduced indoor and outdoor water use in existing buildings.
- Partner with Ontario Municipal Utilities Company to encourage water conservation at municipal facilities and in the community.
- Publicize available incentives and low-cost solutions to water-efficiency retrofits in existing buildings.
- Provide incentives for water-efficient appliances, plumbing fixtures, and irrigation systems to encourage improved water efficiency.

STRATEGY 22 WATER EFFICIENT LANDSCAPES AND WATER RECYCLING

Promote drought-tolerant and fire-wise landscaping. Encourage increased use of reclaimed water for landscape irrigation, agricultural, and industrial use.

Strategy 22 GHG Reduction Potential	2030	2050
Absolute GHG Reduction ($MTCO_2e$)	3,400	0
Per capita GHG Reduction ($MTCO_2e$ per capita)	0.0085	0.0000

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STRATEGY 22 ACTIONS:

- Develop a native, drought-tolerant, and fire-resistant landscaping list and require new development or redevelopment to use this list in landscaping plans.
- Enforce, and update as appropriate, the Water-Efficient Landscaping Ordinance to reduce outdoor water use.
- Encourage water-efficient landscaping practices through incentives and rebates for residential landscapes.
- Reduce municipal outdoor water use through a water monitoring and management system for all City irrigation operations.

STRATEGY 23 WATER SYSTEM AND WASTEWATER OPERATIONS EFFICIENCY

Maximize efficiency at drinking water treatment, pumping, and distribution facilities, including development of off-peak-demand schedules for heavy commercial and industrial users.

Strategy 23 GHG Reduction Potential	2030	2050
Absolute GHG Reduction ($MTCO_2e$)	150	0
Per capita GHG Reduction ($MTCO_2e$ per capita)	0.0004	0.0000

STRATEGY 23 ACTIONS:

- Work with the Inland Empire Utilities Agency, the local wastewater treatment provider, to upgrade and replace wastewater treatment and pumping equipment with more energy efficient equipment as feasible.
- Assess and upgrade City-owned water pumping and treatment equipment, as needed, to increase energy efficiency and save energy costs.

STRATEGY 24 METHANE CAPTURE FOR WASTEWATER TREATMENT

Work with Inland Empire Utilities Agency, the local wastewater treatment provider, to increase methane capture rate.

Strategy 24 GHG Reduction Potential	2030	2050
Absolute GHG Reduction ($MTCO_2e$)	960	2,280
Per capita GHG Reduction ($MTCO_2e$ per capita)	0.0024	0.0032

STRATEGY 24 ACTIONS:

- Work with Inland Empire Utilities Agency to explore the possibility of generating electricity from captured methane to power various facilities and reduce operating costs.

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Agriculture

Historically, Ontario was an agricultural community with abundant dairy farms. Dairy farms that remain operational in the city limits contribute to the release of methane, a powerful greenhouse gas with approximately 28 times the global warming potential (GWP) of carbon dioxide over a 100-year period.[26] This CCAP recommends strategies that involve collaboration with regional partners, agencies, and members of the agricultural community to reduce GHG emissions from the agriculture sector in Ontario.

STRATEGY 25 METHANE CAPTURE FOR DAIRY OPERATIONS

Encourage and incentivize local dairy operations to reduce methane emissions through methane capture technology.

Strategy 25 GHG Reduction Potential	2030	2050
Absolute GHG Reduction ($MTCO_2e$)	3,160	0
Per capita GHG Reduction ($MTCO_2e$ per capita)	0.0079	0

STRATEGY 25 ACTIONS:

- To comply with SB 1383, work with local dairies to encourage installation of methane digesters to capture methane emissions from decomposing manure.

In addition to the GHG reduction strategies that address specific sources of Ontario's GHG emissions, this CCAP recommends strategies that help to successfully implement the CCAP but are not currently quantifiable actions. These actions are included to complement the strategies for specific sectors, including climate change education, carbon sequestration, and green jobs.

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Leadership

STRATEGY 26 CLIMATE CHANGE AWARENESS AND EDUCATION

Promote climate change awareness and GHG reduction community-wide through a variety of mechanisms, including support of climate change education in schools or community colleges.

STRATEGY 26 ACTIONS:

- Promote educational resources to students and parents each year and encourage community educators to incorporate clean energy and climate change discussions into their curriculum by partnering with CSU San Bernardino and school districts.
- Use City newsletters to spotlight community members, including K-12 teachers and students, who are working on climate change or sustainability and who are making a difference in our community.
- Increase energy educational resources in the Ontario School District and Ontario-Montclair School District by working with the San Bernardino County Office of Education.
- Work with nonprofits and community-based organizations to develop a list of green volunteer opportunities and skills trainings for high school students, such as community gardening, tree planting, bicycle advocacy, food recovery, and composting.
- Promote and support opportunities for Ontario community members to test appliances and equipment that support increased energy and water conservation and transitions to all-electric appliances.

TREE PLANTING IN ONTARIO

Since 2019, the City has planted 1,000 trees of five different species: tulip tree (*Liriodendron tulipifera*), pink trumpet tree (*Handroanthus impetiginosus*), London plane tree (*Platanus* x *hispanica*), Chinkapin oak (*Quercus muehlenbergii*), and Chinese flame tree (*Koelreuteria bipinnata*). As part of Ontario Together, 365 native oak trees were planted in disadvantaged communities in Central Ontario. Trees provide numerous social and ecological benefits to the community—they provide shade, offer wildlife habitat, help purify the air, sequester carbon, absorb water, and improve aesthetics and property values in neighborhoods and commercial areas.

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Carbon Sequestration

STRATEGY 27 CARBON SEQUESTRATION

Establish a City-wide carbon sequestration project and sequestration goal of 5,000 $MTCO_2e$ per year.

STRATEGY 27 ACTIONS:

- Organize citywide tree planting volunteer days, prioritizing public schools and neighborhoods in environmental justice areas, as an extension of the City's urban forestry program.
- Conduct public workshops to educate community members about the ecological, social, and economic benefits of trees and provide basic training in tree planting and maintenance.
- Seek grants in partnership with community-based organizations to fund the carbon sequestration project.
- Publicize the carbon sequestration project to raise awareness about the project and recruit volunteers.
- Explore opportunities to establish a carbon offset program for development projects, ensuring that offset activities occur in California, and that they occur locally or regionally to the greatest extent possible. GHG reductions from carbon offsets must be real, permanent, quantifiable, verifiable, and enforceable.

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Economy

STRATEGY 28 GREEN JOBS

Support green-jobs training and opportunities to create sustainable, living wage, quality employment opportunities

STRATEGY 28 ACTIONS:

- Partner with community colleges, local nonprofits, and community groups to provide green-jobs training for residents.
- Provide information about green jobs, especially to people currently or recently working in polluting or extractive industries.
- Collaborate with community-based organizations and regional partners to amend the City's economic development strategy and attract businesses to Ontario that contribute to a sustainable economy.

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Summary of Total GHG Emissions Reductions

Collectively, the strategies in this chapter achieve substantial GHG reductions for the years 2030 and 2050 that amount to 0.541 $MTCO_2e$ per capita and 1.092 $MTCO_2e$ per capita, respectively. **Table 20** shows the reductions achieved by topic, and **Figure 5** shows these reductions relative to Ontario's community-wide emissions. The three sectors with the greatest potential to reduce community-wide GHG emissions are the transportation sector, energy sector, and waste sector, in that order.

Table 20 Absolute and Per Capita GHG Emission Reduction Potential by Sector

Sector	2030 Emissions ($MTCO_2e$)	2050 Emissions ($MTCO_2e$)	2030 Emissions ($MTCO_2e$ per capita)	2050 Emissions ($MTCO_2e$ per capita)
Transportation	56,950	132,410	0.142	0.187
Energy	97,170	511,760	0.242	0.724
Off-road	4,850	26,120	0.012	0.037
Waste	36,900	96,040	0.092	0.136
Water	11,290	2,540	0.028	0.004
Agriculture	960	2,280	0.002	0.003
Total	**208,120**	**771,150**	**0.518**	**1.092**

In total, implementation of this CCAP is projected to reduce Ontario's GHG emissions to 1,414,620 $MTCO_2e$ by 2030 and to 926,610 $MTCO_2e$ by 2050. This has the potential to reduce 2030 emissions to 49 percent below 2005 levels and reduce 2050 emissions to 83 percent below 2008 levels. The CCAP strategies provide a flexible path to reduce the community's GHG emissions to meet the City's adopted 2030 and 2050 emission targets and to support the State's adopted target for 2030 and its goal to achieve carbon neutrality by 2045. Ontario's 2030 and 2050 GHG reduction targets are 6.0 $MTCO_2e$ per capita in 2030 and 2.0 $MTCO_2e$ per capita in 2050, as shown in **Table 21**.

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Figure 5 Ontario Per Capita GHG Emissions with Reduction Strategies, 2019 to 2050

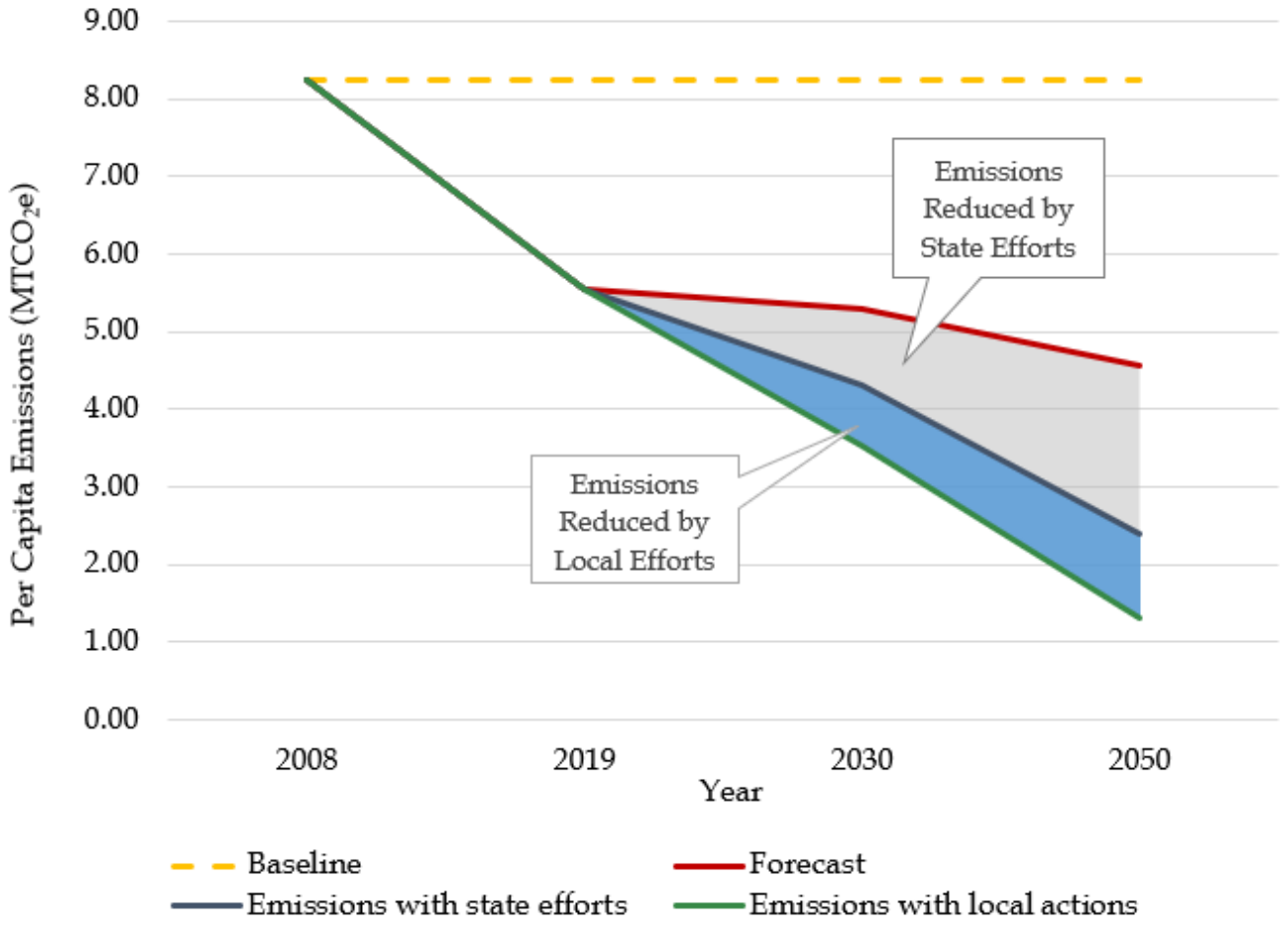


Table 21 Progress to Absolute and Per Capita GHG Emissions Targets

Target	2030 Description	2050 Description
Baseline Emissions	8.25 $MTCO_2e$ per person	8.25 $MTCO_2e$ per person
Target	6.0 $MTCO_2e$ per person	2.0 $MTCO_2e$ per person
Emissions with All Measure Reductions	3.52 $MTCO_2e$ per person	1.31 $MTCO_2e$ per person

6. IMPLEMENTATION

To ensure the success of the 2022 CCAP update, the City of Ontario will integrate the goals and strategies of this plan into TOP 2050 and other City plans as applicable and prioritize and implement the programs and activities in those plans. As the City moves forward with updating other planning documents, such as the municipal and zoning codes or specific plans, staff will ensure that these documents support and are consistent with the CCAP.

Implementing the 2022 CCAP will require City leadership to execute these strategies and report progress. This CCAP contains a work plan that includes responsible departments/divisions, time frames, and relative costs associated with each measure. Staff will monitor progress on an annual basis and will provide an annual update to City decision-makers.

As part of CCAP implementation, staff will apply some strategies and actions to existing or new development projects through the City's permit application and review process. A separate and forthcoming supplement to the Implementation Strategy will be screening tables for use by project applicants as part of applicable permit application processes.

The strategies in this CCAP are accompanied by a list of recommended actions selected by City staff and stakeholders. The list of recommended actions represents suggested means of achieving the measure but are not a prescriptive path to implementation. Furthermore, not all the listed actions may be necessary for the City to achieve its GHG reduction target or support Ontario's GHG reduction goals.

Due to ongoing changes in technology and regulations and the emergence of new best practices and funding opportunities, this approach enables the City to adapt and leverage new opportunities or partnerships without being constrained by a specific implementation pathway. The City's Sustainability Program Manager will serve as an ongoing advisor for CCAP implementation. As part of annual progress reports, the Sustainability Program Manager and City staff will evaluate the effectiveness of each measure to ensure that anticipated reductions are occurring. If reductions do not occur as expected, the City can modify and add additional strategies to the CCAP to ensure the reduction target is achieved.

The following strategies and associated actions are designed to guide Ontario in successfully implementing the CCAP.

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Implementation Strategies

Implementation Strategy 1: Monitor and report progress toward Community Climate Action Plan target achievement on an annual basis.

- Assign responsibility for facilitating and supporting CCAP implementation to the City's Community Development Agency.
- Identify key staff from each department responsible for supporting the Sustainability Program Manager with information and updates for annual reporting and monitoring.
- Continue to involve community partners and other key stakeholders in reviewing and recommending CCAP action items.
- Prepare an annual progress report on implementation of the recommended GHG reduction strategies for review and consideration by the City Council. When information is available, provide updates on estimated GHG emissions reductions and current GHG emissions levels.

Implementation Strategy 2: Continue collaborative partnership with agencies and community groups that support Community Climate Action Plan implementation.

- Continue formal membership and participation in local and regional organizations that provide tools and support for energy efficiency, energy conservation, GHG emissions reductions, adaptation, public information, and implementation of this CCAP.
- As appropriate and at the direction of City Council, commit to formal membership through joint powers authorities or other partnerships to implement high priority strategies from the CCAP.
- Provide policy input to partner agencies (e.g., League of Cities) on policy barriers that need to be addressed at the State level.

Implementation Strategy 3: Secure necessary funding to implement the Community Climate Action Plan.

- Identify funding sources and levels for reduction strategies as part of annual reporting.
- Include emissions reduction strategies in department work plans, the capital improvement program, and other plans as appropriate.
- Pursue local, regional, State, and federal grants to support implementation.
- Explore dedicated funding sources for CCAP implementation.
- Explore opportunities to allocate a portion of revenues from revenue-generating strategies to CCAP implementation.

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Implementation Strategy 4: Continue to update the baseline emissions inventory and Community Climate Action Plan every five years.

- Prepare a GHG emissions inventory no later than for the calendar year 2024 that shows GHG emissions after emergency conditions created by the COVID-19 pandemic are expected to have ended.
- Update the CCAP within five years of adoption to incorporate new technology, practices, and other options to further reduce emissions.

Implementation Strategy 5: Maintain and update the Community Climate Action Plan to allow for greater resilience.

- Coordinate updates of the CCAP, General Plan Safety Element (TOP 2050), and Local Hazard Mitigation Plan cycle to ensure plan alignment and coordination of climate mitigation and adaptation efforts.
- Assess the implementation status and effectiveness of CCAP strategies.

Work Plan

The Work Plan contains information to support staff and community implementation of the strategies to effectively integrate them into budgets, the capital improvement program, and other programs and projects. The strategies of success are defined as follows:

Strategy Number: The abbreviation that is used to refer to the strategies in the CCAP and all corresponding workbooks.

Strategy: The language used to guide actions needed for reductions.

GHG Reductions ($MTCO_2e$): Amount of GHG emissions reduced by 2030 and 2050.

City Staff Time: The estimated cost to the City (in staff hours) to complete implementation of the strategy, ranked as:

- Low (less than 80 hours)
- Medium (80 to 500 hours)
- High (more than 500 hours)

Time Frame: The year by which a strategy should be effective by fiscal year's end. The exact status of a strategy will vary based on its actions, and many strategies will be ongoing through and beyond 2030. An effective strategy is one that will be actively on track to achieve its targeted GHG emissions reductions and performance standards. Performance standards are the level that should

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be met or exceeded to support overall achievement of the community's GHG reduction. **Appendix A** includes the performance assumptions and standards for each quantified strategy. For a strategy to be effective, the necessary programs and efforts should be active, and any infrastructure or other capital improvements should be in place. The effective year is not the end year, as many of the strategies are programs that are intended to remain in effect for the foreseeable future, and so they do not have end dates. Time frames for effectively setting up the strategies are described as follows:

Criteria	Immediate	Short-term	Midterm	Long-term
Prioritization	Highest	High	Medium	Low
Initiation Timeline	Within one year	Within 3 years	Within 3 to 5 years (when resources are available)	Within 6+ years
Completion Timeline	As soon as possible	As soon as feasible	High priority after 3 years and completed within 8 years	When appropriate or possible

Lead Department: The lead City department tasked with implementing the strategy.

Partners: Example local organizations that the City will partner with in implementing the given policy. Additional community partners will be welcome.

Although significant GHG reduction policies and initiatives are already in place, the actions proposed in this plan, by necessity, far surpass the scale of existing efforts. Implementing the plan and ensuring that it results in real, additional GHG emissions reductions will require increased coordination across sectors and institutionalizing climate protection efforts across the community. The large number of strategies and programs recommended in this plan will take many years to implement, given limitations in both staff time and funding.

This chapter outlines the main components of the process for turning this plan into action and identifies specific actions from earlier chapters that are recommended for short-term implementation. While short-term priorities are illustrated, please note that priorities can and do shift based on funding availability, advances in technology, new and better ideas, and other reasons. The CCAP and this implementation section should be considered a living document. A summary of the implementation work plan for each strategy can be seen in **Table 22.**

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Table 22 GHG Reduction Strategy Implementation Work Plan

Strategy No.	Strategy	2030 GHG Reduction ($MTCO_2e$)	2050 GHG Reduction ($MTCO_2e$)	2030 Per Capita GHG Reduction ($MTCO_2e$ per person)	2050 Per Capita GHG Reduction ($MTCO_2e$ per person)	City Staff Time	Time Frame	Lead Department(s)/ Agency	Community Partners
1	**Building electrification** Promote and incentivize the phase-out of gas appliances in new and existing homes and businesses throughout the community to advance GHG reductions, increase energy efficiency, and protect public safety and environmental health.	10,310	102,640	0.026	0.145	High	Short-term	Building	SCE, SoCalGas, SoCalREN, Building Industry Association of Southern California (BIASC)
2	**Onsite solar energy for existing residential development** Continue to support and facilitate installation of rooftop solar photovoltaic and onsite solar energy systems in existing residential development.	2,040		0.005	0.000	Medium	Short-term	Building Public Works Agency	SCE, SoCalGas, SoCalREN, Inland Valley Association of Realtors (IVAR)
3	**Onsite solar energy systems for nonresidential development** Ensure new large non-residential development, including City facilities, includes onsite renewable energy to support the site's energy needs by requiring solar photovoltaic panels or other appropriate onsite renewable energy generation systems for the following types of projects: • New commercial and office buildings, or existing commercial and office building expansions greater or equal to 45,000 square feet in size. • New industrial or existing industrial buildings expansions greater or equal to 100,000 square feet in size.	26,480	0	0.066	0.000	Medium	Short-term	Building	SCE, SoCalGas, SoCalREN, Greater Ontario Chamber of Commerce, Ontario Hispanic Chamber of Commerce
4	**Green roofs** Promote and incentivize residents and business owners to install green roofs to conserve energy and reduce surface water runoff.	Less than 10	Less than 10	0.000	0.000	Low	Medium-term	Building Public Works Agency	SCE, Summertree Institute, Greater Ontario Chamber of Commerce, Ontario Hispanic Chamber of Commerce

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Strategy No.	Strategy	2030 GHG Reduction ($MTCO_2e$)	2050 GHG Reduction ($MTCO_2e$)	2030 Per Capita GHG Reduction ($MTCO_2e$ per person)	2050 Per Capita GHG Reduction ($MTCO_2e$ per person)	City Staff Time	Time Frame	Lead Department(s)/ Agency	Community Partners
5	**Urban cooling** Maintain and expand the City's existing tree canopy, with a goal of planting 500 trees annually through 2050 and promote the use of pervious concrete and cool pavement for pavement projects.	5,610	12,730	0.014	0.018	Medium	Short-term	Landscape Planning Public Works Agency	Inland Empire Resource Conservation District (IERCD), Inland Urban Forest Council
6	**Energy efficiency retrofits for low-income households** Promote and incentivize voluntary energy efficiency retrofits of homes to reduce natural gas and electricity usage, with the goal of retrofitting 9,000 low-income homes by 2050. Partner with community services agencies to fund energy efficiency projects, including heating, ventilation, air conditioning, indoor lighting, water heating equipment, insulation, and weatherization for low-income residents.	940	1,440	0.002	0.002	High	Short-term	Housing Building	SCE, SoCalGas, SoCalREN
7	**Energy efficiency retrofits** Promote and incentivize voluntary energy efficiency retrofits to reduce in natural gas and electricity usage. Partner with regional agencies to expand access to existing energy efficiency and conservation opportunities, incentives, and technical assistance for residents and businesses.	11,570	15,600	0.029	0.022	Medium	Short-term	Building	SCE, SoCalGas, SoCalREN
8	**Smart growth and infill** Encourage revitalization of neighborhoods through higher-density, mixed-use, infill development and creative reuse of under-utilized sites within the urban core.	-	-	-	-	High	Short-term	Planning Housing Economic Development	Downtown Community Benefit District, Healthy Ontario, Ontario Together
9	**Transit-oriented development** Encourage development of compact, mixed-use, and transit-oriented development to improve the regional jobs-housing balance, especially on corridors served by high-ridership transit and bus rapid transit, such as Holt Avenue.	330	1,440	0.001	0.002	Low	Short-term	Planning Transportation Engineering	Omnitrans, SBCTA
10	**Increase transportation ridership** Ensure a reliable and responsive transit system with dedicated and secure funding and resources to support increased ridership.	27,980	31,450	0.070	0.045	Medium	Long-term	Planning Transportation Engineering	Omnitrans, SBCTA
11	**Traffic signal synchronization and roadway management**	-	-	-	-	Medium	Medium-term	Transportation	SCAQMD, SBCTA

Strategy No.	Strategy	2030 GHG Reduction ($MTCO_2e$)	2050 GHG Reduction ($MTCO_2e$)	2030 Per Capita GHG Reduction ($MTCO_2e$ per person)	2050 Per Capita GHG Reduction ($MTCO_2e$ per person)	City Staff Time	Time Frame	Lead Department(s)/ Agency	Community Partners
	Implement traffic and roadway management strategies to improve mobility and efficiency and reduce associated emissions.							Engineering	
12	**Community vehicle electrification** Promote and incentivize the adoption of electric vehicles (EV) citywide, including light-duty and heavy-duty vehicles, for municipal, commercial, and residential uses.	62,880	465,140	0.157	0.658	Low	Medium-term	Public Works Agency Planning	SCAQMD
13	**Active Transportation Networks** Work with transit agencies, school districts, and employers to facilitate an interconnected transportation system that allows a shift in travel from private passenger vehicles to alternative modes, including public transit, ride sharing, car sharing, bicycling, and walking.	1,800	3,840	0.0045	0.0054	Medium	Medium-term	Transportation Engineering	SCAQMD SBCTA
14	**Vehicle idling** Limit idling of heavy-duty trucks. Support the SCAMQD and CARB anti-idling requirements and provide signage in key areas where idling that is not consistent with SCAMQD or CARB requirements might occur.	1,950	1,780	0.005	0.003	Low	Short-term	Public Works Agency Planning	SCAQMD
15	**Parking policy and event parking** Adopt a comprehensive parking policy that encourages carpooling and the use of alternative transportation, including providing parking spaces for car-share vehicles at convenient locations accessible by public transportation.	2,230	8,110	0.006	0.011	Low	Medium-term	Planning Economic Development	Greater Ontario Chamber of Commerce, Ontario Hispanic Chamber of Commerce, Ontario Convention Center, Toyota Arena
16	**Electrification of construction and landscaping equipment** Promote and incentivize the transition to electric construction and landscaping equipment.	4,810	26,020	0.012	0.037	Low	Long-term	Planning Public Works Agency	SCAQMD, Building Industry Association of Southern California (BIASC)
17	**Idling ordinance for construction equipment** Limit idling of heavy-duty off-road construction equipment to reduce air pollution and GHG emissions from construction activity.	40	100	0.000	0.000	Low	Medium-term	Planning Building	SCAQMD, Building Industry Association of Southern California (BIASC)
18	**Methane capture at landfills** Support efforts to reduce methane emissions from regional landfills.	22,410	57,370	0.056	0.081	Short	Medium-term	Public Works	Barstow Landfill and Rialto Landfill
19	**Waste diversion** Exceed waste diversion goals recommended by	14,490	38,670	0.036	0.055	Medium	Short-term	Integrated Waste	San Bernardino County Waste Management Division

Strategy No.	Strategy	2030 GHG Reduction ($MTCO_2e$)	2050 GHG Reduction ($MTCO_2e$)	2030 Per Capita GHG Reduction ($MTCO_2e$ per person)	2050 Per Capita GHG Reduction ($MTCO_2e$ per person)	City Staff Time	Time Frame	Lead Department(s)/ Agency	Community Partners
	AB 939 and CALGreen by adopting a citywide diversion target of at least 75 percent of waste.								
20	**Construction and Demolition Waste Recovery Ordinance** Increase the amount of waste recycled during construction and demolition of buildings.	-	-	-	-	Low	Medium-term	Integrated Waste	Building Industry Association of Southern California (BIASC), Integrated Waste Management
21	**Indoor water efficiency** Encourage water-efficient retrofits of new and existing buildings by working with water providers and regional agencies.	4,580	2,540	0.011	0.004	Medium	Medium-term	Ontario Municipal Utilities Company Public Works Agency	San Bernardino County Water Resources Division, Inland Empire Clean Water Partnership, Building Industry Association of Southern California (BIASC), SCE Annual Water Conference
22	**Water efficient landscapes and water recycling** Promote drought-tolerant and fire-wise landscaping. Encourage increased use of reclaimed water for landscape irrigation, agricultural, and industrial use.	3,400	0	0.008	0.000	Low	Medium-term	Landscape Planning Public Works Agency	Summertree Institute
23	**Water system and wastewater operations efficiency** Maximize efficiency at drinking water treatment, pumping, and distribution facilities, including development of off-peak-demand schedules for heavy commercial and industrial users.	150	0	0	0	Low	Long-term	Ontario Municipal Utilities Company Inland Empire Utilities Agency (IEUA)	San Bernardino County Water Resources Division, Inland Empire Clean Water Partnership, SCE Water Conference
24	**Methane capture for dairy operations** Encourage and incentivize local dairy operations to reduce methane emissions through methane capture technology.	3,160	0	0.008	0	Low	Long-term	Planning	Local dairies
25	**Methane capture for wastewater treatment** Work with Inland Empire Utilities Agency, the local wastewater treatment provider, to increase methane capture rate.	960	2,280	0.002	0.003	Low	Long-term	Ontario Municipal Utilities Company Inland Empire Utilities Agency (IEUA)	
26	**Climate change awareness and education** Promote climate change awareness and GHG reduction community-wide through a variety of mechanisms, including support of climate change education in schools or community colleges.	-	-	-	-	Low	Medium-term	Management Services Agency Planning	Center for Community Action and Environmental Justice (CCAEJ), Community Climate Connection Inland Empire, Huerta del Valle Community Garden, Platt College, SJVC Ontario,

Strategy No.	Strategy	2030 GHG Reduction ($MTCO_2e$)	2050 GHG Reduction ($MTCO_2e$)	2030 Per Capita GHG Reduction ($MTCO_2e$ per person)	2050 Per Capita GHG Reduction ($MTCO_2e$ per person)	City Staff Time	Time Frame	Lead Department(s)/ Agency	Community Partners
									Cambridge College of Southern California
27	**Carbon sequestration** Establish a City-wide carbon sequestration project and sequestration goal of 5,000 $MTCO_2e$ per year.	-	-	-	-	Low	Short-term	Landscape Planning Public Works Agency	Center for Community Action and Environmental Justice (CCAEJ), Community Climate Connection Inland Empire
28	**Green jobs** Support green job trainings and opportunities to create sustainable, living wage, quality employment opportunities.	-	-	-	-	Medium	Long-term	Economic Development	San Bernardino County Workforce Development Board, Inland Empire Small Business Development Center (IESBDC)

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7. GLOSSARY

Carbon neutrality: When carbon dioxide and other greenhouse gas (GHG) emissions generated by sources such as transportation, power plants, and industrial processes are less than or equal to the amount of carbon dioxide that is stored, both in natural sinks such as forests and mechanical sequestration such as carbon capture and sequestration. The State of California's goal is to achieve carbon neutrality no later than 2045.

Climate change: A change in the state of the climate that can be identified by changes in the mean and/or the variability of its properties, and that persists for an extended period, typically decades or longer.

Community asset: A valued feature of a community that may be harmed by climate change. Community assets may include buildings, infrastructure, community services, ecosystems, and economic drivers.

Disadvantaged communities: Areas disproportionately affected by environmental pollution and other hazards that can lead to negative public health effects, exposure, or environmental degradation, or with concentrations of people that are of low income, high unemployment, low levels of homeownership, high rent burden, sensitive populations, or low levels of educational attainment. Criteria are determined by California legislation. .[27,28]

Equity: The state in which each individual or group is allocated the resources needed to reach an equal outcome.[29]

Exposure: The presence of people, infrastructure, natural systems, and economic, cultural, and social resources in areas that are subject to harm.[30]

Frontline communities: Term used by communities to self-identify as places that experience the impacts of issues such as environmental pollution, climate change, and the economic crisis first and most severely. These communities are most often communities of color and low income.[31]

Hazard mitigation: Sustained action taken to reduce or eliminate the long-term risk to human life and property through actions that reduce hazard, exposure, and vulnerability.[32]

Impact: The effects (especially the negative effects) of a hazard or other conditions associated with climate change.

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Resilience: The capacity of any entity—an individual, a community, an organization, or a natural system—to prepare for disruptions, to recover from shocks and stresses, and to adapt and grow from a disruptive experience. Community resilience is the ability of communities to withstand, recover, and learn from past disasters to strengthen future response and recovery efforts.

Risk: The potential for damage or loss created by the interaction of hazards with assets such as buildings, infrastructure, or natural and cultural resources.

Sensitivity: The level to which a species, natural system, or community, government, etc., would be affected by changing climate conditions.[33]

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APPENDIX A. GHG TECHNICAL APPENDIX

This appendix provides details for the GHG emissions forecast and summarizes the data sources, assumptions, and performance metrics used to calculate the potential for GHG savings from the community-wide reduction strategies in the Ontario Community Climate Action Plan (CCAP). **Chapter 3** of the CCAP provides details of the GHG inventory and forecast. **Chapter 5** of the CCAP provides the full list of measures to reduce GHG emissions.

Community-Wide Forecast

The community-wide forecast is a projection of future GHG emissions from the sources in Ontario's GHG inventory. The community-wide forecast of GHG emissions is based on the results of the 2019 community-wide GHG emissions inventory combined with Ontario's 2019 demographics and future demographic projections. These population, housing, and employment projections are based on the estimates of future buildout in TOP 2050. **Table A-1** shows the demographic projections used to prepare the community-wide GHG emissions forecast.

Table A-1 City of Ontario Community-Wide Demographic Projection, 2019 to 2050

Metric	2019	2030	2050	Percentage Change 2019–2050	Relevant Sectors
Population	178,610	232,120	410,490	130%	Off-road equipment
Households	48,280	66,680	124,380	158%	Residential energy, off-road equipment
Residents per household	3.70	3.48	3.30	-11%	None
Jobs	128,640	169,600	296,000	130%	Nonresidential energy, off-road equipment
Service population	307,240	401,720	706,500	130%	Solid, water and wastewater, off-road equipment
Vehicle Miles Traveled (VMT)	2,151,423,590	2,631,468,770	3,504,276,490	63%	Transportation

Sources: 2019 demographic numbers are from US Census, the Department of Finance, and San Bernardino County Transportation Authority (SBCTA). Future demographics are from TOP 2050 buildout projections. Vehicle miles traveled are derived from Fehr and Peers (2019).

1. Service population is the sum of populations and jobs.
2. All numbers except residents per household are rounded to the nearest 10.

The forecast assumes that in 2030 and 2050 each person in Ontario will continue to contribute the same amount of GHG emissions to the community total as they did in 2019, so the amount of GHG emissions changes proportionally to the projected change in community demographics. **Table A-2** shows Ontario's forecast community-wide per capita GHG emissions through 2050.

Table A-2 Forecast Per Capita GHG Emissions, 2008–2050

Sector	2008[1]	2016[1]	2019[1]	2030	2050	Percentage Change, 2008–2050
Transportation	3.51	3.00	3.04	2.84	2.15	-39%
Nonresidential energy	2.77	1.80	1.29	1.30	1.29	-54%
Residential energy	0.72	0.55	0.50	0.53	0.57	-21%
Solid waste	0.28	0.22	0.27	0.27	0.27	-4%
Off-road equipment	0.17	0.08	0.21	0.21	0.21	23%
Agriculture[2]	0.63	0.21	0.16	0.08	0.00	-100%
Water and wastewater	0.15	0.08	0.06	0.06	0.06	-56%
Land use and sequestration	0.01	Less than 0.01	Less than 0.01	Less than 0.01	Less than 0.01	-81%
Total	**8.25**	**5.95**	**5.54**	**5.30**	**4.56**	**-45%**

1. Data shown for 2008, 2016, 2019 are the actual per capita GHG emissions. The data shown for 2030, 2040, and 2050 are GHG per capita emission forecasts, calculated based on projections from the 2019 inventory.
2. GHG emission projects for the agriculture are based on the assumption that, by 2050, all agricultural land will be developed and converted to other land uses, so agricultural emissions will decrease to zero by 2050.

Ontario's residential population and worker population are both projected to grow by 130 percent between 2019 and 2050. During the same period, the city's forecast per capita emissions are expected to decrease from 5.54 $MTCO_2e$ to 4.56 $MTCO_2e$ per person in 2050, a decrease of 18 percent (see **Table A-3**).

Relative to 2008 levels, the City of Ontario's absolute community-wide GHG emissions are expected to increase by 89 percent in 2050. This projection accounts for emission changes from land use and carbon sequestration. This is a worst-case projection that assumes that no one at any level takes action, including state, regional, and local agencies. In terms of absolute emissions, the four sectors that are forecast to experience the largest increase in GHG emissions between 2019 and 2050 are the residential and nonresidential energy sectors, solid waste, and water and wastewater. The growth in emissions associated with residential and nonresidential energy use would result

the expected large increases in the city's population and number of jobs over the next three decades. Similarly, the growth in emissions forecast for solid waste and water and wastewater are due to the anticipated large increase in the city's service population—i.e., both residential population and employment.

The only sector that experiences a decrease in GHG emissions in the future is the agricultural sector, a sector that is rapidly disappearing in Ontario due to economic change, population growth, and urbanization. By 2050, all agricultural lands existing within the city limits are expected to be replaced by urban development.

The forecast assumes emissions scale proportionally to demographic growth, which means most of the sectors grow at a similar rate to the growth in demographics, as seen by comparing the percentage changes in **Table A-1**. However, some emissions, notably those from on-road transportation, grow at a slower rate due to the nature of the modeling process. As noted above, the overall community-wide absolute emissions are projected to grow 89 percent from 2019 to 2050, and Ontario's service population is projected to grow 130 percent over this period. Since the rate of population increase is greater than the rate of GHG emission increase, the per-capita emissions decrease over time.

As the city grows, changes in activity across different sectors of the economy are also forecasted for 2030 and 2050. The two sectors that are expected to see the greatest increase in activity are residential electricity and residential natural gas. Residential electricity and natural gas use are both forecasted to increase by 158 percent between 2019 and 2050. **Table A-3** shows forecast community-wide activity data by subsector between 2019 and 2050.

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Table A-3 Ontario Community-Wide Forecast Activity Data

Subsector	Units	2019	2030	2050	Percent Change, 2019-2050
Residential electricity	kWh	316,529,750	437,202,640	815,532,580	158%
Residential natural gas	Therms	16,945,380	23,405,590	43,659,430	158%
Nonresidential electricity	kWh	1,242,306,720	1,637,865,370	2,858,631,210	130%
Nonresidential natural gas	Therms	26,168,160	34,500,270	60,214,690	130%
Light-duty vehicles	VMT	1,945,876,580	2,380,798,400	3,171,565,080	63%
Heavy-duty vehicles	VMT	205,547,010	250,670,370	332,711,410	62%
Municipal solid waste	Tons	287,980	376,530	662,200	130%
Alternative daily cover	Tons	2,670	3,490	6,140	130%
Transform Waste	Tons	1,030	1,350	2,370	130%
Indirect water energy	kWh	61,387,950	80,264,120	141,159,360	130%
Indirect wastewater energy	kWh	7,672,160	10,031,270	17,641,850	130%
Direct wastewater plant emissions[1]	-	-	-	-	-
Enteric fermentation	Head of livestock	10,890	7,030	0	-100%
Fertilizer application	Tons applied	204	130	0	-100%
Manure management	Head of livestock	10,890	7,026	0	-100%
Off-road equipment sector[2]	-	-	-	-	-
Land use change (conversion of agricultural to urban land)	Acres	3,520	1,700	1,700	22%
Street tree biomass	Acres	740	760	760	14%

All numbers except residents per household are rounded to the nearest 10.

1. There is no activity data for this sector because emissions are not correlated with volume of wastewater produced, but rather the treatment process
2. There is no activity data for this sector because emissions from off-road equipment are estimated from a model developed by the California Air Resources Board rather than from measurable metrics such as fuel consumption.

State GHG Emission Reductions

California has adopted and committed to implementing policies to decrease GHG emission levels statewide, including from several of the major GHG emission sectors present in Ontario. Many of these policies are identified in the State's Climate Change Scoping Plan (Scoping Plan), which was originally adopted in 2008 in response to the California Global Warming Solutions Act. The Scoping Plan outlines several regulatory and market-based solutions to achieve California's GHG emission reduction goals. Successive updates to the Scoping Plan in 2014 and 2017 revised these state-level actions and identified additional opportunities for GHG emission reductions, as applicable.

Though the Scoping Plan and related documents lay out several policies to reduce GHG emissions, the 2022 CCAP will focus on the policies that have the most direct and apparent benefits to Ontario. The PlaceWorks team assessed these efforts and their community-wide local GHG emission-reduction benefits to Ontario, allowing the community to receive "credit" for the state's efforts. These efforts are:

- The Renewables Portfolio Standard (RPS) requires increases in renewable electricity supplies.
- The Clean Car Standards require increased fuel efficiency of on-road vehicles and decreased carbon intensity of vehicle fuels.
- The updated Title 24 Building Energy Efficiency Standards require new buildings to achieve increased energy efficiency targets.
- The Low Carbon Fuel Standard (LCFS) mandates reduced carbon intensity of fuels used in off-road equipment.
- The short-lived climate pollutants law (SB 1383) proposes a comprehensive strategy to reduce methane and other emissions of short-lived greenhouse gases through regulations on dairy operations and urban landfills, including higher diversion rates of food waste from landfills.

State level actions have a significant impact on reduction of GHG emissions when analyzed on a per-capita basis. **Table A-4** shows the per capita GHG emissions resulting from state actions, both community wide and by sector. Under the forecast presented above, per capita GHG emissions decrease by 18 percent from 2019 to 2050. However, when state actions are accounted for, per capita GHG emissions decrease by 57 percent from 2019 to 2050.

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Table A-4 Ontario Per Capita GHG Emission Reductions from State Actions, 2019 to 2050

Description	2019 $MTCO_2e$	2030 $MTCO_2e$	2050 $MTCO_2e$	Percentage Change 2019–2050
Per capita emissions without state actions	5.54	5.30	4.56	-18%
Per capita emissions reductions from RPS		0.21	1.13	-
Per capita emissions reductions from Clean Car standards		0.53	0.69	-
Per capita emissions reductions from Title 24		0.19	0.28	-
Per capita emissions reductions from LCFS (off-road only)		0.01	0.01	-
Per capita emissions from SB 1383		0.06	0.06	-
Per capita emission reductions from all state actions		**1.00**	**2.17**	-
Per capita emissions with state actions	**5.54**	**4.31**	**2.39**	**-57%**

Technical Data for Existing and Planned Activities

Quantification of existing and planned activities are calculations that determine the GHG emission reduction potential of strategies recommended in the CCAP. They are based on four primary types of data and research:

The inventory and forecast of San Carlos' GHG emissions, as discussed above, and summarized in Chapter 3 of the CCAP.

- The San Bernardino County GHG Reduction Tool
- California Air Pollution Control Officers Association's (CAPCOA) Handbook for Analyzing GHG Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity
- Peer-reviewed reports and other credible research documents.
- Case studies for similar jurisdictions.

The community-wide inventory and forecast serve as the foundation for the quantification of Ontario's GHG reduction strategies, supplemented with additional data types and research. The inventory and forecast provide activity data, such as kWh of electricity used, or VMT. The project team combined the activity data with data sources that identify the potential for reduction and performance targets that estimate the level of implementation. This provides the total savings in activity data for the years 2030 and 2050. The project team then multiplied the activity data savings by the relevant emissions factor to determine the total GHG savings from the strategy.

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This section discusses the data sources, methods, and assumptions for the quantification of the existing and planned local activities. Only some existing and planned local activities are quantified. Other activities, not included here, may have GHG reduction benefits but City staff cannot accurately determine the level of reductions.

Table A-5 shows the emissions factors used in the quantification. These emission factors account for the GHG reductions from existing state actions through 2050, such as RPS. Note that the quantification for many strategies, especially those that related to electricity, will use multiple emissions factors. Some sectors do not have specific emission factors, including direct wastewater and off-road emissions, and were calculated using formulae or models.

Table A-5 Emissions Factors with State Reductions

Sector	Unit	2008	2016	2019	2030	2050	Source
SCE electricity	$MTCO_2e$/ kWh	0.000288	0.000219	0.000208	0.000149	0.000000	SCE
Natural gas	$MTCO_2e$/ therm	0.053816	0.007341	0.005272	0.005272	0.005272	US Community Protocol
On-road transportation (light and medium-duty vehicles)	$MTCO_2e$/ mile	0.000421	0.000363	0.000348	0.000277	0.000253	California Air Resources Board
On-road transportation (heavy duty vehicles)	$MTCO_2e$/ mile	0.000979	0.001248	0.001256	0.001070	0.000734	California Air Resources Board
On-road transportation (total)	$MTCO_2e$/ mile	0.001400	0.001611	0.001604	0.001348	0.001400	California Air Resources Board
Solid waste (municipal solid waste)	$MTCO_2e$/ ton	0.473978	0.532831	0.286062	0.234502	0.473978	CalRecycle
Solid waste (alternative daily cover)	$MTCO_2e$/ ton	-	-	0.247191	0.246418	-	CalRecycle

Existing Activities

Activity 1 Solar PV capacity

GHG Reduction ($MTCO_2e$)		Per capita GHG reduction ($MTCO_2e$ per person)		Assumptions			Performance Standards		
2030	2050	2030	2050	Description	2030	2050	Description	2030	2050
310	0	0.0008	0	Residential installations	35	35	Total residential solar capacity (kW)	3,130	3,130
				Nonresidential installations	2	2	Total nonresidential solar capacity (kW)	2,571,130	2,571,130

Sources:

National Renewable Energy Laboratory (NREL). (n.d.). Monthly PV performance data: Ontario, California. PV watts calculator. https://pvwatts.nrel.gov/pvwatts.php

California Energy Commission (CEC). (2019). Power content label 2019: Southern California Edison (SCE). CEC. https://www.energy.ca.gov/filebrowser/download/3265.

California Energy Commission (CEC). (2022.) California Distributed Generation Statistics. https://www.californiadgstats.ca.gov/

National Conference of State Legislatures (NCSL). (2021, August 13). State renewable portfolio standards and goals. NCSL. https://www.ncsl.org/research/energy/renewable-portfolio-standards.aspx

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Activity 2 All electric and zero net energy buildings

GHG Reduction ($MTCO_2e$)		Per capita GHG reduction ($MTCO_2e$ per person)		Assumptions			Performance standards		
2030	2050	2030	2050	Description	2030	2050	Description	2030	2050
90	110	0.0002	0.0002	There are no assumptions for this existing action			Number of all-electric residential units	100	100

Sources:

California Energy Commission (CEC). (2019). Power content label 2019: Southern California Edison (SCE). CEC. https://www.energy.ca.gov/filebrowser/download/3265.

National Conference of State Legislatures (NCSL). (2021, August 13). State renewable portfolio standards and goals. NCSL. https://www.ncsl.org/research/energy/renewable-portfolio-standards.aspx

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Activity 3 EV charging stations

GHG Reduction ($MTCO_2e$)		Per capita GHG reduction ($MTCO_2e$ per person)		Assumptions			Performance standards		
2030	2050	2030	2050	Description	2030	2050	Description	2030	2050
120	140	0.0003	0.0002	Number of EV charging stations	30	30	Number of EV charging stations	30	30

Sources:

California Energy Commission (CEC). (2019). Power content label 2019: Southern California Edison (SCE). CEC. https://www.energy.ca.gov/filebrowser/download/3265.

National Conference of State Legislatures (NCSL). (2021, August 13). State renewable portfolio standards and goals. NCSL. https://www.ncsl.org/research/energy/renewable-portfolio-standards.aspx.

Hermann, P. & Hayes, J. (2022). Draft memorandum: The Ontario Plan Transportation Impact Assessment-Vehicle Miles Travelled (VMT). Fehr and Peers.

Greenblatt, J.B. (2015, March). Modeling California policy impacts on greenhouse gas emissions. Berkeley lab. https://eta.lbl.gov/publications/modeling-california-policy-impacts.

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Activity 4 G Street crosstown bicycle route

GHG Reduction ($MTCO_2e$)		Per capita GHG reduction ($MTCO_2e$ per person)		Assumptions			Performance standards		
2030	2050	2030	2050	Description	2030	2050	Description	2030	2050
30	30	0.0001	0	Percent of community-wide light-duty VMT on G St roadway segment	4%	4%	Miles of bike lanes on G Street	18	18

Sources:

City of Ontario. (2015, June 17). G street crosstown bike route and San Antonio avenue bike corridor. City of Ontario. https://ceqanet.opr.ca.gov/2015068332.

California Air Pollution Control Officers Association (CAPCOA). (2021). Handbook for analyzing greenhouse gas emissions reductions, assessing climate vulnerabilities, and advancing health and equity. CAPCOA. https://www.airquality.org/ClimateChange/Documents/Handbook%20Public%20Draft_2021-Aug.pdf

California Department of Transportation (Caltrans). (2018). California public road data. Caltrans. https://dot.ca.gov/-/media/dot-media/programs/research-innovation-system-information/documents/california-public-road-data/prd-2018-a11y.pdf.

Hermann, P. & Hayes, J. (2022). Draft memorandum: The Ontario Plan Transportation Impact Assessment-Vehicle Miles Travelled (VMT). Fehr and Peers.

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Activity 5 Outdoor lighting

GHG Reduction ($MTCO_2e$)		Per capita GHG reduction ($MTCO_2e$ per person)		Assumptions			Performance standards		
2030	2050	2030	2050	Description	2030	2050	Description	2030	2050
300	0	0.0007	0	Percentage of streetlights retrofitted since 2019	65%	65%	Number of retrofitted streetlights	8,130	8,130

Sources:

San Bernardino County Transportation Authority (SBCTA). (2021). GHG reduction tool, San Bernardino County GHG reduction plan. SBCTA. https://www.gosbcta.com/plan/regional-greenhouse-gas-reduction-plan/.

California Energy Commission (CEC). (2019). Power content label 2019: Southern California Edison (SCE). CEC. https://www.energy.ca.gov/filebrowser/download/3265.

National Conference of State Legislatures (NCSL). (2021, August 13). State renewable portfolio standards and goals. NCSL. https://www.ncsl.org/research/energy/renewable-portfolio-standards.aspx.

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Activity 6 Energy efficiency retrofits of municipal buildings

GHG Reduction ($MTCO_2e$)		Per capita GHG reduction ($MTCO_2e$ per person)		Assumptions			Performance standards		
2030	2050	2030	2050	Description	2030	2050	Description	2030	2050
660	0	0.0016	0	There are no assumptions for this existing action			Estimated annual energy savings from retrofits in 2020 (kWh)	5,571,640	5,571,640

Sources:

California Energy Commission (CEC). (2019). Power content label 2019: Southern California Edison (SCE). CEC. https://www.energy.ca.gov/filebrowser/download/3265.

National Conference of State Legislatures (NCSL). (2021, August 13). State renewable portfolio standards and goals. NCSL. https://www.ncsl.org/research/energy/renewable-portfolio-standards.aspx.

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Activity 7 Tree planting

GHG Reduction ($MTCO_2e$)		Per capita GHG reduction ($MTCO_2e$ per person)		Assumptions			Performance standards		
2030	2050	2030	2050	Description	2030	2050	Description	2030	2050
1,480	1,480	0.0037	0.0021	There are no assumptions for this existing action			Number of trees planted since 2019	1,000	1,000

Sources:

California Air Pollution Control Officers Association (CAPCOA). (2021). Handbook for analyzing greenhouse gas emissions reductions, assessing climate vulnerabilities, and advancing health and equity. CAPCOA. https://www.airquality.org/ClimateChange/Documents/Handbook%20Public%20Draft_2021-Aug.pdf.

USDA Forest Service. (2006). I-Tree planting calculator. I-Tree. https://planting.itreetools.org/.

California Energy Commission (CEC). (2019). Power content label 2019: Southern California Edison (SCE). CEC. https://www.energy.ca.gov/filebrowser/download/3265.

National Conference of State Legislatures (NCSL). (2021, August 13). State renewable portfolio standards and goals. NCSL. https://www.ncsl.org/research/energy/renewable-portfolio-standards.aspx.

Note:

The City currently has plans to plant significantly more than 1,000 trees per year by 2050. The quantification and assumptions for this activity are a minimum threshold and can be exceeded as City and community resources allow.

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Activity 8 Installation of efficient industrial water boilers

GHG Reduction ($MTCO_2e$)		Per capita GHG reduction ($MTCO_2e$ per person)		Assumptions			Performance standards		
2030	2050	2030	2050	Description	2030	2050	Description	2030	2050
180	180	0.0004	0.0003	There are no assumptions for this existing action			Number of industrial boilers replaced since 2019	6	6

Sources:

California Air Pollution Control Officers Association (CAPCOA). (2021). Handbook for analyzing greenhouse gas emissions reductions, assessing climate vulnerabilities, and advancing health and equity. CAPCOA. https://www.airquality.org/ClimateChange/Documents/Handbook%20Public%20Draft_2021-Aug.pdf.

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Activity 9 Increased supply of electricity from renewable sources

GHG Reduction ($MTCO_2e$)		Per capita GHG reduction ($MTCO_2e$ per person)		Assumptions			Performance standards		
2030	2050	2030	2050	Description	2030	2050	Description	2030	2050
56,140	0	0.1398	0	There are no assumptions for this existing action			SCE GHG emissions factor (MTCO2e/kWh)	0.000119	0.000000

Sources:

Combs, J. S. and Karlstand, C. A. (2020). SCE 2020 Integrated Resource Plan. Southern California Edison (SCE). https://docs.cpuc.ca.gov/PublishedDocs/Efile/G000/M346/K291/346291781.PDF.

California Energy Commission (CEC). (2019). Power content label 2019: Southern California Edison (SCE). CEC. https://www.energy.ca.gov/filebrowser/download/3265.

National Conference of State Legislatures (NCSL). (2021, August 13). State renewable portfolio standards and goals. NCSL. https://www.ncsl.org/research/energy/renewable-portfolio-standards.aspx

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Planned Activities

Strategy 1 Building electrification

GHG Reduction ($MTCO_2e$)		Per capita GHG reduction ($MTCO_2e$ per person)		Assumptions			Performance standards		
2030	2050	2030	2050	Description	2030	2050	Description	2030	2050
10,310	102,640	0.0257	0.1453	Penetration rate for electrification of existing homes	10%	25%	New all-electric homes	5,520	45,660
				Penetration rate for electrification of existing non-residential buildings	5%	12%	Existing homes retrofitted to be all-electric	4,830	12,070
				Penetration rate for electrification of new homes	30%	60%	New all-electric square footage for nonresidential buildings	8,166,530	49,941,430
				Penetration rate for electrification of new non-residential buildings	25%	45%	Existing nonresidential square footage retrofitted to be all-electric	9,158,850	21,981,230

Sources:

San Bernardino County Transportation Authority (SBCTA). (2021). GHG reduction tool, San Bernardino County GHG reduction plan. SBCTA. https://www.gosbcta.com/plan/regional-greenhouse-gas-reduction-plan/.

California Energy Commission (CEC). (2019). Power content label 2019: Southern California Edison (SCE). CEC. https://www.energy.ca.gov/filebrowser/download/3265.

National Conference of State Legislatures (NCSL). (2021, August 13). State renewable portfolio standards and goals. NCSL. https://www.ncsl.org/research/energy/renewable-portfolio-standards.aspx

PlaceWorks. (2021). TOP 2050, Buildout Projections: Demographic Forecast. PlaceWorks.

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Strategy 2 Onsite solar energy for existing residential development

GHG Reduction ($MTCO_2e$)		Per capita GHG reduction ($MTCO_2e$ per person)		Assumptions			Performance standards		
2030	2050	2030	2050	Description	2030	2050	Description	2030	2050
2,040	0	0.0051	0	Percent of existing homes with solar panels installed	5%	25%	Number of existing homes with solar panels installed	2,410	12,070

Sources:

San Bernardino County Transportation Authority (SBCTA). (2021). GHG reduction tool, San Bernardino County GHG reduction plan. SBCTA. https://www.gosbcta.com/plan/regional-greenhouse-gas-reduction-plan/.

California Energy Commission (CEC). (2019). Power content label 2019: Southern California Edison (SCE). CEC. https://www.energy.ca.gov/filebrowser/download/3265.

National Conference of State Legislatures (NCSL). (2021, August 13). State renewable portfolio standards and goals. NCSL. https://www.ncsl.org/research/energy/renewable-portfolio-standards.aspx

National Renewable Energy Laboratory. 2021. "PVWatts." https://pvwatts.nrel.gov/.

U.S. Environmental Protection Agency. 2021. "Emissions & generation resource integrated database (eGRID)." https://www.epa.gov/egrid.

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Strategy 3 Onsite solar energy systems for nonresidential development

GHG Reduction (MTCO2e)		Per capita GHG reduction (MTCO2e per person)		Assumptions			Performance standards		
2030	2050	2030	2050	Description	2030	2050	Description	2030	2050
26,480	0	0.0659	0	Target percentage of new industrial roof space with electric needs met by on-site solar	90%	90%	kW of solar panels on new industrial space	66,660	45,660
				Target percentage of existing industrial roof space with electric needs met by on-site solar	10%	20%	kW of solar panels on existing industrial space	52,290	12,070
				Target percentage of new nonindustrial nonresidential development with electricity needs met by on-site solar	15%	30%	kW of solar panels on new nonindustrial nonresidential space	4,520	49,941,430
				Target percentage of existing nonindustrial nonresidential development with electricity needs met by on-site solar	5%	15%	kW of solar panels on existing nonindustrial nonresidential space	11,550	21,981,230

Sources:

San Bernardino County Transportation Authority (SBCTA). (2021). GHG Reduction Tool, GHG Reduction Tool, San Bernardino County GHG Reduction Plan. SBCTA. https://www.gosbcta.com/plan/regional-greenhouse-gas-reduction-plan/.

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Strategy 4 Green roofs

GHG Reduction ($MTCO_2e$)		Per capita GHG reduction ($MTCO_2e$ per person)		Assumptions			Performance standards		
2030	2050	2030	2050	Description	2030	2050	Description	2030	2050
Less than 10	Less than 10	0	0	Target area of residential green roofs installed in Ontario (square feet)	25,000	50,000	Installed square footage of residential green roofs in Ontario	25,000	50,000
				Target area of commercial green roofs installed in Ontario (square feet)	50,000	100,000	Installed square footage of commercial green roofs in Ontario	50,000	100,000

Sources:

San Bernardino County Transportation Authority (SBCTA). (2021). GHG reduction tool, San Bernardino County GHG reduction plan. SBCTA. https://www.gosbcta.com/plan/regional-greenhouse-gas-reduction-plan/.

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Strategy 5 Urban cooling

GHG Reduction ($MTCO_2e$)		Per capita GHG reduction ($MTCO_2e$ per person)		Assumptions			Performance standards		
2030	2050	2030	2050	Description	2030	2050	Description	2030	2050
5,610	12,730	0.0140	0.0180	Total number of trees planted with urban forestry program	4,000	10,000	Number of trees planted	4,000	10,000

Sources:

California Air Pollution Control Officers Association (CAPCOA). (2021). Handbook for analyzing greenhouse gas emissions reductions, assessing climate vulnerabilities, and advancing health and equity. CAPCOA. https://www.airquality.org/ClimateChange/Documents/Handbook%20Public%20Draft_2021-Aug.pdf.

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Strategy 6 Energy efficiency retrofits for low-income households

GHG Reduction ($MTCO_2e$)		Per capita GHG reduction ($MTCO_2e$ per person)		Assumptions			Performance standards		
2030	2050	2030	2050	Description	2030	2050	Description	2030	2050
940	1,440	0.0023	0.0020	Penetration rate for low-income residential energy efficiency retrofits	30%	60%	Number of retrofitted low-income homes	4,630	9,270
				Anticipated savings in electricity energy efficiency from retrofit activities	20%	20%			
				Anticipated savings in natural gas energy efficiency from retrofit activities	32%	32%			
				Percent of existing households in Ontario that are low income (2019)	27%	27%			

Sources:

California Air Pollution Control Officers Association (CAPCOA). (2021). Handbook for analyzing greenhouse gas emissions reductions, assessing climate vulnerabilities, and advancing health and equity. CAPCOA. https://www.airquality.org/ClimateChange/Documents/Handbook%20Public%20Draft_2021-Aug.pdf

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California Energy Commission (CEC). (2019). Power content label 2019: Southern California Edison (SCE). CEC. https://www.energy.ca.gov/filebrowser/download/3265.

National Conference of State Legislatures (NCSL). (2021, August 13). State renewable portfolio standards and goals. NCSL. https://www.ncsl.org/research/energy/renewable-portfolio-standards.aspx

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Strategy 7 Energy efficiency retrofits

GHG Reduction ($MTCO_2e$)		Per capita GHG reduction ($MTCO_2e$ per person)		Assumptions			Performance standards		
2030	2050	2030	2050	Description	2030	2050	Description	2030	2050
11,570	15,600	0.0288	0.0221	Penetration rate for residential energy efficiency retrofits	15%	30%	Number of retrofitted homes (excluding low-income households)	4,920	9,270
				Anticipated savings from residential energy efficiency retrofits	25%	25%			
				Penetration rate for nonresidential energy efficiency retrofits	5%	20%			
				Anticipated savings from nonresidential energy efficiency retrofits	40%	40%			
				Target penetration rate for residential LED	75%	95%	Square footage of retrofitted nonresidential space	7,525,540	30,102,170
				Target penetration rate for nonresidential LED	60%	80%			
				Percent electricity savings per LED light	75%	75%			

Sources:

California Air Pollution Control Officers Association (CAPCOA). (2021). Handbook for analyzing greenhouse gas emissions reductions, assessing climate vulnerabilities, and advancing health and equity. CAPCOA. https://www.airquality.org/ClimateChange/Documents/Handbook%20Public%20Draft_2021-Aug.pdf.

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Strategy 8 Smart growth and infill

Smart growth and infill is not a quantifiable strategy in Ontario. There are no measurable GHG gas reductions for this strategy. There are no assumptions or performance targets.

Sources:

California Air Pollution Control Officers Association (CAPCOA). (2021). Handbook for analyzing greenhouse gas emissions reductions, assessing climate vulnerabilities, and advancing health and equity. CAPCOA. https://www.airquality.org/ClimateChange/Documents/Handbook%20Public%20Draft_2021-Aug.pdf.

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Strategy 9 Transit-Oriented Development

GHG Reduction ($MTCO_2e$)		Per capita GHG reduction ($MTCO_2e$ per person)		Assumptions			Performance standards		
2030	2050	2030	2050	Description	2030	2050	Description	2030	2050
330	1,440	0.0008	0.0020	New TOD households' share of new citywide VMT	3%	5%	New housing units in TOD areas	410	3,200

Sources:

California Air Pollution Control Officers Association (CAPCOA). (2021). Handbook for analyzing greenhouse gas emissions reductions, assessing climate vulnerabilities, and advancing health and equity. CAPCOA. https://www.airquality.org/ClimateChange/Documents/Handbook%20Public%20Draft_2021-Aug.pdf.

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Strategy 10 Increase transportation ridership

GHG Reduction ($MTCO_2e$)		Per capita GHG reduction ($MTCO_2e$ per person)		Assumptions			Performance standards		
2030	2050	2030	2050	Description	2030	2050	Description	2030	2050
27,980	31,450	0.0697	0.0445	Target participation rate in Commute Trip Reduction Program	4%	4%	Number of employees participating in commute trip reduction	6,780	11,840
				Percent of employees eligible for Commute Trip Reduction Program or ridesharing	80%	80%			
				Target participation rate in ridesharing program in suburban areas	4%	4%	Annual West Valley Connector ridership	25,927,840	25,927,840

Sources:

California Air Pollution Control Officers Association (CAPCOA). (2021). Handbook for analyzing greenhouse gas emissions reductions, assessing climate vulnerabilities, and advancing health and equity. CAPCOA. https://www.airquality.org/ClimateChange/Documents/Handbook%20Public%20Draft_2021-Aug.pdf.

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Strategy 11 Traffic signal synchronization and roadway management

Traffic signal synchronization is not a quantifiable strategy. There are no measurable GHG gas reductions for this strategy. There are no assumptions or performance targets.

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Strategy 12 Community vehicle electrification

GHG Reduction ($MTCO_2e$)		Per capita GHG reduction ($MTCO_2e$ per person)		Assumptions			Performance standards		
2030	2050	2030	2050	Description	2030	2050	Description	2030	2050
62,880	465,140	0.1565	0.6584	Penetration rate for electrification of municipal fleet	20%	40%	EVs in municipal fleet	130	260
				Estimated percentage of municipal vehicle fleet that is light-duty vehicles	80%	80%			
				Estimated percentage of municipal vehicle fleet that is heavy-duty vehicles	20%	20%	Light-duty EVs registered in Ontario	24,510	173,400
				Target for eVMT share of community wide VMT (light-duty)	15%	60%			
				Target for eVMT share of community wide VMT (heavy-duty)	10%	50%	Heavy-duty EVs registered in Ontario	1,490	14,450
				Target number of new charging stations	15	30	Number of new charging stations	15	30

Sources:

California Air Pollution Control Officers Association (CAPCOA). (2021). Handbook for analyzing greenhouse gas emissions reductions, assessing climate vulnerabilities, and advancing health and equity. CAPCOA. https://www.airquality.org/ClimateChange/Documents/Handbook%20Public%20Draft_2021-Aug.pdf.

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Strategy 13 Active transportation networks

GHG Reduction ($MTCO_2e$)		Per capita GHG reduction ($MTCO_2e$ per person)		Assumptions			Performance standards		
2030	2050	2030	2050	Description	2030	2050	Description	2030	2050
1,800	3,840	0.0045	0.0054	Percentage of bicycle network completed by 2030 and 2050	25%	75%	Miles of newly-installed bike lanes	42	127
							Miles of newly-installed pedestrian improvements	4	12

Sources:

California Air Pollution Control Officers Association (CAPCOA). (2021). Handbook for analyzing greenhouse gas emissions reductions, assessing climate vulnerabilities, and advancing health and equity. CAPCOA. https://www.airquality.org/ClimateChange/Documents/Handbook%20Public%20Draft_2021-Aug.pdf.

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Strategy 14 Vehicle idling

GHG Reduction ($MTCO_2e$)		Per capita GHG reduction ($MTCO_2e$ per person)		Assumptions			Performance standards		
2030	2050	2030	2050	Description	2030	2050	Description	2030	2050
1,950	1,780	0.0049	0.0025	Compliance rate with idling ordinance	0.5	0.5	There are no performance metrics associated with this strategy		
				Reduction in idling time with ordinance	40%	40%			
				Percent of total fuel used when idling	6%	6%			
				Reduction in idling time with ordinance	40%	40%			

Sources:

San Bernardino County Transportation Authority (SBCTA). (2021). GHG reduction tool, San Bernardino County GHG reduction plan. SBCTA. https://www.gosbcta.com/plan/regional-greenhouse-gas-reduction-plan/.

California Air Resources Board (CARB). (2019). Emission Factors model (EMFAC), Emissions inventory tool. CARB. https://arb.ca.gov/emfac/emissions-inventory.

Strategy 15 Parking policy and event parking

GHG Reduction ($MTCO_2e$)		Per capita GHG reduction ($MTCO_2e$ per person)		Assumptions			Performance standards		
2030	2050	2030	2050	Description	2030	2050	Description	2030	2050
2,230	8,110	0.0056	0.0115	Current parking price	$0.50	$0.50	Future parking price	$0.75	$1.25
				Future parking price	$0.75	$1.25			
				Default percentage of trips parking on the street	75%	75%			

Sources:

California Air Pollution Control Officers Association (CAPCOA). (2021). Handbook for analyzing greenhouse gas emissions reductions, assessing climate vulnerabilities, and advancing health and equity. CAPCOA. https://www.airquality.org/ClimateChange/Documents/Handbook%20Public%20Draft_2021-Aug.pdf.

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Strategy 16 Electrification of construction and landscaping equipment

GHG Reduction ($MTCO_2e$)		Per capita GHG reduction ($MTCO_2e$ per person)		Assumptions			Performance standards		
2030	2050	2030	2050	Description	2030	2050	Description	2030	2050
4,810	26,020	0.0120	0.0368	Penetration rate of electrification of conventional construction equipment	20%	50%	Pieces of electrified construction equipment	320	1,360
				Penetration rate of electrification of conventional landscaping equipment	20%	50%	Pieces of electrified landscaping equipment	1,070	4,120

Sources:

San Bernardino County Transportation Authority (SBCTA). (2021). GHG reduction tool, San Bernardino County GHG reduction plan. SBCTA. https://www.gosbcta.com/plan/regional-greenhouse-gas-reduction-plan/.

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Strategy 17 Idling ordinance for construction equipment

GHG Reduction ($MTCO_2e$)		Per capita GHG reduction ($MTCO_2e$ per person)		Assumptions			Performance standards		
2030	2050	2030	2050	Description	2030	2050	Description	2030	2050
40	100	0.0001	0.0001	Reduction in idling time with ordinance	40%	40%	There are no performance metrics associated with this strategy		
				Compliance rate with idling ordinance	50%	50%			

Sources:

San Bernardino County Transportation Authority (SBCTA). (2021). GHG reduction tool, San Bernardino County GHG reduction plan. SBCTA. https://www.gosbcta.com/plan/regional-greenhouse-gas-reduction-plan/.

California Air Resources Board (CARB). (2019). Emission Factors model (EMFAC), Emissions inventory tool. CARB. https://arb.ca.gov/emfac/emissions-inventory.

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Strategy 18 Methane capture at landfills

GHG Reduction ($MTCO_2e$)		Per capita GHG reduction ($MTCO_2e$ per person)		Assumptions			Performance standards		
2030	2050	2030	2050	Description	2030	2050	Description	2030	2050
22,410	57,370	0.0558	0.0812	Current methane capture rate Target for methane capture rate	75% 80%	75% 85%	Methane capture rate	80%	85%

Sources:

San Bernardino County Transportation Authority (SBCTA). (2021). GHG reduction tool, San Bernardino County GHG reduction plan. SBCTA. https://www.gosbcta.com/plan/regional-greenhouse-gas-reduction-plan/.

California Air Pollution Control Officers Association (CAPCOA). (2021). Handbook for analyzing greenhouse gas emissions reductions, assessing climate vulnerabilities, and advancing health and equity. CAPCOA. https://www.airquality.org/ClimateChange/Documents/Handbook%20Public%20Draft_2021-Aug.pdf.

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Strategy 19 Waste diversion

GHG Reduction ($MTCO_2e$)		Per capita GHG reduction ($MTCO_2e$ per person)		Assumptions			Performance standards		
2030	2050	2030	2050	Description	2030	2050	Description	2030	2050
14,490	38,670	0.0361	0.0547	Waste diversion target (AB 939)	75%	85%	Estimated tons of solid waste diverted	267,010	532,190
				Waste diversion rate (BAU)	50%	50%			

Sources:

San Bernardino County Transportation Authority (SBCTA). (2021). GHG reduction tool, San Bernardino County GHG reduction plan. SBCTA. https://www.gosbcta.com/plan/regional-greenhouse-gas-reduction-plan/.

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Strategy 20 Construction and demolition waste recovery ordinance

Construction and demolition waste recovery is not a quantifiable strategy in Ontario. There are no measurable GHG gas reductions for this strategy. There are no assumptions or performance targets.

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Strategy 21 Indoor water efficiency

GHG Reduction ($MTCO_2e$)		Per capita GHG reduction ($MTCO_2e$ per person)		Assumptions			Performance standards		
2030	2050	2030	2050	Description	2030	2050	Description	2030	2050
4,580	2,540	0.0114	0.0036	Average reduction in indoor water use in new buildings	20%	40%	Total community water use (million gallons, excluding recycled water)	10,770	18,630
				Average reduction in outdoor water use in new buildings	40%	60%			
				Average reduction in water use in existing buildings	25%	50%	Total community wastewater generation (million gallons)	3,880	6,450
				Average reduction in wastewater generation in existing buildings	25%	50%			

Sources:

San Bernardino County Transportation Authority (SBCTA). (2021). GHG reduction tool, San Bernardino County GHG reduction plan. SBCTA. https://www.gosbcta.com/plan/regional-greenhouse-gas-reduction-plan/.

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Strategy 22 Water efficient landscapes and water recycling

GHG Reduction ($MTCO_2e$)		Per capita GHG reduction ($MTCO_2e$ per person)		Assumptions			Performance standards		
2030	2050	2030	2050	Description	2030	2050	Description	2030	2050
3,400	0	0.0085	0	Percent increase in recycled water use	72%	145%	Recycled water use (million gallons)	4,390	6,240

Sources:

Ontario Municipal Utilities Company (OMUC). (2020). Urban water management plan. City of Ontario. https://www.ontarioca.gov/sites/default/files/Ontario-Files/Municipal-Utilities-Company/Final%20Draft%20Ontario%202020%20Ontario%20UWMP.pdf.

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Strategy 23 Water system and wastewater operations efficiency

GHG Reduction ($MTCO_2e$)		Per capita GHG reduction ($MTCO_2e$ per person)		Assumptions			Performance standards		
2030	2050	2030	2050	Description	2030	2050	Description	2030	2050
150	0	0.0004	0	Efficiency improvement in water treatment and distribution system	10%	25%	Electricity use of water treatment and distribution system (kWh)	56,533,450	66,745,850

Sources:

San Bernardino County Transportation Authority (SBCTA). (2021). GHG reduction tool, San Bernardino County GHG reduction plan. SBCTA. https://www.gosbcta.com/plan/regional-greenhouse-gas-reduction-plan/.

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Strategy 24 Methane capture for wastewater treatment

GHG Reduction ($MTCO_2e$)		Per capita GHG reduction ($MTCO_2e$ per person)		Assumptions			Performance standards		
2030	2050	2030	2050	Description	2030	2050	Description	2030	2050
960	2,280	0.0024	0.0032	IEUA wastewater methane capture rate	70%	85%	Methane capture rate at IEUA facilities	70%	85%

Sources:

San Bernardino County Transportation Authority (SBCTA). (2021). GHG reduction tool, San Bernardino County GHG reduction plan. SBCTA. https://www.gosbcta.com/plan/regional-greenhouse-gas-reduction-plan/.

Ontario Municipal Utilities Company (OMUC). (2020). Urban water management plan. City of Ontario. https://www.ontarioca.gov/sites/default/files/Ontario-Files/Municipal-Utilities-Company/Final%20Draft%20Ontario%202020%20Ontario%20UWMP.pdf.

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Strategy 25 Methane capture for dairy operations

GHG Reduction ($MTCO_2e$)		Per capita GHG reduction ($MTCO_2e$ per person)		Assumptions			Performance standards		
2030	2050	2030	2050	Description	2030	2050	Description	2030	2050
3,160	0	0.0079	0.0000	Dairies using manure management systems with methane capture	50%	100%	Heads of livestock on dairies with manure capture	3,520	0
				Methane capture rate of installed systems	86%	86%			

Sources:

San Bernardino County Transportation Authority (SBCTA). (2021). GHG reduction tool, San Bernardino County GHG reduction plan. SBCTA. https://www.gosbcta.com/plan/regional-greenhouse-gas-reduction-plan/.

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Strategy 26 Climate change awareness and education

Climate change awareness and education is not a quantifiable strategy in Ontario. There are no measurable GHG gas reductions for this strategy. There are no assumptions or performance targets.

Strategy 27 Carbon sequestration

Carbon sequestration is not a quantifiable strategy in Ontario. There are no measurable GHG gas reductions for this strategy. There are no assumptions or performance targets.

Strategy 28 Green jobs

Carbon sequestration is not a quantifiable strategy in Ontario. There are no measurable GHG gas reductions for this strategy. There are no assumptions or performance targets.

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12. California State Senate. 2015, October 8. Senate Bill No. 379. California Legislative Information. https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=201520160SB379.

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CITY OF ONTARIO *Agenda Report* **August 16, 2022**	**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: 29

SUBJECT: **A PUBLIC HEARING TO CONSIDER ADOPTION OF A RESOLUTION TO UPDATE AND MODIFY DEVELOPMENT IMPACT FEES**

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

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
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 update of the Development Impact Fees ("DIF") 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. There is no General Fund impact from adopting the DIF update. The update of the DIF Program is conducted periodically to reflect modifications to specific DIF projects based on changes in projected infrastructure needs, actual costs, revised engineering estimates and updated cost estimates. DIF, assessed on per unit or per square foot basis, is intended to cover the cost of infrastructure improvements needed to support new development. With adoption of the fees as proposed, the City's DIF Program is estimated to generate approximately $2.97 billion in revenue for infrastructure construction/installation over the buildout of the City.

BACKGROUND & ANALYSIS: On July 1, 2003, the City Council adopted Ordinance Nos. 2779 and 2780 to approve Development Impact Fees for the City. The DIF have been updated periodically since 2005. Since its inception, the DIF Program has had separate DIF amounts and funds for what has historically been termed the "New Model Colony" (known as Ontario Ranch) and the "Old Model Colony" (known as General City) areas.

The last comprehensive update of the DIF Program was adopted by City Council in December 2012. In the DIF updates since 2012, there have been only minimal changes in the scopes and estimated costs of DIF Program projects. The most recent update to the DIF Program was adopted in September 2019.

In support of the revised DIF amounts, Revenue & Cost Specialists, LLC ("Consultant") prepared comprehensive updates to the Development Impact Fee Calculation and Nexus Update Report (the "DIF Nexus Report"). The completed DIF Nexus Report is on file in the Records Management Department. The report includes the cost details of the changes reflected in the update and schedules used in the calculation of the updated DIF amounts.

The proposed DIF Nexus Report includes adjustments to the land use database reflected within The Ontario Plan 2050 ("TOP 2050") update. TOP 2050 incorporates changes in land use types and densities which necessitates material revisions to the City's infrastructure (Streets, Storm Drains, Water and Sewer) Master Plans and DIF Program.

The major changes incorporated in the 2022 update include the following:

- The cost per acre for land acquisition has been increased from $585,000 to $700,000.
- The individual 2022 project cost amounts in numerous infrastructure categories have been escalated by application of the change in an applicable cost index.
- In the Police, Fire, Streets, Storm Drain, Water, Sewer, and Fiber Optic categories, numerous individual project cost estimates have been adjusted to reflect updated engineering estimates and/or actual costs.
- In the Police and Fire categories, Staff is recommending a reduction in the fees from the recommendations provided by the Consultant. The proposed reduction is in response to the calls-for-service which were heavily impacted by the Coronavirus pandemic. Subsequently, the allocation (volume) of calls-for-service were significantly higher than the 2019 historical data, causing a higher rate of increase in the fees for 2022. Therefore, an averaging of the 2019 and 2022 fee was used and is incorporated into the proposed resolution for City Council consideration. Staff will reevaluate the calls-for-service in two (2) years as part of the next DIF update.
- Outstanding (available) developer held "DIF Credits" in each infrastructure category were added as continued costs for projects that have not necessarily been constructed and/or paid for by the City. Numerous DIF projects were financed or constructed by individual developers and they will ultimately expect repayment for that over-build via the DIF Credits that have been issued by the City. Pursuant to the City's DIF Program Policies, DIF Credits are available for use at permit issuance to offset (reduce) the fee in the respective infrastructure category for which the DIF Credit was issued. The availability of credits decreases the amount of DIF revenue that the City will ultimately collect. Therefore, any outstanding DIF Credit amount that has been included in this Report's calculations within the DIF calculation methodology, was done to establish the appropriate DIF fee schedule necessary to finance both the remaining infrastructure costs and total developer's DIF Credits at General Plan build-out. The incorporation of the outstanding DIF credits assists the City in recuperating additional DIF

revenues in order to eliminate any City subsidy for the long-term development of the Ontario Ranch area.

- Assembly Bill 602 ("AB 602") became effective January 1, 2022. Per AB 602, if a local jurisdiction adopts a calculation and nexus study report after July 1, 2022, it must calculate its DIF imposed on a housing development project proportionately to the square footage of proposed units of the development, unless it makes the following findings: A) an explanation as to why square footage is not an appropriate metric to calculate fees imposed on housing development projects; B) an explanation that an alternative basis of calculating the fee bears a reasonable relationship between the fee charged and the burden posed by the development; and C) that other policies in the fee structure support smaller developments, or otherwise ensure that smaller developments are not charged disproportionate fees. The proposed DIF Nexus Report attached to this agenda report, and incorporated herein by reference, details supportive justifications for the City to continue to impose residential development impact fees in the same manner that additional development service demands are calculated – that is, on a per unit basis (see DIF Nexus Report - Appendix F). The City will not impose development impact fees for residential development projects based on the square footage of proposed units for completing the City's General Plan. The current and proposed set of fees fosters greater accuracy in planning and provides the City with the required level of certainty in impact fee collection.

The attached "Exhibit A" of the proposed Resolution specifies the updated DIF amounts for the General City and Ontario Ranch areas. No changes are proposed to the DIF Program implementation policies or land use categories definitions as part of this DIF Program update.

Staff notified and worked with the Building Industry Association ("BIA") and NMC Builders, LLC ("NMC Builders") on this recommended update to the DIF and provided both entities with a copy of the proposed fees and the back-up materials. Several meetings were held with representatives of NMC Builders to provide and exchange cost information related to the proposed modifications to the DIF Program. The BIA and NMC Builders have communicated that they have no further comments on the proposed revisions to the DIF Program and have provided notice to the City indicating that they do not object to adoption of the fees as proposed.

It is important to note that following City Council approval of the proposed DIF Nexus Report, Staff will commence an update to the DIF Master Facilities Plan (MFP). The MFP lists all the DIF projects identified in the DIF Nexus Report and further describes the scope of work, justification, and relationship to the TOP for each DIF project. Staff will present a completed and comprehensive MFP Update at a future meeting.

Under State law, fee increases cannot become effective any sooner than 60 days after adoption by the legislative body. With the proposed increase in the DIF, the BIA and NMC Builders have requested that implementation be effective January 1, 2023**,** to allow their members sufficient time to prepare for the increases and incorporate them into their project budgets. The delay in implementing the DIF does not have a significant impact on the program and Staff is in support of the January 1, 2023, effective date.

Staff recommends the City Council approve the proposed DIF Nexus Report and adopt the attached Resolution modifying the City's Development Impact Fees.

Land Use Category	Current General City*	Proposed General City*	Difference	Percent Change	Current Ontario Ranch	Proposed Ontario Ranch	Difference	Percent Change
Per Unit:								
Residential, Detached	$32,623	$28,984	($3,639)	-11.15%	$40,376	$43,226	$2,850	7.06%
Residential, Attached	$24,392	$23,012	($1,380)	-5.66%	$27,725	$31,980	$4,255	15.35%
Residential, High Density	$18,122	$17,787	($335)	-1.85%	$20,450	$23,729	$3,279	16.03%
Mobile Homes	$23,567	$22,561	($1,006)	-4.27%	N/A	N/A	N/A	N/A
Commercial Lodging	$4,888	$3,697	($1,191)	-24.37%	$8,886	$11,511	$2,625	29.54%
Per Square Foot:								
Retail/Services Uses	$7.505	$8.534	$1.029	13.71%	$17.445	$18.972	$1.527	8.75%
Restaurants	$7.989	$8.716	$0.727	9.10%	$17.929	$19.154	$1.225	6.83%
Office Uses	$6.351	$5.026	($1.325)	-20.86%	$13.134	$14.618	$1.484	11.30%
Business Park Uses	$6.671	$5.150	($1.521)	-22.80%	$11.876	$11.880	$0.004	0.03%
Industrial Uses	$3.460	$2.968	($0.492)	-14.22%	$7.264	$8.552	$1.288	17.73%
Institutional Uses	$6.557	$7.584	$1.027	15.66%	$11.916	$14.234	$2.318	19.45%

*Maximum Fee amounts are shown for comparison purposes only. General City Development Impact Fees may be reduced by specified percentages, depending on development category and type of development to encourage affordable housing, multi-story development and construction of structured parking facilities.

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, UPDATING AND MODIFYING DEVELOPMENT IMPACT FEES.

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, and 2019-135 to update and modify Development Impact Fee amounts; and

WHEREAS, City staff and Revenue and Costs Specialists LLC, have reviewed the Development Impact Fee ("DIF") program and the infrastructure Master Plans and produced an update to the DIF program documents, titled "Development Impact Fee Calculation and Nexus Update Report (the "DIF Nexus Report") for the City of Ontario, dated July 15, 2022, which includes recommendations and support for updated Development Impact Fee amounts; and

WHEREAS, the Development Impact Fee Calculation and Nexus Update Report, referenced above, complies with Government Code Section 66001 by establishing the basis for the imposition of fees, and the fee amounts for new development. In particular, the Development Impact Fee Calculation and Nexus Update Report:

1. Identifies the purpose of each development fee;
2. Identifies the use to which the fee will be put;
3. Shows a reasonable relationship between the fee's use and the type of development project upon which the fee is imposed;
4. Shows a reasonable relationship between the need for the public facility and the type of development project upon which the fee is imposed;
5. Shows a reasonable relationship between the amount of the fee and the costs of the public facility or portion of the public facility that is attributed to the development upon which the fee is imposed; and

WHEREAS, Assembly Bill 602 ("AB 602") became effective January 1, 2022. Per AB 602, if a local jurisdiction adopts a calculation and nexus study report after July 1, 2022, it must calculate its fees imposed on housing development projects proportionately to the square footage of proposed units of each development, unless it makes the following findings:

1. An explanation as to why square footage is not an appropriate metric to calculate fees imposed on housing development projects;

2. An explanation that an alternative basis of calculating the fee bears a reasonable relationship between the fee charged and the burden posed by the development; and

3. That other policies in the fee structure support smaller developments, or otherwise ensure that smaller developments are not charged disproportionate fees; and

WHEREAS, the proposed Development Impact Fee Calculation and Nexus Update Report incorporated herein by reference, details supportive justifications for the City to continue to impose residential development impact fees in the same manner that additional development service demands are calculated – that is, on a per unit basis (see DIF Nexus Update Report - Appendix F).

WHEREAS, in accordance with Government Code Section 66000, et seq. and Assembly Bill 602, a copy of the above referenced Development Impact Fee Calculation and Nexus Update Report 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, the previously-adopted Ordinance No. 2779 stated that "The Fee Schedule may be amended from time to time by resolution of the City Council, in compliance with the Mitigation Fee Act, Government Code Section 66000, et seq."

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. Pursuant to Government Code § 66016.5(a)(5)(B) and in satisfaction of AB 602, the City Council hereby adopts the findings and conclusions set forth in Appendix "F" of the DIF Nexus Report and incorporates them herein by reference.

SECTION 3. The Development Impact Fee Amounts contained in "Exhibit A" of the previous Resolution No. 2017-102 shall be repealed and replaced by "Exhibit A" of this Resolution. The provisions of this Resolution are supplemental to the provisions of previous Resolution Nos. 2003-039, 2003-070, 2005-005, 2005-099, 2007-023, 2007-150, 2011-011, 2012-092, 2015-008, 2017-102, and 2019-135.

SECTION 4. This Resolution, including the updated fee amounts contained in "Exhibit A" attached hereto and incorporated herein, shall be effective for all building permits, and grading permits, when applicable, on **January 1, 2023**.

SECTION 5. The remaining provisions of Resolution No. 2003-039 and previous resolutions, including previous Exhibits B and C, shall not be affected and shall remain in effect to the extent not inconsistent herewith.

PASSED, APPROVED, AND ADOPTED this 16th day of August 2022.

_____
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. 2022- was duly passed and adopted by the City Council of the City of Ontario at their regular meeting held August 16, 2022 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. 2022- duly passed and adopted by the Ontario City Council at their regular meeting held August 16, 2022.

_____
SHEILA MAUTZ, CITY CLERK

(SEAL)

"EXHIBIT A"

City of Ontario Development Impact Fee Schedule

General City – Maximum Law Enforcement
Development Impact Fees by Land Use

Proposed Land Use	Impact Fee Per Unit or S.F.
Detached Dwellings	$ 509/Unit
Attached Dwellings	$ 502/Unit
High Density Dwellings	$ 502/Unit
Mobile Home Dwellings	$ 373/Unit
Commercial Lodging Units	$ 358/Unit
Retail/Services Uses	$0.713/S.F.
Office Uses	$0.279/S.F.
Business Park Uses	$0.044/S.F.
Industrial Uses	$0.029/S.F.
Institutional Uses	$0.201/S.F.

General City – Maximum Fire Suppression Facilities,
Vehicles and Equipment Development Impact Fees by Land Use

Proposed Land Use	Impact Fee per Unit or S.F.
Detached Dwellings	$ 523/Unit
Attached Dwellings	$ 479/Unit
High Density Dwellings	$ 479/Unit
Mobile Home Dwellings	$ 548/Unit
Commercial Lodging Units	$ 299/Unit
Retail/Services Uses	$0.398/S.F.
Office Uses	$0.319/S.F.
Business Park Uses	$0.036/S.F.
Industrial Uses	$0.025/S.F.
Institutional Uses	$0.099/S.F.

General City – Maximum Regional Streets, Signals and Bridges
Development Impact Fees by Land Use

Proposed Land Use	Impact Fee per Unit or S.F.
Detached Dwellings	$1,223/Unit
Attached Dwellings	$ 817/Unit
High Density Dwellings	$ 505/Unit
Mobile Home Dwellings	$ 637/Unit
Commercial Lodging Units	$ 645/Unit
Retail/Services Uses	$2.472/S.F.
Office Uses	$1.412/S.F.
Business Park Uses	$1.470/S.F.
Industrial Uses	$0.757/S.F.
Institutional Uses	$1.614/S.F.

General City – Maximum Local Adjacent Streets, Signals and Bridges
Development Impact Fees by Land Use

Proposed Land Use	Impact Fee per Unit or S.F.
Detached Dwellings	$1,001/Unit
Attached Dwellings	$ 668/Unit
High Density Dwellings	$ 414/Unit
Mobile Home Dwellings	$ 522/Unit
Commercial Lodging Units	$ 528/Unit
Retail/Services Uses	$2.022/S.F.
Office Uses	$1.156/S.F.
Business Park Uses	$1.202/S.F.
Industrial Uses	$0.620/S.F.
Institutional Uses	$1.320/S.F.

General City – Maximum Regional Storm Drainage Facilities
Development Impact Fees by Land Use

Proposed Land Use	Fee Per Unit or S.F.	Fee Per Acre (NOTE)
Detached Dwellings	$ 128/Unit	-
Attached Dwellings	$ 41/Unit	-
High Density Dwellings	$ 35/Unit	-
Mobile Home Dwellings	$ 75/Unit	-
Commercial Lodging Units	$ 21/Unit	-
Retail/Services Uses	$0.022/S.F.	$863/Acre
Office Uses	$0.027/S.F.	$863/Acre
Business Park Uses	$0.065/S.F.	$839/Acre
Industrial Uses	$0.057/S.F.	$911/Acre
Institutional Uses	$0.165/S.F.	$911/Acre

NOTE: The Storm Drain Fee amount for Retail/Service, Restaurant/Commercial, Office, Business Park, Industrial, and Institutional uses, shall be based on the either the square feet amount or the per acre amount, whichever total fee amount is greater.

General City – Maximum Local Adjacent Storm Drainage Facilities
Development Impact Fees by Land Use

Proposed Land Use	Fee Per Unit or S.F.	Fee Per Acre (NOTE)
Detached Dwellings	$2,435/Unit	-
Attached Dwellings	$ 785/Unit	-
High Density Dwellings	$ 657/Unit	-
Mobile Home Dwellings	$1,417/Unit	-
Commercial Lodging Units	$ 404/Unit	-
Retail/Services Uses	$0.425/S.F.	$16,396/Acre
Office Uses	$0.510/S.F.	$16,396/Acre
Business Park Uses	$1.232/S.F.	$15,940/Acre
Industrial Uses	$1.075/S.F.	$17,306/Acre
Institutional Uses	$3.127/S.F.	$17,306/Acre

NOTE: The Storm Drain Fee amount for Retail/Service, Restaurant/Commercial, Office, Business Park, Industrial, and Institutional uses, shall be based on the either the square feet amount or the per acre amount, whichever total fee amount is greater.

General City – Maximum Regional Water Distribution
Development Impact Fees by Land Use

Proposed Land Use	Impact Fee per Unit or S.F.
Detached Dwellings	$2,646/Unit
Attached Dwellings	$1,811/Unit
High Density Dwellings	$1,221/Unit
Mobile Home Dwellings	$1,810/Unit
Commercial Lodging Units	$ 730/Unit
Retail/Services Uses	$1.301/S.F.
Office Uses	$0.651/S.F.
Business Park Uses	$0.524/S.F.
Industrial Uses	$0.140/S.F.
Institutional Uses	$0.492/S.F.

General City – Maximum Local Adjacent Water Distribution
Development Impact Fees by Land Use

Proposed Land Use	Impact Fee per Unit or S.F.
Detached Dwellings	$ 467/Unit
Attached Dwellings	$ 320/Unit
High Density Dwellings	$ 216/Unit
Mobile Home Dwellings	$ 319/Unit
Commercial Lodging Units	$ 129/Unit
Retail/Services Uses	$0.230/S.F.
Office Uses	$0.115/S.F.
Business Park Uses	$0.093/S.F.
Industrial Uses	$0.025/S.F.
Institutional Uses	$0.087/S.F.

General City – Maximum Regional Sewer Collection
Development Impact Fees by Land Use

Proposed Land Use	Impact Fee per Unit or S.F.
Detached Dwellings	$ 58/Unit
Attached Dwellings	$ 51/Unit
High Density Dwellings	$ 43/Unit
Mobile Home Dwellings	$ 51/Unit
Commercial Lodging Units	$ 34/Unit
Retail/Services Uses	$0.026/S.F.
Office Uses	$0.028/S.F.
Business Park Uses	$0.014/S.F.
Industrial Uses	$0.006/S.F.
Institutional Uses	$0.016/S.F.

General City - Maximum Local Adjacent Sewer Collection
Development Impact Fees by Land Use

Proposed Land Use	Impact Fee per Unit or S.F.
Detached Dwellings	$519/Unit
Attached Dwellings	$455/Unit
High Density Dwellings	$390/Unit
Mobile Home Dwellings	$455/Unit
Commercial Lodging Units	$302/Unit
Retail/Services Uses	$0.237/S.F.
Office Uses	$0.256/S.F.
Business Park Uses	$0.127/S.F.
Industrial Uses	$0.050/S.F.
Institutional Uses	$0.148/S.F.

General City - Maximum Solid Waste Collection
Development Impact Fees by Land Use

Proposed Land Use	Impact Fee per Unit or S.F.
Detached Dwellings	$ 704/Unit
Attached Dwellings	$ 609/Unit
High Density Dwellings	$ 305/Unit
Mobile Home Dwellings	$ 609/Unit
Commercial Lodging Units	$ 196/Unit
Retail/Services Uses	$0.478/S.F.
Office Uses	$0.181/S.F.
Commercial/Restaurants	$0.660/S.F.
Business Park Uses	$0.238/S.F.
Industrial Uses	$0.131/S.F.
Institutional Uses	$0.209/S.F.

General City - Maximum General Facilities, Vehicles and Equipment
Development Impact Fees by Land Use

Proposed Land Use	Impact Fee Per Unit or S.F.
Detached Dwellings	$ 303/Unit
Attached Dwellings	$ 107/Unit
High Density Dwellings	$ 68/Unit
Mobile Home Dwellings	$ 340/Unit
Commercial Lodging Units	$ 51/Unit
Retail/Services Uses	$0.210/S.F.
Office Uses	$0.092/S.F.
Business Park Uses	$0.105/S.F.
Industrial Uses	$0.054/S.F.
Institutional Uses	$0.106/S.F.

General City - Maximum Library Facilities and Collection
Development Impact Fees by Land Use

Proposed Residential Land Use	Impact Fee Per Unit
Detached Dwellings	$1,302/Unit
Attached Dwellings	$1,154/Unit
High Density Dwellings	$ 913/Unit
Mobile Home Dwellings	$1,086/Unit

General City - Maximum Public Meeting Facilities
Development Impact Fees by Land Use

Proposed Residential Land Use	Impact Fee Per Unit
Detached Dwellings	$1,856/Unit
Attached Dwellings	$1,645/Unit
High Density Dwellings	$1,302/Unit
Mobile Home Dwellings	$1,548/Unit

General City - Maximum Aquatics Facilities
Development Impact Fees by Land Use

Proposed Residential Land Use	Impact Fee Per Unit
Detached Dwellings	$112/Unit
Attached Dwellings	$100/Unit
High Density Dwellings	$79/Unit
Mobile Home Dwellings	$94/Unit

General City - Maximum Park
Development Impact Fees by Land Use

Residential Land Use	Impact Fee Per Unit
Detached Dwellings	$15,198/Unit
Attached Dwellings	$13,470/Unit
High Density Dwellings	$10,658/Unit
Mobile Home Dwellings	$12,678/Unit

Ontario Ranch - Law Enforcement
Development Impact Fees by Land Use

Land Use	Impact Fee Per Unit or S.F.
Detached Dwellings	$ 509/Unit
Attached Dwellings	$ 502/Unit
High Density Dwellings	$ 502/Unit
Commercial Lodging Units	$ 358/Unit
Retail/Services Uses	$0.713/S.F.
Office Uses	$0.279/S.F.
Business Park Uses	$0.044/S.F.
Industrial Uses	$0.029/S.F.
Institutional Uses	$0.201/S.F.

Ontario Ranch - Fire Suppression Facilities, Vehicles and Equipment
Development Impact Fees by Land Use

Proposed Land Use	Impact Fee per Unit or S.F.
Detached Dwellings	$1,102/Unit
Attached Dwellings	$1,007/Unit
High Density Dwellings	$1,007/Unit
Commercial Lodging Units	$ 618/Unit
Retail/Services Uses	$0.847/S.F.
Office Uses	$0.637/S.F.
Business Park Uses	$0.072/S.F.
Industrial Uses	$0.051/S.F.
Institutional Uses	$0.213/S.F.

Ontario Ranch – Regional Streets, Signals and Bridges
Development Impact Fees by Land Use

Proposed Land Use	Impact Fee per Unit or S.F.
Detached Dwellings	$2,244/Unit
Attached Dwellings	$1,498/Unit
High Density Dwellings	$ 927/Unit
Commercial Lodging Units	$1,183/Unit
Retail/Services Uses	$4.534/S.F.
Office Uses	$2.591/S.F.
Business Park Uses	$2.696/S.F.
Industrial Uses	$1.390/S.F.
Institutional Uses	$2.961/S.F.

Ontario Ranch – Local Adjacent Streets, Signals and Bridges
Development Impact Fees by Land Use

Proposed Land Use	Impact Fee per Unit or S.F.
Detached Dwellings	$2,742/Unit
Attached Dwellings	$1,831/Unit
High Density Dwellings	$1,133/Unit
Commercial Lodging Units	$1,446/Unit
Retail/Services Uses	$5.541/S.F.
Office Uses	$3.167/S.F.
Business Park Uses	$3.295/S.F.
Industrial Uses	$1.698/S.F.
Institutional Uses	$3.618/S.F.

Ontario Ranch – Regional Storm Drainage
Development Impact Fees by Land Use

Proposed Land Use	Fee Per Unit or S.F.	Fee Per Acre (NOTE)
Detached Dwellings	$ 562/Unit	-
Attached Dwellings	$ 213/Unit	-
High Density Dwellings	$ 179/Unit	-
Commercial Lodging Units	$ 122/Unit	-
Retail/Services Uses	$0.259/S.F.	$5,345/Acre
Office Uses	$0.228/S.F.	$5,345/Acre
Business Park Uses	$0.224/S.F.	$5,196/Acre
Industrial Uses	$0.222/S.F.	$5,642/Acre
Institutional Uses	$0.259/S.F.	$5,642/Acre

NOTE: The Storm Drain Fee amount for Retail/Service, Restaurant/Commercial, Office, Business Park, Industrial, and Institutional uses, shall be based on the either the square feet amount or the per acre amount, whichever total fee amount is greater.

Ontario Ranch – Local Adjacent Storm Drainage
Development Impact Fees by Land Use

Proposed Land Use	Fee Per Unit or S.F.	Fee Per Acre (NOTE)
Detached Dwellings	$3,182/Unit	-
Attached Dwellings	$1,209/Unit	-
High Density Dwellings	$1,017/Unit	-
Commercial Lodging Units	$ 689/Unit	-
Retail/Services Uses	$1.469/S.F.	$30,287/Acre
Office Uses	$1.293/S.F.	$30,287/Acre
Business Park Uses	$1.267/S.F.	$29,447/Acre
Industrial Uses	$1.260/S.F.	$31,970/Acre
Institutional Uses	$1.468/S.F.	$31,970/Acre

NOTE: The Storm Drain Fee amount for Retail/Service, Restaurant/Commercial, Office, Business Park, Industrial, and Institutional uses, shall be based on the either the square feet amount or the per acre amount, whichever total fee amount is greater.

Ontario Ranch – Regional Water Distribution
Development Impact Fees by Land Use

Proposed Land Use	Impact Fee per Unit or S.F.
Detached Dwellings	$7,283/Unit
Attached Dwellings	$3,999/Unit
High Density Dwellings	$2,122/Unit
Commercial Lodging Units	$3,060/Unit
Retail/Services Uses	$2.391/S.F.
Office Uses	$2.162/S.F.
Business Park Uses	$1.862/S.F.
Industrial Uses	$1.927/S.F.
Institutional Uses	$1.754/S.F.

Ontario Ranch – Local Adjacent Water Distribution
Development Impact Fees by Land Use

Proposed Land Use	Impact Fee per Unit or S.F.
Detached Dwellings	$2,428/Unit
Attached Dwellings	$1,333/Unit
High Density Dwellings	$ 707/Unit
Commercial Lodging Units	$1,020/Unit
Retail/Services Uses	$0.797/S.F.
Office Uses	$0.721/S.F.
Business Park Uses	$0.621/S.F.
Industrial Uses	$0.642/S.F.
Institutional Uses	$0.585/S.F.

Ontario Ranch – Regional Sewer Collection
Development Impact Fees by Land Use

Proposed Land Use	Impact Fee per Unit or S.F.
Detached Dwellings	$ 903/Unit
Attached Dwellings	$ 685/Unit
High Density Dwellings	$ 414/Unit
Commercial Lodging Units	$ 527/Unit
Retail/Services Uses	$0.164/S.F.
Office Uses	$0.482/S.F.
Business Park Uses	$0.194/S.F.
Industrial Uses	$0.237/S.F.
Institutional Uses	$0.260/S.F.

Ontario Ranch – Local Adjacent Sewer Collection
Development Impact Fees by Land Use

Proposed Land Use	Impact Fee per Unit or S.F.
Detached Dwellings	$ 739/Unit
Attached Dwellings	$ 561/Unit
High Density Dwellings	$ 339/Unit
Commercial Lodging Units	$ 431/Unit
Retail/Services Uses	$0.135/S.F.
Office Uses	$0.395/S.F.
Business Park Uses	$0.159/S.F.
Industrial Uses	$0.194/S.F.
Institutional Uses	$0.212/S.F.

Ontario Ranch - Solid Waste Collection
Development Impact Fees by Land Use

Proposed Land Use	Impact Fee per Unit or S.F.
Detached Dwellings	$ 704/Unit
Attached Dwellings	$ 609/Unit
High Density Dwellings	$ 305/Unit
Commercial Lodging Units	$ 196/Unit
Retail/Services Uses	$0.478/S.F.
Office Uses	$0.181/S.F.
Commercial/Restaurants	$0.660/S.F.
Business Park Uses	$0.238/S.F.
Industrial Uses	$0.131/S.F.
Institutional Uses	$0.209/S.F.

Ontario Ranch - General Facilities, Vehicles and Equipment
Development Impact Fees by Land Use

Proposed Land Use	Impact Fee Per Unit or S.F.
Detached Dwellings	$ 303/Unit
Attached Dwellings	$ 107/Unit
High Density Dwellings	$ 68/Unit
Commercial Lodging Units	$ 51/Unit
Retail/Services Uses	$0.210/S.F.
Office Uses	$0.092/S.F.
Business Park Uses	$0.105/S.F.
Industrial Uses	$0.054/S.F.
Institutional Uses	$0.106/S.F.

Ontario Ranch - Library Facilities and Collection
Development Impact Fees by Land Use

Residential Land Use	Impact Fee Per Unit
Detached Dwellings	$1,302/Unit
Attached Dwellings	$1,154/Unit
High Density Dwellings	$ 913/Unit

Ontario Ranch - Public Meeting Facilities
Development Impact Fees by Land Use

Residential Land Use	Impact Fee Per Unit
Detached Dwellings	$1,856/Unit
Attached Dwellings	$1,645/Unit
High Density Dwellings	$1,302/Unit

Ontario Ranch - Development Impact Fees Aquatics Facilities
Development Impact Fees by Land Use

Residential Land Use	Impact Fee Per Unit
Detached Dwellings	$112/Unit
Attached Dwellings	$100/Unit
High Density Dwellings	$79/Unit

Ontario Ranch – Park
Development Impact Fees by Land Use

Residential Land Use	Impact Fee Per Unit
Detached Dwellings	$15,198/Unit
Attached Dwellings	$13,470/Unit
High Density Dwellings	$10,658/Unit

Ontario Ranch Only – Species, Habitat Conservation and Open Space Mitigation Development Impact Fees, per Acre
(TO BE PAID BY DEVELOPER AS A CONDITION OF ISSUANCE OF GRADING PERMIT)

Proposed Land Use	Mitigation Impact Fee per Acre
Detached Dwellings	$4,320/Acre
Attached Dwellings	$4,320/Acre
High Density Dwellings	$4,320/Acre
Commercial Lodging Units	$4,320/Acre
Retail/Services Uses	$4,320/Acre
Office Uses	$4,320/Acre
Business Park Uses	$4,320/Acre
Industrial Uses	$4,320/Acre
Institutional Uses	$4,320/Acre

Ontario Ranch Only – Regional Fiber Optic Communication System Development Impact Fees

Proposed Land Use	Impact Fee per Unit or S.F.
Detached Dwellings	$ 411/Unit
Attached Dwellings	$ 411/Unit
High Density Dwellings	$ 411/Unit
Commercial Lodging Units	$ 362/Unit
Retail/Services Uses	$0.287/S.F.
Office Uses	$0.478/S.F.
Business Park Uses	$0.221/S.F.
Industrial Uses	$0.143/S.F.
Institutional Uses	$0.478/S.F.

Ontario Ranch Only – Local Adjacent Fiber Optic Communication System Development Impact Fees

Proposed Land Use	Impact Fee per Unit or S.F.
Detached Dwellings	$1,646/Unit
Attached Dwellings	$1,646/Unit
High Density Dwellings	$1,646/Unit
Commercial Lodging Units	$1,449/Unit
Retail/Services Uses	$1.147/S.F.
Office Uses	$1.913/S.F.
Business Park Uses	$0.883/S.F.
Industrial Uses	$0.574/S.F.
Institutional Uses	$1.910/S.F.

Development Impact Fee Calculation Nexus Report

For the
City of Ontario, California

July 15, 2022

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Revenue & Cost Specialists
Serving Local Governments Since 1980

July 15, 2022

Honorable Mayor and City Council
Via Scott Ochoa, City Manager
City of Ontario
303 East "B" Street
Ontario, CA 91764

RE: Recalculation to the City's Development Impact Fee (DIF) Calculation and Nexus Report

Honorable Mayor, Council Members, and City Manager Ochoa:

The City's Development Impact Fee (DIF) Schedule, originally calculated in 2003, has been updated ten times over the 18-year period, nearly every two years since its first adoption. Those necessary updates were generally limited to changes in project costs based upon an appropriate cost index to keep the impact fees financially relevant. Most of the projects were updated by an appropriate cost inflation index but a number of projects were changed in complexity and/or fully recalculated. The land-use database originally used in 2012 Report was pursuant to The Ontario Plan (TOP) 2010 Update, and has not been updated since the adoption of the 2012 Report. Subsequently, this update differs in that the land-use database was updated to reflect the changes in potential development from vacant or underutilized to developed parcels based on the TOP 2050 Update. The City is to be congratulated for this commitment and the efforts of the many it took to do so.

Generally, this Report is a complete update of the City's previous update iterations of the City's "*Development Impact Fee Calculation and Nexus Report*". The nexus and logic within the Report has not changed however, every aspect of the original Report and subsequent updates has been updated. The Report indicates that the City has completed roughly 20% of the projects identified in original Report. That is not to say that the quality of data has not been improved. State-of-the-art and more sophisticated GIS data gathering abilities have increased the quality of data. The major modifications and/or types of modifications included in the 2021-22 update are as follows:

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- The Land-use Database was fully recalculated using the City's existing advanced GIS data. This data has not been updated since the 2012 Report which was based upon the then "shape files" available at the time of preparation of the 2012 Report.

- Given the recalculation of the land-use database, this action necessitated an update to the City's Police and Fire/Rescue calls-for-service, also using the GIS based dispatch calls-for-service data. This data is not only more current but given the link between the City's Land-Use Parcel GIS data and the address-based calls-for-service, the resulting data is far more precise than the effort performed in 2012.

- Changes were made to the Fire Suppression/Rescue facility needs by adding a fourth bay to the four remaining stations to be constructed in the Ontario Ranch area. However, these fourth bays are intended for storage of all secondary, or reserve vehicles used in emergency operations throughout Ontario, thus the cost is spread over the entire City, including existing calls-for-service.

- In numerous infrastructure categories, the individual project cost amounts have been escalated by application of the change in an applicable cost index;

- In the Fire category, as well as the hard infrastructure categories (Circulation, Storm Drainage, Water and Sewer Utilities), numerous individual project cost estimates have been adjusted to reflect updated engineering estimates and/or actual costs;

- The per square foot construction cost of Quality of Life structures (pool buildings, community centers and libraries) were changed from estimates to the actual cost per square foot based upon the final costs for the construction of the Anthony Munoz Community Center.

- The cost per acre for Parks construction has been increased from $500,000 to $560,200;

- The cost per acre for land acquisition has been increased from $585,000 to $700,000;

- Outstanding credits (available) developer held "DIF Credits" in each infrastructure category were added as continued costs for projects that have not necessarily been constructed and/or paid for by the City. To assist in the creation of much needed infrastructure in the Ontario Ranch area, individual developers, many of whom constructed or acquired infrastructure capacity-increasing improvements, are eligible to receive DIF Credits (or payment) against future impact fees for any portion of the infrastructure that was above and beyond what would have been

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their maximum calculated impact fee obligation. In short, numerous projects were financed or constructed by individual developers and they will ultimately expect repayment for that over-build via the DIF Credits that have been issued by the City. Pursuant to the City's DIF Program Policies, DIF Credits are available for use at permit issuance to off-set (reduce) the fee in the respective infrastructure category for which the DIF Credit was issued. The availability of credits decreases the amount of DIF revenue that the City will ultimately collect. Therefore, any outstanding DIF Credit amount that has been included in this Report's calculations within the DIF calculation methodology, was done so to establish the appropriate DIF fee schedule necessary to finance both the remaining infrastructure costs and total developer's DIF Credits at General Plan build-out. The incorporation of the outstanding DIF credits assists the City in recuperating additional DIF revenues in order to eliminate any City subsidy from the General Fund (or utility operating fund) for the long-term development of the Ontario Ranch area.

Revenue & Cost Specialists, L.L.C staff are ready to assist the City in any way that may be beneficial to the adoption of the new fees necessary to insure that the City can accommodate the private development of its many vacant acres at no cost to the existing community, either in actual costs-out-of-pocket or in the diminution of existing levels of service.

Sincerely,



Scott Thorpe
Senior Vice President

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CITY OF ONTARIO
DEVELOPMENT IMPACT FEE CALCULATION AND NEXUS REPORT

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Chapter 1
Background and Introduction

In 2000 the City of Ontario retained Revenue & Cost Specialists to undertake a comprehensive cost calculation of the City's development impact costs for two areas of the City. The two areas consisted of the more developed *General City (GC)* area and the largely undeveloped former dairy farm area referred to as *Ontario Ranch (OR)*. *Ontario Ranch* had been referred to as *New Model Colony* in previous reports but it was amended to *Ontario Ranch* in this 2017 update at the request of the Ontario Ranch Builders.

The development impact cost calculations are intended to identify the cost of accommodating continued development in both areas in such a fashion as to not decrease the levels of service currently enjoyed by the City's existing residents and businesses. The development impact cost calculations were then formalized as a set of Development Impact Fees (henceforth referred to as DIF) schedules by City Council. A periodic review and adjustment of the City's DIFs is appropriate and warranted in order to continue to ensure that the City collects sufficient monies to construct the additional infrastructure needed to accommodate the anticipated growth of new residents and businesses expected to be developed in the City. The resulting DIF schedules have been reviewed and amended periodically as estimated costs and capital needs have changed. As a result of this diligence, the DIF schedules have served the City well for many years. However, after twelve years of cumulative changes, the most significant being a General Plan amendment has resulting in greater OR densities, requires a full update of all development assumptions, estimated demands and capital project costs was prudent. For this and other reasons, the City has entered into the exhaustive effort to recalculate the amount of the existing and new DIFs.

This *Development Impact Fee Calculation and Nexus Report* effort remains consistent with the original 2002-03 Report's intent to include a significant amount of detail such as a complete list of all remaining 316 projects to be financed by the DIF schedules, by infrastructure. Each project has a corresponding detail page in the supporting *Master Facilities Plan,* which in turn tells the reader where additional information can be found regarding that project. Just over 59% of the projects identified in the City's *Master Facilities Plan* are supported by an infrastructure Master Plan (i.e. Water Master Plan). The remaining 41% of the *Master Facilities Plan* projects are either broader (i.e. total acres of parks to be constructed) or are based upon in-house studies or calculations by the City's infrastructure staff experts (i.e. fire station sizes/locations).

The *Master Facilities Plan* is a separate document which includes an expanded amount of information about each project for anyone wishing it, while allowing the *Development Impact Fee Calculation and Nexus Report* to remain more focused on the allocation and distribution of capital costs to the remaining new development. A *Master Facilities Plan* with this level of detail is generally not offered by other DIF consultants and the City is to be commended for recognizing the importance of this information to the reader and committed the effort in generating it. The combined *Development Impact Fee Calculation and Nexus Report* and the *Master Facilities Plan* offer greater information for the Council to make policy decisions, greater understanding by the development community, and an easier tracking (and updating) system for the staff.

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The *Master Facilities Plan* also serves to inform the users that collected DIFs are committed per §66000 of the Government Code. The DIF receipts that are collected over five years (and kept in fund balances during that period) may not necessarily reach the level necessary to construct a needed project per the *Master Facilities Plan.* This does not mean the projects are no longer needed. The inclusion of those projects in the *Master Facilities Plan* indicates the continued importance of that project over time, certainly over a five year period.

The Importance of Capital Infrastructure. The Levels of Service (LOS) of any one City infrastructure is based (or limited) upon the capacity of that infrastructure to support the users, residents or businesses. The design of any municipal project has a finite capacity, such as a four lane road, a 30" storm drainage pipe or a 10,000 square foot library. Each is designed to meet the needs of a defined number of users. A street segment can only handle so many vehicles per hour, especially at a speed that makes it worth using for driving over longer distances. A storm drainage pipe that is 30" cannot handle storm flows twice its capacity. A library can hold just so many collection items and serve only so many residents, all the librarians in the world cannot make up for limited library space. A municipality with 0.40 square feet per resident of library space will be able to serve more residents than a municipality with only a 0.10 square feet standard per resident of library space. The following is a more precise example using law enforcement.

Consider the labor intensive service of law enforcement, regardless of the quality and capabilities of the City's sworn police officers, the Department remains highly dependent upon its infrastructure capacity. A police station of 7,500 square feet will have capacity to support roughly thirty sworn police officers at about 250 square feet per officer. If the station size remains the same at 7,500 square feet but the sworn compliment doubles to sixty police officers, the station will become exceedingly dysfunctional. The same holds true for police response vehicles and law enforcement specialty equipment. If a City adds thirty additional officers but cannot add station space, vehicles and specialty equipment, the City has dealt with only half of the service equation. They have achieved little.

Further, if you add 30 police officers:

- But do not add police response vehicles, the calls-for-services responses will be very poor.
- But no additional station space, the calls-for-services responses will be dysfunctional, and unpredictable.
- But do not provide the sworn officers with the required personal and specialty equipment; the calls-for-services responses will be dangerous, certainly for the police officer.

On the opposite side, if you add all of the above capital needs, but do not add additional sworn officers, the result would probably be limited to a minor improvement in response times.

Good municipal service takes a balance of staff and infrastructure. Of course, the DIFs can only be used for the capital acquisitions, the ongoing labor staffing costs will need to come from other sources.

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PROPORTIONAL ANALYSIS

A helpful component of this Report is the proportional analysis of the infrastructure needs required to accommodate continued development of the City as compared to the existing infrastructure that has been generated through years of taxes and other contributions and currently serves the existing community. This proportional analysis is intended to recognize and reconcile the difference between the City's desired level of service required of new development, per statements in the various General Plan elements, with that of the *de-facto* or actual level of service provided to the existing community. The inclusion of the proportional analysis will assist the City Council in adopting a DIF structure that recognizes inter-generational equity and assists the Council in making the difficult policy decisions regarding the required capital additions needed to accommodate new development by increasing the lay-person's understanding of *fairness.*

The proportional analysis is important, if for no other reason, than for community inter-generational equity, i.e., fairness in the infrastructure investment that has been made by existing residents and businesses with those of new residents and businesses that wish to use the existing infrastructure. As an example, new development will be required to expand the number of arterial and collector lane miles in the City but new development also benefits from the immediate use of Euclid Avenue constructed so many years ago just as an existing citizen can use a newly constructed arterial street segment. In short, previous generations of businesses and residents have contributed to the development of the City infrastructure and this fact should be recognized by future residents and businesses by contributing a similar amount of capacity towards completing the various infrastructure systems.

It is one thing to identify the many public improvement projects needed through build-out. It is an entirely different thing to assume that all of the identified improvements are required to meet the demands of the new development. Clearly, some projects will be *replacements* of the existing infrastructure while others will be *capacity increasing* projects. Within the category of the latter, they may also be further classified into two categories;

1. Projects dealing with existing deficiencies, i.e., projects required regardless of whether there is additional development or not. An example would be a traffic intersection currently controlled by stop signs that currently meets traffic warrants for a traffic signal.

2. Projects required as a result of the need to accommodate future development. An example of this would be a signal that is currently controlled quite adequately by stop signs, but because of development in the near and *downstream* areas will ultimately need to be signalized.

This Report provides the documentation of the City's costs which serve as the basis for calculating DIFs. The updated DIF Schedules and related information can be found in Chapters 3 through 16 and Appendices A, B, C, D, E and F of this Report.

RCS staff has worked with Administrative Services, Police, Fire, I.T., Community Services, Development Services, Community and Public Services and the Utilities Department staff to

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generate and review the supporting data which forms the calculation of Development Impact Fee schedules. The results of this review can be found on the schedules located at the end of each Chapter.

Development Impact Fee Structure. The General Plan provides a range of potential densities for residential development, as such, the DIFs for residential uses need to be calculated on a per dwelling unit basis to reflect more accurately the impacts from a specific development. For example, a property zoned as detached dwelling residential development may contain from three to six units per acre. If fees are calculated on an acreage basis, the developer proposing three units per acre will pay the same amount as a developer constructing six units per acre. Similarly, fees are calculated on a square footage basis for business (retail/service, office and industrial, etc.) parcels to reflect the impacts of different building intensities for these types of development. Some of the infrastructures have optional fee structure recommended for unusual developments, such as a parking structure, which in itself does not create demand beyond additional storm drainage run-off, where the structure required the additional parking does.

A second reason for the proposed DIF fee structure recommended in this Report involves the issue of building expansion or intensification of retail, office and industrial areas. For example, if a property owner of commercial or industrial property proposes an expansion to his building, the question exists about how to charge this proposed expansion for its impact on the City's streets, storm drainage system, and other infrastructures. A fee calculated on a building square footage basis simplifies this calculation.

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CALCULATION OF DEVELOPMENT IMPACT FEES

In California, State legislation sets certain legal and procedural parameters for the charging of these fees. This legislation was passed as AB1600 by the California Legislature and is now codified as California Government Code Sections 66000 through 66009. This State law went into effect on January 1, 1989.

Government Code §66000 requires documentation of projects to be financed by Development Impact Fees prior to their levy and collection, and that the monies collected actually be committed within five years to a project of direct benefit to the development which paid the fees. Many states have such controlling statutes. Specifically, Government Code §66000 requires the following process:

1. Delineation of the **PURPOSE** of the fee.

2. Determination of the **USE** of the fee.

3. Determination of the **RELATIONSHIP** between the use of the fee and the type of development paying the fee.

4. Determination of the relationship between the **NEED** for the facility and the type of development project. **NOTE**: **Numbers 2 & 4 will be reversed throughout the**

chapters in this Report because it is apparent that *need* should be identified before *use*.

5. Determination of the relationship between the **AMOUNT** of the fee and the **COST** of the portion of the facility attributed to the specific development project.

This Report, with some additions, utilizes the basic methodology consistent with the above requirements of Government Code §66000. Briefly, the following steps were undertaken in the calculation of DIFs for the City:

1. Define the level of service desired within the General Plan area for each project or acquisition identified as necessary. In some areas, certain statistical measures are commonly used to measure or define an acceptable level of service for a category of infrastructure. Street intersections, for instance, are commonly rated based on a Level of Service scale of "A" to "F" developed by transportation engineers. Most agencies adopt a LOS of "C".

2. Review the Land use map and determine the existing mix of land uses and amount of undeveloped and developed land. The magnitude of growth and its impacts can thus be determined by considering this land use data when planning needed infrastructure. This inventory can be found in Table 2-1 in Chapter 2 and Appendix B.

3. Identify all additions to the capital facilities or equipment inventory necessary to maintain the identified levels of service in the area. Then, determine the cost of those additions. An infrastructure *Master Plan* is the highest form of data.

4. Identify a level of responsibility, identifying, as termed in this Report, the relative need (or as referred to in the accompanying schedules as "PERCENT NEED") for the facility or equipment necessary to accommodate "growth" as defined, and as opposed to current needs.

5. Distribute the costs identified as a result of development growth on a basis of land use. Costs are distributed between each land use based on their relative use, or *nexus,* of the capital system. For example, future street costs were distributed to each land use based on their trip generation characteristics.

OTHER ASSUMPTIONS OF THE REPORT

In addition to the land use assumptions contained in the next Chapter of this Report, other important assumptions of this study include the following:

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"Normal" Subdivision Improvements Omitted. "Local" public improvements generally associated with and identified as being the sole responsibility of the developer through the subdivision or development review process are not included in either of the project lists or consequent calculations. This type of "on site" and immediately adjacent improvement would include all such capital construction within the boundaries of any development, such as street lights, curb, gutter, sidewalks, neighborhood streets and all local utility pipes. These improvements would continue to be the direct responsibility of the developer, with or without the addition of DIFs.

Land Acquisition Costs. Land acquisition cost estimates have been developed after discussions with City officials over recent acquisitions or current negotiations. Arguments for higher or lower costs can be made; however, the herein contained per acre amounts appear to be the most appropriate current figure for the purposes of this study. Land costs for parks, the largest land acquisition effort in this report, have not been altered from the last (2010) update. However, City finance staff has indicated that land acquisition costs will be reviewed annually to adjust for the marked swings that can occur to land acquisition costs, as opposed to the more historically predictable construction costs.

Exclusion/Rejection of Any Type of "Credit" for Undeveloped Land. It has been argued by some that a credit for capital-related revenues, such as gas taxes, should be made against the DIFs calculated or imposed by a city. Using the state gas tax as an example, proponents of a DIF credit argue that a city will receive increased annual gas taxes because of the additional population generated by future residential development. It is therefore argued that a developer should receive a credit for any associated gas tax revenues collected as a result of the residents or businesses that occupy the new dwellings against any Circulation DIF imposed by the City based on either of two separate arguments.

The first argument for a gas tax credit supposes that the additional gas taxes created by residential development are used to pay for the maintenance of existing streets, which is the responsibility of existing development. Since the new streets constructed via DIFs will not require rehabilitation or reconstruction for another 10 to 20 years, the gas tax generated by new development is therefore a windfall to the City and should be credited against the DIF. What this argument fails to consider is that any new resident or business to the City will begin to contribute immediately to the use and deterioration of all City streets. A cursory review of City finances will reveal that the portion of the State gas tax received by cities falls far short of meeting the City's needed street improvements and repairs in any given year. The gas taxes *generated* by new development simply cannot meet the maintenance costs of either the new streets associated with the development or the existing streets which the new resident uses on a daily basis.

The second argument proposes that the developer pays his full share of constructing new roads when he pays the City's Circulation System Development Impact Fee and that the gas taxes generated by the additional residents in a development are unfairly used to make improvements to the existing street system. It is most cities experience that gas taxes are barely adequate to meet streets-related operational costs, and if they are sufficient to meet these costs, the remainder is used for capital-related maintenance projects.

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For these reasons, credits of existing operational revenues are not considered for Circulation System DIFs in this Report. A similar discussion can be made for the other fees considered herein, and therefore no credits against any such fees are included in this calculation of development impact costs.

Appropriate Expansion. Debt service is a reasonable cost of construction of many, but not necessarily all, public facilities and infrastructure. The following example illustrates this. DIFs are collected in incremental amounts, but facilities are not expanded in those same incremental amounts. As an example, a community center fee, based upon a standard of 1.2 square feet per detached dwelling residence, may be collected for each residential dwelling in the City, but after collecting the fee for a 100-unit subdivision, it would be impractical to expand the community center 120 square feet. Fees are collected, placed in a separate fund, generating interest until such a time that a 2,000 to 3,000 square foot expansion is possible. During that build-up time, the community center will experience some temporary overcrowding as the standard drops from 1.2 S.F./dwelling to about 0.9 S.F./dwelling. This "temporary overcapacity" clearly may be an inconvenience, bringing about some crowding and an increased unavailability for rental or reservation until enough DIFs have been collected for a practical expansion to bring the community center facility back up to the original standard. In short, a development of 120 residences may be brought "on-line" (occupancy permit) and bring about a temporary reduction in community center facility standards without endangering the citizen's health and safety.

However, such a *temporary overcapacity* in storm water collection is not possible without the potential for damage to both private and public property. Capacity for the collection/removal of storm water must be available prior to the construction that increases the impervious surface (and thus storm water run-off) of the parcel. If the local storm collection line is currently at capacity (peak or otherwise), no additional units may be brought on line until additional collection capacity can be created. Again, there is a practical size of an addition to construct and it is not likely practical for developers to wait until there is enough added demand (and fees) to pay for the facility addition. As a result, financing through some type of debt instrument may be the only alternative. Circumstances vary from city to city as to what facility expansions are critical and which can absorb temporary overcapacity for limited periods of time.

Financing Costs. Since financing costs reflect an actual, and generally significant, outlay of funds for an agency, they would be included in the project costs where debt financing was required due to the immediacy of the need for the facility or infrastructure to show the full costs of such facility or infrastructure and insure that new development also pays its "fair share" of these costs. These costs, if any, would be referenced in the *Master Facilities Plan* project detail page. Financing should only be included for facilities where, based upon staff's estimate, the immediacy of need for the facility requires debt financing. Or in the alternative, should financing be entered into on a facility, the impact fees should be recalculated to reflect those actual costs. In such cases, the debt service payments would be discounted to today's cost to account for the diminishing value of the dollar and would be in keeping with the cost methodology used in this study to show projects in current costs. To consider the face value of bond payments when determining costs, on the other hand, would be inaccurate as it would treat the value of a dollar today the same as the value of a dollar twenty years from now. Such an approach would tend

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to overvalue the costs of debt service requirements and therefore cause an agency to overcharge on its DIFs. However, no project within this DIF Report contains debt service.

OTHER ISSUES

There are those who claim that the addition of DIFs unfairly creates an inflated resale price for existing residences. The argument is that if the public agency adopts a $20,000 to $25,000 development impact fee per detached dwelling, then the price for an existing dwelling is *artificially* increased by the same amount. We will use the example of a detached dwelling detached unit that cost the developer $200,000 to construct and complete to a point that the occupancy permit is approved.

Full Cost of a Residential Dwelling. The $200,000 represents only the above ground costs. The true and actual cost of a new dwelling is the cost of acquiring the parcel, necessary government approvals and permits, construction supplies, labor, debt service on the above, on-site [1] public improvements, and the cost of extending public services to that dwelling.

These public service extension costs include (but are not limited to:

- The addition of law enforcement personnel requiring the expansion of the police station, response vehicles and specialty equipment.
- Additional fire stations, response vehicles and specialty rescue equipment.
- Widening of road segment of traffic arterials, collectors, bridge and additional signals.
- Additional capacity in downstream storm drainage collection pipes and the treatment of storm water.
- Additions to water delivery capability, including source, treatment, storage and delivery.
- Additions to the sewage capability, including collection, treatment and disposal.
- Additions to the maintenance capabilities (i.e., municipal corporation yard and maintenance vehicles) necessary to maintain the above added infrastructure.
- Additional library, aquatics center, public meeting and developed park space for recreational/social purposes.

Thus while the cost of constructing the above ground portion of a detached dwelling unit may be $200,000, the previously identified "downstream" costs may be in the area of $20,000 to $25,000 per detached dwelling unit or in the area of 10% to 12% of the above ground cost.

[1] On-site improvements include local streets and medians, curbs and gutters, sewer lines, water lines, street lights, storm gutter or drainage pipes, electrical power lines and all of the other requirements of the City's development code on privately-held developments, hence the reference of "On-site".

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If this argument is not clear, picture a 2,800 square foot detached dwelling, costing $200,000 to construct the above ground structure, located in the middle of an empty square mile, no roads, no utility service, no public safety response, no flood control and no recreational facilities. What is the market value of this detached dwelling? Probably not even the $200,000 that it cost to construct the structure. All of a sudden, the $20,000 impact fee for the infrastructure needed to support that one residential unit and this seems like a bargain. In short, new development needs an existing system of municipal infrastructure to hook up to.

Thus, the true and complete *cost* of a new detached dwelling unit is the cost of constructing the structure and the cost of extending the municipal services to the dwelling regardless of who pays for the actual costs of extending those services. To some degree these service-related infrastructure costs have been recognized, the only question remaining is who should for pay them, existing or new residents?

Effect on Market Price. Again, let us assume that a cumulative $20,000 to $25,000 impact fee imposed upon *new* detached dwelling construction increases the market price of an *existing* detached dwelling unit. Wouldn't this just be the recognition that the existing detached dwelling already has those physical links to the municipal services? A slightly different way of looking at this argument is that the existing family residences each have a "share" in a municipal corporation[2] and the share is valued at the cost of the connection to the various municipal utilities, transportation system, flood protection and public safety. It is a logical step then to require any newly constructed detached dwelling to purchase a "share" at an equal cost.

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CHAPTER ORGANIZATION

Within each "hard infrastructure" Chapter (Chapters Three through Eight and Ten) there will be a minimum of three and a maximum of four cost/fee tables. They will be:

The first schedule, the ***Allocation of Project Cost Estimates*** identifies the projects, their costs and the relationship, in an allocation percentage, to future development. These schedules will begin with the number x.1 as in 3.1, 4.1, 5.1 etc.).

GC – Minimum Needs-based Impact Fee - This schedule will calculate the DIF schedule that would need to be adopted to meet the minimal capital needs identified in the Report (on the second schedule at the end of the Chapter, i.e., 3.2, 4.2, 5.2 etc.) for that infrastructure but limited to the General City needs. Strictly speaking this schedule is a calculation of the development impact **costs**, suitable to be adopted as development impact **fees**, by the legislative body, in this case the Ontario City Council

With adoption of this level of DIFs, one could claim that new development is occurring without any additional cost to the existing residents and businesses. You could not, however, necessarily claim that new development is paying its fair share.

2 Not unlike a private corporation.

Existing Community Financial Commitment Comparison This schedule, while not an impact fee calculation, identifies the cost (in current nominal dollar value) of the existing infrastructure, including land, physical improvements and capital equipment. The distribution of this replacement value equity total over the existing developed community is the average amount that has been invested by the current community of residents and businesses and is a good indication, or comparison, with what could be imposed upon new development. This financial commitment will be expressed in terms of the cost to construct or acquire the assets at current replacement costs. Significant differences between this schedule and the GC Minimum Needs-based DIF rate schedule would certainly be worth additional analysis. These Schedules would be numbered 3.3, 4.3, 5.3, etc.

If the average equity (for a detached dwelling for example) on this *Existing Commitment Financial Commitment Comparison* Table is greater than the average cost on the previous *Minimum Needs-based* Table, then that infrastructure system is front-ended with more of the system, say 80% of it has been constructed while only at 50% of General Plan build-out and it likely has excess capacity at that point in time. The excess capacity is the result of earlier residents and businesses of the community having put more of the system into place than will be necessary by the remaining un-built portions of the community. The existing community has advanced money to build capacity into the infrastructure system to meet the needs of residents and businesses not yet there. This table is intended to be instructive rather than legal.

OR Minimum Needs-based Impact Fee - This schedule will identify the DIFs that would need to be adopted to meet the basic capital needs identified in the Report for that infrastructure but limited to the Ontario Ranch needs. Given the nearly complete vacancy of the existing parcels in the area and that new private development will install or pay for all required public improvements, one could claim that new development is indeed paying its *fair share.*

Distribution of Existing Impact Fee Fund Balance. The existing City-wide DIFs have a combined Fund Balance of $76.3 million (reserved separately by infrastructure and by the GC/OR areas) and each was created to finance various infrastructure needed as new residents and businesses locate in newly created residential dwellings and buildings. Some of the DIF funds have a positive balance and some a negative balance. There are no specific restrictions on the monies, beyond the restriction that they be used on improvements within the Fund title and committed within a five-year time frame. The *Master Facilities Plan,* when adopted, suffices for that commitment.

Use of Textual Acronyms. *Development Impact Fees* will henceforth often be referred to as **DIFs.** *General City* will often be referred to as **GC** and *Ontario Ranch* will often be referred to as **OR.** The *Master Facilities Plan* will often be referred to as the **MFP**.

END OF CHAPTER TEXT

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Chapter 2
Demographics and Findings

This Chapter represents the beginning and end of the DIF calculation process. It begins with an inventory of fully developed, undeveloped and under-developed units and acreage within the City and concludes with a summary of recommended DIF schedules with detailed infrastructure explanations in the following chapters of this Report. This 2021-22 update includes a significant GIS-based recalculation of the Land Use Database (Table 2-1) on page 14. This had not been undertaken in over 10 years and has had an effect on the anticipated demands and project costs.

LAND USE ASSUMPTIONS

This Report contains an inventory of fully developed, undeveloped and underdeveloped land within the City limits of Ontario and is based upon the City's most recent General Plan update. The *Undeveloped* and the *Underdeveloped* delta land inventory, identified as *Potential Development,* combine to form the base for the distribution of the estimated costs of the service-expanding capital projects necessary to accommodate that same anticipated development. Without the expansion projects, the City would be unable to accommodate that new development, effectively halting it. The *developed* land inventory forms the base for distributing the replacement cost of the existing infrastructure. This action provides the basis for comparison with the proposed DIF schedules and for the *de facto* identification of the many existing Levels of Service (LOS) currently provided by the City's existing infrastructure which is conservatively valued at between $2.0 and $3.0 billion.

In January 2010, the City Council adopted The Ontario Plan (TOP), a General Plan update setting forth a new vision for the City over the next 30 years. The vision included the densification and intensification of existing land uses in key growth areas of the City, focusing in the I-10 corridor and the Ontario Ranch. The vision incorporated modifications that effect the Development Impact Fee formulation including, but not limited to, the following:

1. Several land use categories were combined into one category and/or were eliminated (Airport Industrial, East Holt Study Area, Planned Commercial, Planned Industrial, etc.);

2. New land use categories were introduced with TOP adoption, including High Density Residential and Business Park;

3. Residential densities were increased in the growth areas. Previously, the highest density allowed was up to 25 units per acre for the majority of areas, with a few small areas achieving 60 units per acre (downtown apartments). TOP provides a new density range for High Density Residential up to 45 dwelling units per acre and, in the Mixed Use designation, densities up to 125 dwelling units per acre; and

4. Floor Area Ratios (FAR) were increased in commercial, office and industrial categories.

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Table 2-1, is the resulting inventory of all private land uses contained within the current City limits split by what are referred to as General City and Ontario Ranch (essentially the area of the City that is south of Riverside Drive) and are based on the General Plan's land use inventory, a staff analysis of privately held parcels in both of the General City area and the Ontario Ranch area.

Table 2-1 consists of three horizontal blocks of information from the top to the bottom, they are:

Total - Land-use Database – General City and Ontario Ranch - This block of information identifies the amount of developed and undeveloped land in terms of acres and units for the City's entire City limits and is the sum of the two areas identified following.

Land-use Database within the City's General City Area - Net This block of information identifies the existing development and development opportunities within the General City area of the City in terms of acres and appropriate units. The information in the *Existing Development* column will be used to identify the current investment to compare the proportionality of the proposed DIFs as previously described in Chapter One. The *Potential Development* column will be used to distribute the cost of infrastructure improvements needed to accommodate development in the General City area to those generating the need for those same improvements. The area is the sum of three General City Sub-areas (detailed in Appendix B). The three sub areas include, *GC-Existing Vacant*, *GC–Demolition* and *GC–Redeveloped* with the final two representing the demolition of existing private structure and the rebuilding of new private structure with a net increased amount of units or square feet.

40% Redevelopment. Extensive development has taken place in the GC over the past 30 years. Based on the previously adopted general plans, development was capped at a lower intensity/density than envisioned by TOP. As a result, many properties are considered underutilized by today's standards. In order to achieve ultimate build-out identified in TOP, many of the industrial sites would have to be razed and re-built to current FAR levels. Given the building life cycles, financing, and investments made to date, that level of recycling is not practical for the foreseeable future. As a result, staff has reviewed the information and considered 40% redevelopment as a reasonable factor for the planning period.

Land-use Database within the City's Ontario Ranch Area - The Undeveloped column will be used to distribute the cost of infrastructure improvements needed to accommodate development in the Ontario Ranch area of the City to those generating the need for (and benefitting from) those same improvements. There will be no proportionality analysis for Ontario Ranch area due to the special circumstance based upon its annexation in November 1999 to the City for purposes of accommodating development of this eight to nine square mile area.

Since it is a matter of merely accommodating the private development of vacant land, the City has little if any reason to create any additional deficiencies in its GC infrastructure by expending already limited City revenue resources on new infrastructure. Additionally, there

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may be some higher LOS standards applied to the Ontario Ranch area than the existing General City area, due to more current technologies, and only the Ontario Ranch development community will accrue the benefit of those higher standards. An example would be the recycled water efforts.

OR Expanded Units. As mentioned previously, the adoption of The Ontario Plan introduced the densification and intensification of land uses in the OR. Previously, the General Plan estimated 54,428 residential units with an average maximum density of 17.1 dwelling units per acre. TOP approval increased the density up to 23 dwelling units per acre in the Medium Density Residential category and provided densities up to 30 dwelling units per acre in the High Density /Mixed Use categories. The Ontario Ranch area will generate approximately 71.4% (or 179,426) of the anticipated 251,302 additional residents at General Plan Build-out.

A greater level of land use database detail is available in Appendix B – Expanded Land-use Database.

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[This space required to place the entire Table 2-1 on one page]

Table 2-1
Detailed Land Use Inventory

Total - Land-use Database General City & Ontario Ranch	Existing Development		Potential Development		Total General Plan Build-out	
	Acres	# of Units	Acres	# of Units	Acres	# of Units
Detached Dwellings	6,328	31,997	1,685	12,793	8,013	44,790
Attached Dwellings	722	13,097	1,499	32,372	2,221	45,469
High Density Dwellings	193	4,812	1,037	34,889	1,230	39,701
Mobile Home Dwellings	204	2,097	14	95	218	2,192
Commercial Lodging Units	143	5,810	12	546	155	6,356
Retail/Service Uses	487	18,522,286	1,271	13,916,010	1,758	32,438,296
Office Uses	310	9,959,192	936	23,565,934	1,246	33,525,126
Business Park Uses	777	10,271,628	769	16,922,869	1,546	27,194,497
Industrial Uses	6,890	112,134,057	1,110	47,631,804	8,000	159,765,861
Private Institutional Use	419	2,318,711	52	1,132,560	471	3,451,271
Total - City Limits	**16,473**		**8,385**		**24,858**	
Private Residences	**7,447**	**52,003**	**4,235**	**80,149**	**11,682**	**132,152**
Commercial Lodging Rooms	**143**	**5,810**	**12**	**546**	**155**	**6,356**
Business Square Feet	**8,883**	**153,205,874**	**4,138**	**103,169,177**	**13,021**	**256,375,051**

Land-use Database within City's General City Area - Net	Existing Development		Potential Development		Total General Plan Build-out	
	Acres	# of Units	Acres	# of Units	Acres	# of Units
Detached Dwellings	4,733	27,449	262	1,131	4,995	28,580
Attached Dwellings	641	12,050	183	2,688	824	14,738
High Density Dwellings	193	4,812	598	21,807	791	26,619
Mobile Home Dwellings	204	2,097	14	95	218	2,192
Commercial Lodging Units	143	5,810	3	150	146	5,960
Retail/Service Uses	477	18,418,611	992	8,164,415	1,469	26,583,026
Office Uses	310	9,959,192	822	20,895,746	1,132	30,854,938
Business Park Uses	741	9,587,138	341	6,969,626	1,082	16,556,764
Industrial Uses	6,610	106,400,598	441	30,650,125	7,051	137,050,723
Private Institutional Use	419	2,318,711	2	43,560	421	2,362,271
Sub-total - General City	**14,471**		**3,658**		**18,129**	

Land-use Database within City's Ontario Ranch Area	Existing Development		Potential Development		Total General Plan Build-out	
	Acres	# of Units	Acres	# of Units	Acres	# of Units
Detached Dwellings	1,595	4,548	1,423	11,662	3,018	16,210
Attached Dwellings	81	1,047	1,316	29,684	1,397	30,731
High Density Dwellings	-	0	439	13,082	439	13,082
Mobile Home Dwellings	-	0	-	0	-	0
Commercial Lodging Units	-	0	9	396	9	396
Retail/Service Uses	10	103,675	279	5,751,595	289	5,855,270
Office Uses	-	0	114	2,670,188	114	2,670,188
Business Park Uses	36	684,490	428	9,953,243	464	10,637,733
Industrial Uses	280	5,733,459	669	16,981,679	949	22,715,138
Private Institutional Use	-	0	50	1,089,000	50	1,089,000
Sub-total - Ontario Ranch	**2,002**		**4,727**		**6,729**	

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DIF Land-use Types Definitions. This Report classifies private development into one of four residential *DIF Land-use Types* or one of six different business-based *DIF Land-use Types.* For purposes of the Report, the term *DIF Land-use Type* will refer to one of the ten broad types under which the City's specifically defined zoning code *land-uses* will fall into. These *DIF Land-use Types* are defined following:

Residential Land Uses:

- **Detached Dwelling Units** - This DIF Land-use Type is generally defined as a detached unit and corresponds to an allowable use within the City's land-use designation of ***Rural Residential (RR), Low Density Residential (LDR)*** and limited amounts of ***Low/Medium Density Residential (LMDR)***. This category would include the construction of the unusual detached condominium or detached townhome and a manufactured unit on an individual lot.

- **Attached Dwelling Units** – This larger category consists of apartments, townhomes, condominiums or any other living unit that is attached to any other unit. It generally corresponds to an allowable land-use designation of ***Low-Medium Density Residential (LMDR)*** and ***Medium Density Residential (MDR)***. Some of the residential units proposed within ***Mixed Use (MU)*** development could be expected in this DIF Land-use Type.

- **High Density Residential Units** - Corresponds to the City's land-use designations of ***High Density Residential (HDR)***. This is a new DIF Land-use Type from the 2001 Report and was included due to rising increase in construction of such units typically around 25 to 30 units per acre. Some of the residential units proposed within ***Mixed Use (MU)*** development could be expected in this DIF Land-use Type.

- **Mobile Home Dwelling Residential Units** - This DIF Land-use Type encompasses portions of ***Medium Density Residential*** land-use designation in the Zoning Code. No applications for this type is anticipated, but given the number of existing mobile home parks, the calculation was included for purposes of the proportional analysis.

  It is important to note that the removal of one existing manufactured unit (or existing mobile home dwelling) and the replacement with a similar dwelling does not constitute a DIF imposition event, it is merely a replacement of existing demand. The construction of the mobile unit pad is the DIF imposition event. No such units are expected in the City's OR area so no such category was calculated.

Business/Commerce Land Uses:

- **Commercial Lodging** (keyed) **Units** - This *DIF Land-use Type* corresponds to a limited portion (as an allowable use) generally within some business use

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designations such as ***Mixed Use (MU)***, ***General Commercial (GC)***, ***Office Commercial (OC)*** and completely within the ***Hospitality (HOS)*** designation.

- **Retail/Service Uses** - As utilized in this Report, Commercial uses include the general type of retail services and thus includes outlets ranging from restaurants to auto repair shops to shopping centers. This category includes the ***Neighborhood Commercial (NC)***, ***General Commercial (GC)*** and the ***Office Commercial (OC)*** zones and in some cases the ***Hospitality (HOS)*** designation.

- **Office Uses** - As utilized in this Report, Office uses would include the general category of professional and medical office. This category includes the ***General Commercial (GC)***, ***Office Commercial (OC)*** and ***Business Park (BP)*** zone.

- **Business Park Uses** - This *DIF Land-use Type* is largely limited to the single ***Business Park (BP)*** land-use zone.

- **Industrial/Manufacturing Uses** - This *DIF Land-use Type* contains all businesses engaged in heavy manufacturing or industrial development in the single ***Industrial (IND)*** zone.

- **Institutional Uses** - This *DIF Land-use Type*, based upon the specific use, may be approved in just about any of the City's previously mentioned zones. It consists of private schools, private meeting places, places of worship and similar private facilities

Definitions of DIF Application Categories Status. For each of the DIF land-use categories detailed above and on Table 2-2, acreage is categorized as either *Existing Development* or *Potential Development*. Definitions regarding the status of each land use are as follows:

Existing Development Acres/Units – This column title reference identifies land in the City which is developed or land which has received a building permit but may not yet be constructed. Acreage in this category may include non-conforming use areas of the City which contain extensive development prior to an annexation or before changes to the General Plan were made.

Development Opportunities Acres/Units - Refers to all non-public vacant acreage located within the City. This category also includes any vacant parcel and 40% of those anticipated to be redeveloped and upsized in the long-term future or any large parcels with some development on it with subdivision opportunities. Table 2-2, following, is a summary of Appendix B.

Table 2-2 provides a summary of the detailed land use inventory, limited to privately held property, provided on Table 2-1. Staff's land use inventory reveals that there are presently 16,473 acres of privately-held developed land within the City's current City boundaries. Conversely, there remain 8,385 acres of vacant or substantially undeveloped land in the City, with most of it, some 4,727 acres, in Ontario Ranch. Acreage designated for Detached Dwelling development constitutes the greatest amount (17.0%) of vacant acreage of all the land uses.

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Table 2-2
City of Ontario's General City and Ontario Ranch Areas
Summary of Developed and Potential Development Acreage

DIF Land-use Type	Existing Developed Parcels	% of Total Private Acres	Development Opportunity Parcels	% of Total Private Acres	Total Private Acres
Detached Dwelling Units	6,328	25.5%	1,685	6.7%	8,013
Attached Dwelling Units	722	2.9%	1,499	6.0%	2,221
High Density Dwelling Units	193	0.8%	1,037	4.2%	1,230
Mobile Home Dwelling Units	204	0.8%	14	0.1%	218
Commercial Lodging Units	143	0.6%	12	0.0%	155
Retail/Service Uses	487	2.0%	1,271	5.1%	1,758
Office Uses	310	1.2%	936	3.8%	1,246
Business Park Uses	777	3.1%	769	3.1%	1,546
Industrial Uses	6,890	27.7%	1,110	4.5%	8,000
Institutional Uses	419	1.7%	52	0.2%	471
Total Acres	16,473	66.3%	8,385	33.7%	24,858

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POPULATION PROJECTIONS

A second component in determining the magnitude of impact of future development and the necessary facilities needed to mitigate that impact is a realistic assessment of the build-out population of the City. Many of the facilities contained in this Report are sized according to either the estimated population at theoretical "build-out" or upon service levels which are based in part upon an estimation of the population to be served. Library facilities, parks and recreation facilities and community center facilities and equipment are examples of cost areas which rely heavily on population projections to determine space and facility needs. Park standards are usually stated in terms of the number of acres of park land per 1,000 persons, for instance.

There are at least two generally accepted methods for projecting future population levels in a City: (A) past growth trends projected forward and (B) population holding capacity based on the General Plan land-use element. Each of these methods can be useful even though both possess certain limitations.

There are several serious flaws in projecting the build-out population of a community using the past growth trends methodology. While this method is relatively simple and therefore easy for the general public to understand, it does not give consideration to when an area is actually built out. Eventually there comes a point in time where the amount of available land to build on is negligible. This technique does not help explain when that point is reached.

Also, the past growth trends approach is not sensitive to policy changes made by Council or land use issues contained in the City's General Plan. For these reasons, this technique is more

useful in projecting short-term population levels and should not be used to forecast the built-out population of an area.

This Report relies on the methodology of ***holding-capacity*** (described in the following section) to project future service levels and facility requirements.

Holding Capacity Analysis. The methodology used in this Report to forecast the built-out population of Ontario is the current holding capacity approach. This method calculates the sum of existing development and potential development allowable under current land use regulations, using average densities found in the City.

The first step in projecting the City's population using the holding capacity approach is to inventory the remaining undeveloped acres within the City limits, which was previously accomplished in Tables 2-1 and 2-2 of this Chapter. The next step is to estimate the potential dwelling units allowed per acre and then multiply the potential number of units by the average number of residents per unit.

The number of persons per unit for new residential units is based on the 2000 U.S. Census and ranges from 3.806 and 3.373 persons for detached dwellings and attached dwelling respectively High density dwelling units have 2.669 persons per unit and there are 3.175 persons in each mobile home dwelling unit. The 2000 Census data was selected over the recently released 2010 Census due to a change in reporting the data, eliminating the same calculation and some conflicting data. Additionally, the results of the 2010 census were impacted by the economic factors of the time which appears to have increased dwelling density data temporarily higher.

Based on these 2000 Census dwelling density data, future residential development can be expected to generate somewhere from 240,519 to 251,302 additional residents (3) to the City of Ontario, joining the 182,004 citizens already living in City, resulting in a total estimated population at build-out (based upon the inclusion of existing City limits) of approximately 427,915 residents. The higher number is based upon full occupancy of all new dwelling units and the lower figure is based upon the historical occupancy levels at the time of the census count. The 427,915 is the average of the two.

Table 2-4 following uses the additional housing projected in the Land-use Database and estimates the additional potential population for the City of Ontario through build-out for both Old and Ontario Ranch. The number of potential new dwelling units was calculated by multiplying the amount of vacant acreage for each land use zone by the average densities (i.e., number of units allowed per acre) indicated in the City's General Plan.

The estimated General Plan build-out population of 427,915 (average between high and low) or more residents using this holding capacity approach is typically lower than the population forecasts based on the mathematical models described previously. This implies that either the City's period of residential build-out will actually take 25 to 30 years or that the City's growth rate will increase from recent historical levels. Given that the Ontario Ranch area has some 4,727 net acres to develop, this latter scenario is probably more likely to occur. As the residentially

[3] Depending upon the vacancy factor based upon the average of 96.4% for all residences.

zoned land remaining to be developed continues to be built on during the next thirty years, the City is likely to see the number of new dwelling units developed decrease each year.

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Table 2-3
City of Ontario
Average Dwelling Occupancy, by Type
(2000 United States Census Data)

Existing Residential	Total Units	Vacant Units	Occupied Units	Total Number of Occupants	Average Occupancy	Percentage Occupied
Detached Dwelling Units						
Detached Dwellings	26,739	617	26,122	99,423	3.806	97.69%
Attached Dwelling Units						
Attached Dwelling Units	3,628	260	3,368	12,382	3.676	92.83%
Duplex to Quadplex Units	3,955	123	3,832	14,038	3.663	96.89%
Five to Forty-nine Units	5,904	429	5,475	16,338	2.984	92.73%
Average	13,487	812	12,675	42,758	3.373	93.98%
High Density Dwelling Units						
Fifty or More Units	3,104	102	3,002	8,012	2.669	96.71%
Mobile Home Dwelling Units						
Mobile Home/Trailer	1,989	125	1,864	5,918	3.175	93.72%
Other Dwelling Units						
Other Dwelling Units	75	15	60	110	1.833	80.00%
Existing - State Department of Finance 01/01/21 Population, (2022 not available)						**182,004**

G.P. Build-out Population At Historic Occupancy Rates	*Anticipated Units*	*Occupancy Rate*	*Probable Occupancy*	*Dwelling Density*	*Anticipated Population*	
Potential Detached Dwellings	12,793	97.69%	12,497	3.806	47,564	
Potential Attached Dwellings	32,372	93.98%	30,423	3.373	102,617	
Potential High Density Dwellings	34,889	96.71%	33,741	2.669	90,055	
Potential Mobile Home Dwellings	95	93.72%	89	3.175	283	
Population to be Added Via Development at Historic Occupancy Rates					240,519	240,519
Current State of California Department of Finance Population						182,004
Potential "Build-out" Population, at Historic Vacancy Rates.						422,523

G.P. Build-out Population At 100% Occupancy Rate	*Anticipated Units*	*Occupancy Rate*	*Probable Occupancy*	*Dwelling Density*	*Anticipated Population*	
Potential Detached Dwellings	12,793	100.00%	12,793	3.806	48,690	
Potential Attached Dwellings	32,372	100.00%	32,372	3.373	109,191	
Potential High Density Dwellings	34,889	100.00%	34,889	2.669	93,119	
Potential Mobile Home Dwellings	95	100.00%	95	3.175	302	
Population to be Added Via Development at 100% Occupancy					251,302	251,302
Existing - State Department of Finance 01/01/21 Population, (2022 not available)						182,004
Potential Maximum "Build-out" Population.						433,306

Population at General Plan Build-out @ Low per Dwelling Resident Densities	422,523
Population at General Plan Build-out @ High per Dwelling Resident Densities	433,306
Average Population at General Plan Build-out	427,915

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SUMMARY OF FINDINGS

City staff and RCS have identified over $3.91 billion in needed and master planned capital improvement projects required through the City's General Plan build-out of both GC and OR, including both projects related to existing deficiencies and those needed solely to support future growth. Roughly 76.1% or about $2.97 billion of the total project list is required as the result of accommodating development. Due to a significant amount of outstanding developers credits and negative fund balance, less than 1% of the identified development-generated capital projects can be funded by an existing balance in the various existing DIF receipts (or fund balance). Table 2-4 indicates the capital project costs by area.

Table 2-4
Total City-wide General Plan Build-out
Capital Requirements
(rounded)

Infrastructure Type	General City	Ontario Ranch	Total - All Projects
Law Enforcement	$31,084,134	$42,020,603	$73,104,737
Fire Suppression	$27,776,396	$76,845,342	$104,621,738
Circulation System	$173,321,022	$346,386,801	$519,707,823
Storm Drainage	$68,710,652	$138,667,242	$207,377,894
Water System	$98,736,620	$359,056,789	$457,793,409
Sewer System	$26,364,639	$77,500,028	$103,864,567
Refuse Collection	$24,033,932	$40,922,641	$64,956,573
General Government	$9,972,635	$13,603,355	$23,575,970
Library Expansion	$26,049,081	$67,278,476	$94,227,557
Public Meeting Space	$37,614,782	$93,905,435	$131,520,217
Aquatics Facilities	$2,342,353	$5,847,691	$8,190,044
Park Land Development	$294,033,194	$734,054,897	$1,028,088,091
Land Use Settlement	$0	$27,225,956	$24,124,064
Fiber Optic System	$0	$128,350,091	$128,350,091
Sub-total DIF Related	$820,939,340	$2,151,665,327	$2,972,604,667
Non-DIF Related Projects			$935,161,545
Total - Projects (rounded)			$3,907,766,212

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The adoption of the recommended DIF schedule amounts supported by the calculations in this Report (Schedule 2.1) would finance a great deal of this areas development-generated capital facilities by raising upwards to $2.9 billion in new DIF revenues (to be combined with the existing DIF fund balance/Outstanding Credits of $38.5 million) available to fund growth-related capital projects or not place an unnecessary draw on other City revenues such as utility rate receipts.

DIFs for the City's General City Area. Based on these costs and the schedules found at the end of each of the remaining chapters of this Report, costs attributable to future development were derived on a per unit basis for residential land uses and on a per square foot of pad basis for business land uses. Schedule 2.1, found at the end of this Chapter, provides a summary of the recommended GC DIF schedules for each type of infrastructure and land use category. The total recommended maximum DIFs for each of the ten DIF Land Use Types within General City are summarized following.

Table 2-5
Summary of Proposed Development Impact Fees
for the City's General City Area

DIF Land Use Type	Recommended Development Impact Fees
Detached Dwelling Unit	$29,293/Unit
Attached Dwelling Unit	$23,365/Unit
High Density Dwelling Unit	$18,140/Unit
Mobile Home Dwelling Unit	$23,053/Unit
Commercial Lodging Keyed Unit	$4,069/Unit
Retail/Service Uses Square Foot	$8.806/S.F.
Office Uses Square Foot	$5.026/S.F.
Business Park Uses Square Foot	$5.150/S.F.
Industrial Uses square Foot	$2.994/S.F.
Institutional Use Square Foot	$7.698/S.F.

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Specific DIF schedule rates for each land use can be found at the end of each chapter relating to each infrastructure. Schedule 2.1 at the end of this Chapter also identifies the probable development impact fee revenue, the estimated capital cost total and the difference, by individual infrastructure type (e.g. fire).

DIFs for the City's Ontario Ranch Area. Based on these costs and the schedules found at the end of each of the remaining chapters of this Report, costs attributable to future development were derived on a per unit basis for residential land uses and on a per square foot of pad basis for business land uses. Schedule 2.2, found at the end of this Chapter, provides a summary of the recommended OR DIF schedules for each type of infrastructure and land use category. The total recommended maximum DIFs for each of the nine DIF Land Use Types within Ontario Ranch are summarized following.

Table 2-6
Summary of Proposed Development Impact Fees
for the City's Ontario Ranch Area

DIF Land Use Type	Recommended Development Impact Fees
Detached Dwelling Units	$44,213/Unit
Attached Dwelling Units	$32,690/Unit
High Density Dwelling Units	$24,392/Unit
Commercial Lodging Units	$12,124/Unit
Retail/Service Uses	$19,524/Unit
Office Uses	$14.802/S.F.
Business Park Uses	$12.066/S.F.
Industrial Uses	$8.758/S.F.
Institutional Uses	$14.547/S.F.

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Specific DIF schedule rates for each land use can be found at the end of each chapter relating to each infrastructure. Schedule 2.2 at the end of this Chapter also identifies the probable impact fee revenue, the capital cost total and the difference, by individual infrastructure type (e.g. fire).

Schedules 2.1 and 2.2 each require two pages to summarize the many infrastructures, identify the individual Infrastructure DIFs and combined DIFs by DIF Land-use Type and provide a calculation of the potential collection through build-out at the proposed *Minimum-Needs*-based *DIF* schedules and the cost of the total infrastructure needs.

FORMAT OF THIS REPORT

The following chapters of this Report contain the detailed information relative to the calculation of DIFs recommended by RCS for the entire City. Appropriate textual explanations are contained in each chapter with a chapter devoted to each of the fourteen sets of cost schedules, (twelve sets for General City) listed following, and four appendices, one of which contains a summary of DIF recommendations.

CHAPTER 3 - Law Enforcement Facilities, Vehicles, and Equipment
CHAPTER 4 - Fire Suppression Facilities, Vehicles, and Equipment
CHAPTER 5 - Circulation (Streets, Signals and Bridges) System
CHAPTER 6 - Storm Drainage Collection System Facilities
CHAPTER 7 - Water Source, Storage and Distribution System

CHAPTER 8 - Sewer Collection System
CHAPTER 9 - Refuse Collection Facilities and Fleet
CHAPTER 10 - General Facilities, Vehicles and Equipment
CHAPTER 11 - Library Facilities and Collection Items
CHAPTER 12 - Public Use (Community Center) Facilities
CHAPTER 13 - Aquatics Facilities
CHAPTER 14 - Park Land Acquisition and Park Facilities Development
CHAPTER 15 - Ontario Ranch Open Space Land Acquisition
CHAPTER 16 - Fiber Optics Communication System

APPENDIX A - Summary of Recommendations.
APPENDIX B - Expanded Land-use Database.
APPENDIX C - Distribution of Common City Yard Improvement Costs and City Yard Reserve Transfer Percentages.
APPENDIX D - New and General City Development Impact Fee Policies
APPENDIX E - Major Four Hard Infrastructure Costing Adjustments
APPENDIX F - AB-602 Considerations

NOTE REGARDING TEXTUAL MATHEMATICS: It is important to note that the use of a computer provides for calculations to a large number of decimal points. Such data, when included in text and supporting textual tables, has often been rounded to usually no more than two or three decimals for clarity and thus may not be replicated to the necessary degree of accuracy as the spreadsheet schedules at the end of each chapter. If questions arise between the tables and schedules, the schedules at the end of the chapter will prevail as the more accurate. The schedules at the end of the Chapter are instructive as to recommendations. The tables within the chapter texts are summaries of the schedule at the end of the chapter and are illustrative.

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END OF CHAPTER TEXT

Schedule 2.1

City of Ontario, General City, at General Plan Maintenance Costs, Reflecting 2021-22 Amendments
Summary of Development Impact Fees By Type of Fee (continued on next page)
(Costs/Fees per Residential Type Dwelling Unit, or Business Type Square Foot)

Land-use Category	Law Enforcement Facilities	Fire Protection Facilities	Streets, Signals and Bridges	Storm Drainage Facilities	Water Distribution Facilities	Sewer Collection Facilities	Refuse Collection Equipment	General Government Facilities
	Schedule 3.2	Schedule 4.2	Schedule 5.2	Schedule 6.3	Schedule 7.2	Schedule 8.2	Schedule 9.1	Schedule 10.2
Calculated Development Impact Costs								
Detached Dwellings	$613	$728	$2,224	$2,563	$3,113	$577	$704	$303
Attached Dwellings	$641	$693	$1,485	$826	$2,130	$505	$609	$107
High Density Dwellings	$641	$693	$919	$692	$1,437	$433	$305	$68
Mobile Home Dwellings	$596	$817	$1,159	$1,492	$2,129	$505	$609	$340
Commercial Lodging Units	$567	$462	$1,173	$425	$859	$336	$196	$51
Retail/Service Uses	$0.865	$0.518	$4.494	$0.447	$1.531	$0.263	$0.478	$0.210
Office Uses	$0.279	$0.319	$2.568	$0.537	$0.766	$0.284	$0.181	$0.092
Business Park Uses	$0.044	$0.036	$2.672	$1.297	$0.617	$0.141	$0.238	$0.105
Industrial Uses	$0.044	$0.036	$1.377	$1.132	$0.165	$0.055	$0.131	$0.054
Private Institutional Use	$0.300	$0.114	$2.934	$3.292	$0.579	$0.164	$0.209	$0.106
Potential Collection with Recommended Impact Fee Schedule								
Detached Dwellings	$693,303	$823,368	$2,515,344	$2,898,753	$3,520,803	$652,587	$796,224	$342,693
Attached Dwellings	$1,723,008	$1,862,784	$3,991,680	$2,220,288	$5,725,440	$1,357,440	$1,636,992	$287,616
High Density Dwellings	$13,978,287	$15,112,251	$20,040,633	$15,090,444	$31,336,659	$9,442,431	$6,651,135	$1,482,876
Mobile Home Dwellings	$56,620	$77,615	$110,105	$141,740	$202,255	$47,975	$57,855	$32,300
Commercial Lodging Units	$85,050	$69,300	$175,950	$63,750	$128,850	$50,400	$29,400	$7,650
Retail/Service Uses	$7,062,219	$4,229,167	$36,690,881	$3,649,494	$12,499,719	$2,147,241	$3,902,590	$1,714,527
Office Uses	$5,829,913	$6,665,743	$53,660,276	$11,221,016	$16,006,141	$5,934,392	$3,782,130	$1,922,409
Business Park Uses	$306,664	$250,907	$18,622,841	$9,039,605	$4,300,259	$982,717	$1,658,771	$731,811
Industrial Uses	$1,348,606	$1,103,405	$42,205,222	$34,695,942	$5,057,271	$1,685,757	$4,015,166	$1,655,107
Private Institutional Use	$13,068	$4,966	$127,805	$143,400	$25,221	$7,144	$9,104	$4,617
Total	$31,096,738	$30,199,506	$178,140,737	$79,164,432	$78,802,618	$22,308,084	$22,539,367	$8,181,606
Potential GC DIF Receipts	$31,096,738	$30,199,506	$178,140,737	$79,164,432	$78,802,618	$22,308,084	$22,539,367	$8,181,606
Fund Balance and Credits (+/-)	$1,441,855	($12,052,680)	($35,947,387)	($12,003,508)	($23,702,856)	($238,423)	$4,530,466	$4,255,805
Potential OR DIF Receipts (2.2)	$42,018,293	$86,496,785	$377,510,870	$157,718,003	$407,068,001	$81,773,471	$38,408,869	$11,150,574
Required Capital Total	$77,797,592	$143,431,375	$1,065,494,324	$299,014,967	$676,417,676	$137,148,406	$64,956,573	$25,903,340
Over/(Under) Collection or Unfunded	-$3,240,706	-$38,787,764	-$545,790,104	-$74,136,040	-$214,249,913	-$33,305,274	$522,129	-$2,315,355

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Schedule 2.1

City of Ontario, General City, at General Plan Maintenance Costs, Reflecting 2021-22 Amendments
Summary of Development Impact Fees By Type of Fee
(Costs/Fees per Residential Type Dwelling Unit, or Business Type Square Foot)

Land-use Category	Library Expansion Facilities Schedule 11.1	Public Meeting Facilities Schedule 12.1	Aquatics Center Facilities Schedule 13.1	Parkland Facilities Development Schedule 14.1	Open Space Agreement (Non-DIF) Schedule 15.1	Fiber Optic System (1) Schedule 16.1	Development Impact Fee Total Per Unit or Square Feet
Calculated Development Impact Costs							
Detached Dwellings	$1,302	$1,856	$112	$15,198	Not Applicable	Not Applicable	$29,293 per Unit
Attached Dwellings	$1,154	$1,645	$100	$13,470	Not Applicable	Not Applicable	$23,365 per Unit
High Density Dwellings	$913	$1,302	$79	$10,658	Not Applicable	Not Applicable	$18,140 per Unit
Mobile Home Dwellings	$1,086	$1,548	$94	$12,678	Not Applicable	Not Applicable	$23,053 per Unit
Commercial Lodging Units	No Fee	No Fee	No Fee	No Fee	Not Applicable	Not Applicable	$4,069 per Unit
Retail/Service Uses	No Fee	No Fee	No Fee	No Fee	Not Applicable	Not Applicable	$8.806 per S.F.
Office Uses	No Fee	No Fee	No Fee	No Fee	Not Applicable	Not Applicable	$5.026 per S.F.
Business Park Uses	No Fee	No Fee	No Fee	No Fee	Not Applicable	Not Applicable	$5.150 per S.F.
Industrial Uses	No Fee	No Fee	No Fee	No Fee	Not Applicable	Not Applicable	$2.994 per S.F.
Private Institutional Use	No Fee	No Fee	No Fee	No Fee	Not Applicable	Not Applicable	$7.698 per S.F.
Potential Collection with Recommended Impact Fee Schedule							
Detached Dwellings	$1,472,562	$2,099,136	$126,672	$17,188,938	Not Applicable	Not Applicable	$33,130,383
Attached Dwellings	$3,101,952	$4,421,760	$268,800	$36,207,360	Not Applicable	Not Applicable	$62,805,120
High Density Dwellings	$19,909,791	$28,392,714	$1,722,753	$232,419,006	Not Applicable	Not Applicable	$395,578,980
Mobile Home Dwellings	$103,170	$147,060	$8,930	$1,204,410	Not Applicable	Not Applicable	$2,190,035
Commercial Lodging Units	No Fee	No Fee	No Fee	No Fee	Not Applicable	Not Applicable	$610,350
Retail/Service Uses	No Fee	No Fee	No Fee	No Fee	Not Applicable	Not Applicable	$71,895,838
Office Uses	No Fee	No Fee	No Fee	No Fee	Not Applicable	Not Applicable	$105,022,020
Business Park Uses	No Fee	No Fee	No Fee	No Fee	Not Applicable	Not Applicable	$35,893,575
Industrial Uses	No Fee	No Fee	No Fee	No Fee	Not Applicable	Not Applicable	$91,766,476
Private Institutional Use	No Fee	No Fee	No Fee	No Fee	Not Applicable	Not Applicable	$335,325
Total	$24,587,475	$35,060,670	$2,127,155	$287,019,714	$0	$0	$799,228,102
Probable GC DIF Receipts	$24,587,475	$35,060,670	$2,127,155	$287,019,714	$0	$0	$799,228,102
Fund Balance/Other Revenues	$8,256,956	$8,951,931	$754,867	$24,564,313	$6,805,316	($14,101,895)	-$38,485,240
Potential OR DIF Receipts (2.2)	$61,383,126	$87,507,616	$5,308,022	$716,510,512	$20,433,860	$153,072,535	$2,246,360,537
Required Capital Total	$94,227,557	$131,520,217	$8,190,044	$1,028,088,091	$27,225,956	$128,350,091	$3,907,766,209
Over or (Under) Collection	$0	$0	$0	$6,448	$13,220	$10,620,549	-$900,662,810

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Schedule 2.2

City of Ontario, Ontario Ranch, at General Plan Maintenance Costs, Reflecting 2021-22 Amendments
Summary of Development Impact Fees By Type of Fee (continued on next page)
(Costs/Fees per Residential Type Dwelling Unit, or Business Type Square Foot)

Land-use Category	Law Enforcement Facilities	Fire Protection Facilities	Streets, Signals and Bridges	Storm Drainage Facilities	Water Distribution Facilities	Sewer Collection Facilities	Refuse Collection Equipment	General Government Facilities
	Schedule 3.2	Schedule 4.4	Schedule 5.4	Schedule 6.5	Schedule 7.4	Schedule 8.4	Schedule 9.1	Schedule 10.2
Calculated Development Impact Costs/Fees								
Detached Dwellings	$613	$1,458	$4,986	$3,744	$9,711	$1,642	$704	$303
Attached Dwellings	$641	$1,386	$3,329	$1,422	$5,332	$1,246	$609	$107
High Density Dwellings	$641	$1,386	$2,060	$1,196	$2,829	$753	$305	$68
Commercial Lodging Units	$567	$924	$2,629	$810	$4,080	$958	$196	$51
Retail/Service Uses	$0.865	$1.037	$10.075	$1.728	$3.188	$0.299	$0.478	$0.210
Office Uses	$0.279	$0.637	$5.758	$1.521	$2.882	$0.877	$0.181	$0.092
Business Park Uses	$0.044	$0.072	$5.991	$1.490	$2.483	$0.353	$0.238	$0.105
Industrial Uses	$0.044	$0.072	$3.088	$1.482	$2.569	$0.431	$0.131	$0.054
Private Institutional Use	$0.300	$0.229	$6.579	$1.727	$2.339	$0.472	$0.209	$0.106
Potential Collection with Recommended Impact Fee Schedule								
Detached Dwellings	$7,148,806	$17,003,196	$58,146,732	$43,662,528	$113,249,682	$19,149,004	$8,210,048	$3,533,586
Attached Dwellings	$19,027,444	$41,142,024	$98,818,036	$42,210,648	$158,275,088	$36,986,264	$18,077,556	$3,176,188
High Density Dwellings	$8,385,562	$18,131,652	$26,948,920	$15,646,072	$37,008,978	$9,850,746	$3,990,010	$889,576
Mobile Home Dwellings	$0	$0	$0	$0	$0	$0	$0	$0
Commercial Lodging Units	$224,532	$365,904	$1,041,084	$320,760	$1,615,680	$379,368	$77,616	$20,196
Retail/Service Uses	$4,975,130	$5,964,404	$57,947,320	$9,938,756	$18,336,085	$1,719,727	$2,749,262	$1,207,835
Office Uses	$744,982	$1,700,910	$15,374,943	$4,061,356	$7,695,482	$2,341,755	$483,304	$245,657
Business Park Uses	$437,943	$716,633	$59,629,879	$14,830,332	$24,713,902	$3,513,495	$2,368,872	$1,045,091
Industrial Uses	$747,194	$1,222,681	$52,439,425	$25,166,848	$43,625,933	$7,319,104	$2,224,600	$917,011
Private Institutional Use	$326,700	$249,381	$7,164,531	$1,880,703	$2,547,171	$514,008	$227,601	$115,434
Total	$42,018,293	$86,496,785	$377,510,870	$157,718,003	$407,068,001	$81,773,471	$38,408,869	$11,150,574
Potential OR DIF Collection	$42,018,293	$86,496,785	$377,510,870	$157,718,003	$407,068,001	$81,773,471	$38,408,869	$11,150,574
Existing Fund Balance/Other	$1,441,855	($12,052,680)	($35,947,387)	($12,003,508)	($23,702,856)	($238,423)	$4,530,466	$4,255,805
Potential GC DIF Collection (2.1)	$31,096,738	$30,199,506	$178,140,737	$79,164,432	$78,802,618	$22,308,084	$22,539,367	$8,181,606
Required Capital Total	$77,797,592	$143,431,375	$1,065,494,324	$299,014,967	$676,417,676	$137,148,406	$64,956,573	$25,903,340
Over/(Under) Collection or Unfunded	-$3,240,706	-$38,787,764	-$545,790,104	-$74,136,040	-$214,249,913	-$33,305,274	$522,129	-$2,315,355

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Schedule 2.2

City of Ontario, Ontario Ranch, at General Plan Maintenance Costs, Reflecting 2021-22 Amendments
Summary of Development Impact Fees By Type of Fee
(Costs/Fees per Residential Type Dwelling Unit, or Business Type Square Foot)

Land-use Category	Library Expansion Facilities Schedule 11.1	Public Meeting Facilities Schedule 12.1	Aquatics Center Facilities Schedule 13.1	Parkland Facilities Development Schedule 14.1	Open Space Agreement (Non-DIF) Schedule 15.1	Fiber Optic System Schedule 16.2	Development Impact Cost Per Dwelling Unit or Business Square Feet
Calculated Development Impact Costs/Fees							
Detached Dwellings	$1,302	$1,856	$112	$15,198	$527	$2,057	$44,213 per Unit
Attached Dwellings	$1,154	$1,645	$100	$13,470	$192	$2,057	$32,690 per Unit
High Density Dwellings	$913	$1,302	$79	$10,658	$145	$2,057	$24,392 per Unit
Commercial Lodging Units	No Fee	No Fee	No Fee	No Fee	$98	$1,811	$12,124 per Unit
Retail/Service Uses	No Fee	No Fee	No Fee	No Fee	$0.210	$1.434	$19.524 per S.F.
Office Uses	No Fee	No Fee	No Fee	No Fee	$0.184	$2.391	$14.802 per S.F.
Business Park Uses	No Fee	No Fee	No Fee	No Fee	$0.186	$1.104	$12.066 per S.F.
Industrial Uses	No Fee	No Fee	No Fee	No Fee	$0.170	$0.717	$8.758 per S.F.
Private Institutional Use	No Fee	No Fee	No Fee	No Fee	$0.198	$2.388	$14.547 per S.F.
Potential Collection with Recommended Impact Fee Schedule							
Detached Dwellings	$15,183,924	$21,644,672	$1,306,144	$177,239,076	$6,145,874	$23,988,734	$515,612,006
Attached Dwellings	$34,255,336	$48,830,180	$2,968,400	$399,843,480	$5,699,328	$61,059,988	$970,369,960
High Density Dwellings	$11,943,866	$17,032,764	$1,033,478	$139,427,956	$1,896,890	$26,909,674	$319,096,144
Mobile Home Dwellings	No Fee	No Fee	No Fee	No Fee	$0	$0	$0
Commercial Lodging Units	No Fee	No Fee	No Fee	No Fee	$38,808	$717,156	$4,801,104
Retail/Service Uses	No Fee	No Fee	No Fee	No Fee	$1,207,835	$8,247,787	$112,294,141
Office Uses	No Fee	No Fee	No Fee	No Fee	$491,315	$6,384,420	$39,524,124
Business Park Uses	No Fee	No Fee	No Fee	No Fee	$1,851,303	$10,988,380	$120,095,830
Industrial Uses	No Fee	No Fee	No Fee	No Fee	$2,886,885	$12,175,864	$148,725,545
Private Institutional Use	$0	$0	$0	$0	$215,622	$2,600,532	$15,841,683
Total	$61,383,126	$87,507,616	$5,308,022	$716,510,512	$20,433,860	$153,072,535	$2,246,360,537
Potential OR DIF Collection	$61,383,126	$87,507,616	$5,308,022	$716,510,512	$20,433,860	$153,072,535	$2,246,360,537
Existing Fund Balance/Other	$8,256,956	$8,951,931	$754,867	$24,564,313	$6,805,316	($14,101,895)	-$38,485,240
Potential GC DIF Collection (2.1)	$24,587,475	$35,060,670	$2,127,155	$287,019,714	$0	$0	$799,228,102
Required Capital Total	$94,227,557	$131,520,217	$8,190,044	$1,028,088,091	$27,225,956	$128,350,091	$3,907,766,209
Over or (Under) Collection	$0	$0	$0	$6,448	$13,220	$10,620,549	-$900,662,810

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Chapter 3
Law Enforcement Facilities, Vehicles, and Equipment

The Existing System of Law Enforcement Assets or infrastructure. The Ontario Police Department currently operates out of a largely unfinished 175,000 square foot facility on roughly 20 acres at 2500 South Archibald Avenue. The building was specifically purchased due to its excess space capacity and, with appropriate interior improvements, its ability to absorb many additional sworn officers as significant development occurs. The interior of the facility is roughly 45% improved leaving 55% to be improved over time as the City approaches General Plan build-out.

The Department also has a significant inventory of:

- Vehicles (official and undercover) some with various added extra equipment;
- Assigned officer equipment such as various leathers, armament, clothing, and safety apparel;
- Communications equipment;
- Specialty and computer equipment; and,
- Helicopter program and related equipment.

Demand Upon Infrastructure Created by the Development of Underdeveloped or Vacant Parcels. Residents and businesses benefit from law enforcement services in three ways: directly, indirectly and through standby availability. Direct services are those where a resident or business owner requires a direct response, usually as a result of being the victim of a crime. Direct service results in the form of a law enforcement officer contacting the victim. Indirect benefits, such as crime prevention programs, free patrol time and other law enforcement services that serve all businesses, citizens and visitors, are impossible to calculate for a specific beneficiary. An example of indirect benefit would be the apprehension of a burglar in your neighbor's residence yesterday. Had that burglar not been arrested he/she may have broken into your residence or business tomorrow. Most residents and businesses may go for many years before ever requiring a call-for-service. However, these fortunate residents and businesses still benefit from law enforcement services, if in no other way than that a law enforcement officer is available, through adequate planned stand-by, to respond if required.

The addition of new residential units and new businesses will increase the demand upon the law enforcement service level by creating more direct calls-for-service, more areas requiring preventive patrol, and in general, more opportunities for crimes to be committed.

The continuous development of vacant or underutilized parcels into residential or business units will also generate more calls. The residents and business owners occupying those residences and businesses will create the increase in law enforcement calls-for-service. More residences and businesses will mean more responses to the burglaries, domestic disputes, noise complaints, shoplifting and miscellaneous incidents that will occur in the new residences and businesses. If the law enforcement force capabilities (the base) are not expanded, then the increasing number of calls-for-service (the rate) will reduce the amount of "free" hours available for preventative patrol. This inability to expand the capabilities would ultimately drive the Department into a reactionary mode. The additional calls-for-service would limit the amount of time for training, planning, pro-active crime prevention and other non-direct services.

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The **Purpose** of the Fee. Additional law enforcement calls-for-service are expected, and the cost of adding sworn officers necessary to respond to those calls can be determined. Those new costs can be translated to a fee, or an amount, necessary to be collected to offset the added costs of the required additional staffing. These costs include equipping and housing the additional officers. Providing that the fee is adopted and imposed, new development will finance its proportional capital costs of expansion of the Law Enforcement facility. The continued costs of the annual salary and benefits for those additional officers will need to come from increases in general taxes (primarily property and sales taxes) generated by the new residences and businesses and their occupants.

The **Use** of the Fee. The revenues raised from a properly calculated and legally-supported Law Enforcement Impact Fee would be limited to capital costs related to that growth. The fees would be used to complete the interior improvements within the law enforcement station, increase the number of response and investigator's vehicles, and properly equip additional officers. Conversely, the Law Enforcement DIF receipts cannot be used to replace existing vehicles, or replace normal vacancies. Rehabilitation of the former large retail building created additional space at a cost less than the new construction of space. Other projects and capital acquisitions include:

LE-001, Police Station Purchase and Interior Improvements Prior to Occupancy – The project consists of the acquisition costs and full completion of the 175,000 square foot facility on Archibald Avenue just south of the SR-60. The facility was selected and acquired in order to serve the existing community and also house the additional officers needed to serve future development with law enforcement services. The full cost of $10.3 million is split proportionally between the existing calls-for-service (45.28%) and the calls-for-service generated by new development at General Plan build-out (54.72%). The facility space demands are based upon a minimum standard of 350 square feet per officer.

LE-002, Remaining Interior Improvements @ 55% of Police Station. Complete the interior improvements to roughly 96,250 square feet of the under-utilized portion of the Police Station. The building improvements are progressing with the interior improvements in a manner consistent with the addition of police calls-for-service and sworn officers (see LW-001 previous).

LE-003, Additional Patrol/Detectives/Specialty/Staff Vehicles – This project is the acquisition of 284 assorted law enforcement vehicles in order to maintain the existing 1.04 vehicles per officer standard.

LE-004, Additional Police Officer Assigned Equipment – Officers in the field will require personally assigned equipment of leathers, handgun, helmet, and assorted protection. The costs include the recruitment cost of a medical exam, polygraph, fingerprinting, psychological exam and back-ground check for successful candidates. The costs are included at $18,246 per officer the anticipated 272 additionally required officers.

LE-005, Additional Specialty Equipment – This project is the acquisition of specialty equipment such as laptop computers, servers, specialty printers. It also includes special weapons and tactics equipment, bicycles, body cameras and other specialty equipment.

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LE-006, Building Appurtenances Equipment – This project represents items that support use of the building such as phone systems, alarms, security systems and the like.

LE-007, Communications Equipment – This project includes any type of communications device and mostly consists of hand-held radios and batteries, battery chargers cells phones.

LE-008, Advanced Technology Software and Equipment – This project is the acquisition of specialty equipment such as linked database systems and other cooperative law enforcement sharing systems.

LE-009, Additional Helicopter Capacity – The City's helicopter program capacity will be overwhelmed with the proposed addition of 80,149 dwelling units, over 500 hotel/motel keyed-rooms and 103.2 million square feet of business use space. The capacity of an additional helicopter will be required to maintain the existing level of service.

LE-010, Share of Common City Yard Improvements – The City maintenance yard is the front line for maintenance and repair of all of the City's capital acquisitions and infrastructure. The existing facility has adequate space but will need additional facility improvements in order to maintain the additional law enforcement vehicles and the police station itself. The $2,365,388 is law enforcement's portion of the $44.5 million in improvements required at the maintenance yard (see Chapter 10 for greater detail).

The Relationship Between the Need for *The Fee* and *The Type* of Development Project. Department records were used to demonstrate that differing land uses generate differing numbers of calls. Police staff provided extremely accurate calls-for-service data by over-laying the Department's computerized response records with the City's zoning map thus allowing 100% of the calls-for-service to be categorized. Table 3-1, following, summarizes an analysis of the calls-for-service received by the Police Department over a recent twelve month period. The breakdown of calls into the land uses that generated them, divided by the number of developed units (during the same period) generated a *calls-for-service* ratio, factor or nexus.

Newly Calculated Calls-for-Service data. This impact fee update includes a recalculation of law enforcement calls-for-service by land-use. The previous calls-for-service data was based upon data that was over 12 years old and was calculated with the then state-of-art "shape files", the best data available at the time. This update is based upon a more GIS-based data set of all law enforcement calls-for-service coupled with the City's GIS-based land-use database. This provide for a more accurate data driven calculation

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Table 3-1
Law Enforcement Calls-for-Service Generated by DIF Land-use Type
(Over a 12 Month Period)

DIF Land-use Type	Developed Dwellings or Square Feet	Actual Calls For Service Over 12 Months	Total Calls per Dwelling or 1,000 SF (KSF)
Detached Dwelling Units	31,997	31,149	0.973/Unit
Attached Dwelling Units	13,097	13,340	1.019/Unit
High Density Dwellings	4,812	4,901	1.019/Unit
Mobile Home Dwelling Units	2,097	1,983	0.946/Unit
Commercial Lodging Units	5,810	5,236	0.901/Unit
Retail/Service Uses	18,552,286	25,456	1.374/KSF
Office Uses	9,959,192	4,408	0.443/KSF
Business Park Uses	10,271,628	715	0.070/KSF
Industrial Uses	112,134,057	7,808	0.070/KSF
Institutional Uses	2,318,711	1,106	0.477/KSF

As an example, there were approximately 31,149 calls-for-service that generated a response to one of the 31,997 detached dwelling units in the City. The result indicates that, on average, each dwelling will generate just over 0.973 calls per year. The same analysis was undertaken for the other land uses, with the limited exception that attached dwelling units and high density dwelling units were combined. Since these calls-for-service by land use are an empirical average, they were then used to project the number of additional future calls that could be expected at TOP build-out by multiplying the calls per residential unit or business acre by the number of anticipated number of new residential dwellings or business acres. To determine the number of additional officers necessary to meet this increase from future developments, the number of increased calls resulting from new development was then divided by the average number of calls that an existing officer currently responds to.

These calls-for-service rates are then applied to (multiplied by) the undeveloped land-use database anticipated units to determine the number of calls-for-service in the future. The additional calls-for-service, in this case 116,135, were then divided by the number of calls-for-service that a single officer currently absorbs.

The existing complement of 225 sworn officers currently absorbs the 96,102 annual calls by responding to just over 427 calls-for-service each to privately-owned and developed parcels annually. Based upon the addition of 116,135 calls-for-service, the City will need to successfully recruit 272 additional officers to maintain the same response capabilities that are currently provided by the existing 225 officers now. This is not to imply that the existing level of services or the ratio of officers to calls-for-service is the *desired* level of service, it merely is the *current or existing* level of service. To adequately mobilize the 272 new sworn officers, the City will need to add 284 response vehicles at a total cost of $19,837,400 to maintain the existing ratio of 1.04

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vehicles per sworn officer (284 vehicles divided by 272 officers) and for the personnel recruitment and equipment at a combined cost of $4,962,912 (272 officers X $18,246 in assigned equipment costs).

The Relationship Between the *Use of the Fee* and the *Type of Development* Paying the Fee. Again, *use of the fee* is a similar argument to the *need for the fee*. As the development occurs, the impact is generated and the impact fee would be collected as the development occurs. The collected DIF receipts would be put to use to acquire equipment for additional officers, vehicles and additional building space necessary to respond to those additional calls, *without reducing the capability of responding to calls from the existing community.*

The Relationship Between the *Amount of the Fee* and the *Cost of the Portion* of the Facility Attributed to the Development Project. The building size at 175,000 square will meet the needs for operations space (and location) through General Plan build-out. The build-out complement of 497 sworn officers, (225 current and 272 projected) will maintain an adequate and sufficient 350 square foot per officer current average.

Basic Needs-based Fees. Table 3-2, following, summarizes the resulting DIFs (from Schedule 3.2) for development to contribute $73,104,737 towards the expansion of the Law Enforcement capabilities of the City in order to allow the City to extend the same level of service to the City's newest citizens and businesses.

Table 3-2
Minimum Needs-based Law Enforcement Facilities, Vehicles and Equipment Development Impact Costs by DIF Land-use Type

DIF land-use Type	Allocation of Development Costs	Development Impact Cost Per Unit or Square Foot
Detached Dwelling Units	$7,839,552	$613/Unit
Attached Dwelling Units	$20,755,866	$641/Unit
High Density Dwelling Units	$22,369,225	$641/Unit
Mobile Home Units	$56,653	$596/Unit
Commercial Lodging Units	$309,704	$567/Unit
Retail/Service Uses	$12,038,818	$0.865/S.F.
Office Uses	$6,565,483	$0.279/S.F.
Business Park Uses	$741,528	$0.044/S.F.
Industrial Uses	$2,087,987	$0.044/S.F.
Institutional Uses	$339,920	$0.300/S.F.

Existing Financial Commitment Comparison Costs. The City invested about $24.9 million in the outright purchase and the remodeling to date, (about 45% of the floor space) of the new facility, a large former retail building on Archibald Avenue. One of the reasons the facility was selected

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was that it could meet development need and its long range capacity for additional calls-for-service resulting from new development. The Department staff uses 235 assorted vehicles with various added extra equipment costing a total of $16,415,145 for an average cost of about $69,850 per vehicle. The inventory of 235 vehicles consists of standard response vehicles and staff/specialty vehicles. The existing 225 sworn officers each have assigned equipment such as various leathers, armament, clothing and safety apparel costing some $18,246 per sworn officer or a combined $4,105,350. Specialty equipment amounts to a cumulative $2,785,632. Existing hand-held communications equipment has a replacement cost of approximately $675,075. The helicopter program has assets with a replacement cost of approximately $3,206,810. Lastly, there is $1,747,445 invested in land-based communications equipment, specialty equipment and computer workstations. Combined, the City has invested, at current dollars, some $63,727,177 into the law enforcement services including the negative $1,441,855 existing Law Enforcement Impact Fee Fund balance.

When this combined replacement financial commitment cost figure is distributed over the entire current community (via Table 3-3 following and Schedule 3.3), we find that the existing financial commitment is quite large (at 105%) to that of the calculated Law Enforcement Basic DIFs (or cost), indicating that the existing community has invested more than would have been required from future development.

Table 3-3
Existing Law Enforcement Community
Financial Commitment Comparison Data

DIF Land-use Type	Allocation of Development Costs	Development Impact Cost Per Unit or Square Foot
Detached Dwelling Units	$20,655,531	$646/Unit
Attached Dwelling Units	$8,846,023	$675/Unit
High Density Dwelling Units	$3,249,952	$675/Unit
Mobile Home Dwelling Units	$1,314,967	$627/Unit
Commercial Lodging Units	$3,472,097	$598/Unit
Retail/Service Uses	$16,880,388	$0.911/S.F.
Office Uses	$2,923,034	$0.294/S.F.
Business Park Uses	$474,131	$0.046/S.F.
Industrial Uses	$5,177,642	$0.046/S.F.
Institutional Uses	$733,411	$0.316/S.F.

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RECOMMENDED DEVELOPMENT IMPACT FEES

Since the *Minimum Needs-based Impact Costs (*necessary for expansion indicating the City's investment in Police capabilities) are less than the *Existing Community Financial Commitment Comparison*, the Minimum *Needs-based Development Impact Fee* schedule identified in Table 3-2 and Schedule 3.2 would be the most equitable DIF schedule to adopt. The DIF schedule would be the same for both of the City's Ontario Ranch area and the undeveloped parcels of General City area.

RECAP OF RECOMMENDED LAW ENFORCEMENT DEVELOPMENT IMPACT FEES

- **General City** - Adopt Schedule 3.2.
- **Ontario Ranch** - Adopt (same) Schedule 3.2.

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END OF CHAPTER TEXT

Schedule 3.1

City of Ontario
2021-22 Development Impact Cost Calculation Update
Allocation of Project Cost Estimates
Law Enforcement Facilities, Vehicles and Equipment

Line #	Project Title	Estimated Cost	Construction Needs Supported by Other Resources: Percent Need	Construction Needs Supported by Other Resources: Apportioned Dollar Cost	Construction Needs Generated by New Development in GC/OR: Percent Need	Construction Needs Generated by New Development in GC/OR: Apportioned Dollar Cost
LE-001	Police Station Purchase and Roof Improvements Prior to Occupancy	$10,363,962	45.28%	$4,692,855	54.72%	$5,671,107
LE-002	Complete Remaining Interior Improvements @ 55% of Building Space	$29,656,550	0.00%	$0	100.00%	$29,656,550
LE-003	Additional Patrol/Detective/Specialty/Staff Vehicles	$19,837,400	0.00%	$0	100.00%	$19,837,400
LE-004	Additional Officer Assigned Equipment	$4,962,912	0.00%	$0	100.00%	$4,962,912
LE-005	Additional Specialty Equipment	$3,367,360	0.00%	$0	100.00%	$3,367,360
LE-006	Building Appurtenances Equipment	$962,880	0.00%	$0	100.00%	$962,880
LE-007	Communications Equipment	$816,000	0.00%	$0	100.00%	$816,000
LE-008	Advanced Technology Hardware and Software	$2,113,440	0.00%	$0	100.00%	$2,113,440
LE-009	Additional Helicopter Capacity	$3,351,700	0.00%	$0	100.00%	$3,351,700
LE-010	Share of Specific/Common City Yard Improvements	$2,365,388	0.00%	$0	100.00%	$2,365,388
	Sub-Total General Plan Total New Project Costs	$77,797,592	6.03%	$4,692,855	93.97%	$73,104,737
	FINANCIAL ADJUSTMENTS:					
	Total Fund Balance/Outstanding Credits	($1,441,855)	100.00%	($1,441,855)	0.00%	$0
	Total General Plan Total New Project Costs	$76,355,737	4.26%	$3,251,000	95.74%	$73,104,737
						Forward to Schedule 3.2

NOTES:
(1). All developer-held "credits" under FINANCIAL ADJUSTMENTS will appear as a positive indicating an additional Infrastructure Fund obligation that will be redeemed (in lieu of a DIF payment) at some point in the future.
(2). A negative figure under FINANCIAL ADJUSTMENTS indicates a positive Fund Balance mitigating the project total. A positive figure indicates an amount that needs to be recovered by DIFs.
(3). Costs distributed based upon recent actual twelve month Police Department "Calls-for-Service" statistics.

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Schedule 3.2

City of Ontario
2021-22 Development Impact Cost Calculation Update
Entire City - Minimal Needs-based Impact Costs
Law Enforcement Facilities, Vehicles and Equipment

DIF Land-use Type	Undeveloped Acres	Undeveloped Units	Call Generation Rate	Expected New Calls for Service	Percentage of Additional Service Calls	Allocation of Expansion Costs	Cost Distribution Per Acre	Average Units or Square Feet/Acre	Development Impact Fee per Unit or Square Foot
Detached Dwellings	1,685	12,793	0.973	12,454	10.72%	$7,839,552	$4,653	7.59	***$613 per Unit***
Attached Dwellings	1,499	32,372	1.019	32,973	28.39%	$20,755,866	$13,846	21.60	***$641 per Unit***
High Density Dwellings	1,037	34,889	1.019	35,536	30.60%	$22,369,225	$21,571	33.64	***$641 per Unit***
Mobile Home Dwellings	14	95	0.946	90	0.08%	$56,653	$4,047	6.79	***$596 per Unit***
Commercial Lodging Units	12	546	0.901	492	0.42%	$309,704	$25,809	45.50	***$567 per Unit***
Retail/Service Uses	1,271	13,916,010	1.374	19,125	16.47%	$12,038,818	$9,472	10,949	***$0.865 per S.F.***
Office Uses	936	23,565,934	0.443	10,430	8.98%	$6,565,483	$7,014	25,177	***$0.279 per S.F.***
Business Park Uses	769	16,922,869	0.070	1,178	1.01%	$741,528	$964	22,006	***$0.044 per S.F.***
Industrial Uses	1,110	47,631,804	0.070	3,317	2.86%	$2,087,987	$1,881	42,912	***$0.044 per S.F.***
Private Institutional Use	52	1,132,560	0.477	540	0.46%	$339,920	$6,537	21,780	***$0.300 per S.F.***
TOTAL	**8,385**	**--**	**--**	**116,135**	**100.00%**	**$73,104,737** in Total Equity in Current Law Enforcement Assets			

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Schedule 3.3

City of Ontario
2021-22 Development Impact Cost Calculation Update
Existing Community Financial Commitment Comparison
Law Enforcement Facilities, Vehicles and Equipment

DIF Land-use Type	Developed Acres	Developed Units	Call Generation Rate	Existing Calls for Service	Percentage of Existing Service Calls	Allocation of Infrastructure "Equity"	Distribution of "Equity" per Acre	Average Units or Square Feet/Acre	Current Financial Commitment per Unit or Square Foot
Detached Dwellings	6,328	31,997	0.973	31,149	32.41%	$20,655,531	$3,264	5.06	*$646 per Unit*
Attached Dwellings	722	13,097	1.019	13,340	13.88%	$8,846,023	$12,252	18.14	*$675 per Unit*
High Density Dwellings	193	4,812	1.019	4,901	5.10%	$3,249,952	$16,839	24.93	*$675 per Unit*
Mobile Home Dwellings	204	2,097	0.946	1,983	2.06%	$1,314,967	$6,446	10.28	*$627 per Unit*
Commercial Lodging Units	143	5,810	0.901	5,236	5.45%	$3,472,097	$24,280	40.63	*$598 per Unit*
Retail/Service Uses	487	18,522,286	1.374	25,456	26.49%	$16,880,388	$34,662	38,033	*$0.911 per S.F.*
Office Uses	310	9,959,192	0.443	4,408	4.59%	$2,923,034	$9,429	32,126	*$0.294 per S.F.*
Business Park Uses	777	10,271,628	0.070	715	0.74%	$474,131	$610	13,220	*$0.046 per S.F.*
Industrial Uses	6,890	112,134,057	0.070	7,808	8.12%	$5,177,642	$751	16,275	*$0.046 per S.F.*
Private Institutional Use	419	2,318,711	0.477	1,106	1.15%	$733,411	$1,750	5,534	*$0.316 per S.F.*
TOTAL	16,473	--	--	96,102	100.00%	$63,727,177	Total Law Enforcement System Capital Assets		
						$35,437,500	in Law Enforcement Facility Assets		
						$4,105,350	in Law Enforcement Officer Equipment Assets		
						$16,415,145	in Law Enforcement Vehicles Assets		
						$2,785,632	in Specialty Equipment		
						$675,075	in Personal Communications Equipment Assets		
						$796,075	in Building Support Equipment		
						$1,747,445	in Advanced technology		
						$3,206,810	in Helicopter Program Equipment/Assets.		
						($1,441,855)	in Existing Law Enforcement DIF Fund Balance		

Similar Land Use	Total Square Feet	Percent of Total SF	Percent of Calls-for-Service
Business Park Uses	10,271,628	8.39%	715
Industrial Uses	112,134,057	91.61%	7,808
	122,405,685	100.00%	8,523

Similar Land Use	Total Square Feet	Percent of Total SF	Percent of Calls-for-Service
Attached Dwellings	13,097	73.13%	13,340
High Density Dwellings	4,812	26.87%	4,901
	17,909	100.00%	18,241

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Chapter 4
Fire Suppression Facilities, Vehicles, and Equipment

Separate DIF Application Areas. Because of distinctly differing capital needs there will be a separate DIF schedule for the Ontario Ranch area of the City. This action is necessary to ensure that new development in the General City area of the City is not required to subsidize the significant development costs of the Ontario Ranch area, with its significant public construction demands. This process will also be applied to the next four infrastructure Chapters consisting of Circulation System, Storm Drainage Collection, Water Distribution and Sewer Collection. General City DIF calculations and explanations will be at the beginning of the chapter with Ontario Ranch calculations and textual explanations following towards the end of the Chapter.

The Existing System. The City has invested in an extensive system of fire facilities, response vehicles and specialty equipment. The Fire Department responds to calls-for-service from ten (10) existing stations (includes the specialty station at the airport) and trains at a facility consisting of classrooms, offices and support areas with specialty situation training mock-up implements. Three of the fire facilities are designated for special operations. The fire facilities are detailed as follows:

Fire Station #1/Headquarters is 42,951 square feet and is located on a 39,900 square foot parcel at 425 East B Street (and portions of the Annex facility). This station houses the Bomb Squad unit and specialty trailer. This station also houses the mobile command unit. The water tender, brush engine and various reserve apparatus are distributed throughout the ten stations and are subject to reallocation depending upon operational needs and vehicle maintenance.

The Fire Station #1 specific facilities consist of:

Administrative Offices - 20,172 square feet,
Emergency Operations Center - 8,179 square feet,
Storage Bays - 2,400; and,
Station Living Quarters and Bays - 12,200 square feet.

Fire Station #2 is a 4,000 square foot residential style on a 30,000 square foot parcel at 544 West Francis Street.

Fire Station #3 is a 5,600 square foot facility located on a 20,000 square foot parcel located at 1408 East Francis Street.

Fire Station #4 is a 5,200 square foot facility located on a 20,000 square foot facility located at 1005 North Mountain Avenue.

Fire Station #5 is a 5,200 square foot facility on a 35,000 square foot parcel located at 1530 East 4th Street.

Fire Station #6 is an 11,125 square foot facility located on a 41,000 square foot parcel located at 2931 East Philadelphia Street. Stations #6, #7 and #8 are based upon a similar floor plan.

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Fire Station #7, is an 11,125 square foot facility located on a 41,000 square foot parcel located at 4901 E. Vanderbilt Avenue.

Fire Station #8 is an 11,125 square foot station on a 42,000 square foot parcel located at 3429 East Shelby Street. Station #8 houses the Technical Rescue Team and its response unit.

Station #9 was recently constructed at 2661 East Grand Park and consists of a 10,476 square foot facility constructed on a roughly 60,000+ square foot parcel. This station will be the primarily response facility to calls-for-service in the Ontario Ranch area. Station #9 houses the HazMat Team and response unit.

Station #10 is located at 1230 Tower Way on Ontario Airport property and is owned by the Ontario Airport Authority as opposed to the City and thus has been excluded from any calculations in this Report.

The **Training Center** is located at 1408 East Francis adjacent to Station #3 on a 154,240 square foot parcel and consists of a combined 10,400 square feet of classrooms, offices and apparatus/storage bays and numerous training exercise implements and props.

The land and replacement construction costs of the existing stations and training facilities is approximately $137.3 million. Not surprisingly, the City also has a sizable fleet of equipped City-owned response and prevention units consisting of:

- Four tractor drawn, tiller assisted aerial apparatus;
- Fifteen fire engines, one brush engine and one water tender;
- Eleven SUV type staff vehicles;
- Ten sedan type staff vehicles;
- Seven utility or flatbed trucks;
- One Bomb Squad, one Hazmat Squad, one Technical Rescue Squad, and one Mobile Command Post; and,
- Two Bomb Investigation trailers, one EOD truck, and one Fire Safety House trailer.

General City Replacement Assets. The total investment in the vehicle compliment in the is about $34.0 million. State or County vehicles and equipment are not included in the financial commitment figure. The City's fire-fighter assigned equipment and successful psychological and back-ground checks, at $17,108 per fire-fighter, is approximately $3.2 million investment total for the existing staff of one hundred and eighty-six fire fighters (figure excludes non-hires). There is also $3,045,500 in specialty equipment (typically in the station but not part of vehicle inventory). Lastly, the Fire Suppression Facility, Vehicle and Equipment Impact Fee has a negative fund balance of $2,412,140 creating a net investment of $175.2 million.

The current financial commitment or investment, in fire stations, training facilities, response fleet with specialty equipment and fund balance is a sizable $175,163,942. This figure represents what it would cost to establish the existing Department response capability to the General City at current vehicle, equipment, land acquisition and construction costs. The relevance of this figure will be established later in this Chapter.

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Demand Upon Infrastructure Created by the Development of Underdeveloped or Vacant Parcels. While it can be said that numerous factors are considered when determining the number and location of fire stations in any city, it can be stated without fear of contradiction that all new private development in the City will have an effect on the City's current ability to respond to fire, rescue and emergency calls-for-service. The affect, simplified but not trivialized, is twofold. Initially, each new residential and business development will create, on average, more calls-for-service increasing the likelihood of simultaneous (and thus competing) calls-for-service. Additionally, as development spreads further from any existing station or stations, as large-scale development is often likely to do, the distances (and thus response times) will increase, taking the existing fire companies out-of-service for greater periods of time.

The capacity of any fire station is finite and will reach practical limits (through call *frequency* and *total time*). When that capacity is exceeded, the level of service afforded to existing development will be greatly reduced. Or stated in another way, if development continues without the addition of fire stations, the existing stations could be overwhelmed in terms of calls-for-service, making a timely response for emergency service a virtual coin flip. That is, will the existing fire companies be available to respond to your needs or will they most likely be out-of-service on a call in a different part of the community?

The **Purpose** of the Fee. In order to continue to be able to respond to an ever-increasing number of expected calls, the City staff has determined the need for the addition of four stations and the relocation of two existing stations to maximize coverage. Having the right type, size and number of fire stations in the right locations will enable policy makers, the Chief and City Council to house fire fighters, apparatus, and equipment in a rational way for maximum use of capital resources at the lowest annual operations cost. Conversely, the penalties are high and extremely visible for poor fire station location or a lack of one. Adverse effects are felt by the City staff, the council, and possibly by the existing taxpayers. With poor location or no additional locations, response times via great distance or out-of-service due to a previous call can become excessive, and if a tragedy occurs, the incident would be well publicized.

Often, response time is mistakenly referred to for only the first-in unit, and this can be a grave error. Instead, response time must consider *all* the forces necessary to place the incident under control. If the first unit arrives within five minutes but cannot provide the necessary water flow, or perform the needed functions due to a lack of staffing, the five minute response becomes insignificant and irrelevant. Thus an increase in the number and type of response vehicles is also necessary to match and equip the needed additional staff. The following sections identify the manner in which the City plans to meet the demands of additional calls-for-service.

The **Use** of the Fee. The revenues generated from a properly calculated and legally-supported Fire Suppression Facilities and Equipment Impact Fee would be limited to capital costs related to that growth. The fees would be used to construct new stations or expand existing stations (to increase the response capacity of that station) and increase the number of emergency response vehicles. Conversely, the Fire Suppression Facilities DIF receipts would not be used to repair any existing fire stations or replace any existing emergency response vehicles. Additional facilities are planned to come on-line, as needed, as development creates additional demands beyond the capability (volume or calls and distance) of the existing stations. The capital expansions include:

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FS-001 and FS-002, Projects Completed or No Longer Needed.

FS-003, FS-005, FS-007 and FS-009 - Land acquisition and construction of four new 11,200 square foot stations, each of which would be located in the Ontario Ranch area of the City where approximately 54,428 detached, attached and high density dwelling units and 39.6 million square feet of retail/service, office and business park, industrial and institutional uses and 396 commercial lodging rooms are expected to be constructed. The four stations would be three bays wide by two bays deep at approximately 11,200 square feet each (see next group of projects). These stations are largely needed to serve the Ontario Ranch area. Each has an estimated land acquisition/construction cost of approximately $13.5 million.

FS-003A, FS-005A, FS-007A and FS-009A - Land acquisition and construction of four additional storage bays at 1,400 square foot, all four of which would be located in the Ontario Ranch area at the corresponding station listed previously. This would increase the capacity of each of those four stations described above to a four bay wide by two vehicles deep facility (4X2). However, these additional "4th bay" facilities are intended to store City-wide equipment such as back-up engines, tillers and other specialty fleet and thus the cost of these facilities are spread over the entire community including the existing community.

FS-004, FS-006, FS-008, FS-010 - Each of the previously referenced stations would need a fully-equipped basic response engine at $1,019,530. FS-004 also includes a fully-equipped aerial apparatus at $3,103,352.

FS-011 consists of the **Two Reserve Response Engines** needed to maintain the Department's one reserve engine per three active engines standard.

FS-012, Project Completed or No Longer Needed.

FS-013, Battalion Chief Response Vehicle - The Ontario Ranch's five stations will generate the need for a second battalion Chief who will need a fully equipped response vehicle.

FS-014, Fire Fighter Assigned Equipment - The additional 89 fire-fighters will be needed for the Ontario Ranch area and will require personally assigned equipment.

FS-015, Fire Administrative Headquarters Relocation - The project consists of constructing a $31.6 million, 30,000 square foot facility west of Euclid and north of Holt Avenue. The existing 17,000 Headquarters station has become inadequate in terms of space required for meetings, training and vehicles.

FS-016, Training Center Expansion - The current training facility will no longer be able to serve the anticipated additional staff and will need to be enlarged at approximately $9.8 million.

FS-017, City Emergency Operation Center - This $4.0 million project is the completion of the extremely important EOC facilities, the center for management for all large scale emergencies in the City.

FS-018, Special Operations Support Vehicle - The project consist of the addition of a support vehicle that is a rolling warehouse and canteen for long term incidents.

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FS-019, Mobile Air and Support Vehicle - The support vehicle provides air-filling capability and has amiable bright lights for night-time fire and rescue incidents.

FS-020, Emergency Service Communications System - This is the companion project to LE-007 in the Law Enforcement infrastructure category.

FS-021, Share of Common City Yard Improvements - The City maintenance yard is the front line for maintenance/repair of all of the City's capital acquisitions and infrastructure. The existing facility has adequate space but will need additional facility improvements to be able to maintain the additional fire suppression vehicles and the new fire stations. The $1,404,845 is the fire suppression/rescue portion of the $44.5 million in improvements required at the maintenance yard.

FS-022, Project Completed or No Longer Necessary.

FS-023, Fire Station #1 Operations Relocation – Relocate the fire operation component of existing Station #1 along with the relocation of the Headquarters operation (see FS-015).

FS-024, Expand Station #3 (East Francis) – This is the smallest station in the City's inventory and will need to be expanded to accommodate a second company.

FS-025 has been completed.

The proposed projects and costs are identified on Schedule 4.1 and are detailed in the MFP. The total cost of completing the fire infrastructure system is a net $143,341,375. However there are outstanding credits for developer contributions in Ontario Ranch of $4,721,216. There are also negative fund balances in both the General City area ($2,412,140) and Ontario Ranch ($8,455,912). There is a planned one-time transfer of $3.5 million from the special Fund 119. The cumulative $112,052,680 acts to add to the financial obligations of the Fire Suppression Facilities, Vehicles and Equipment Impact Fee Fund moving the total cost to be recovered from impact fees from $143.3 million to $155.5 million.

The Relationship Between the Need for The Fee and The Type of Development Project. Fire service response standards extended to new development should be consistent with the fire response currently enjoyed by the City's existing citizens and business community by constructing new facilities, or else the result will be in the deterioration of the level of service (LOS) provided both to the existing residents and future citizens and businesses within the City of Ontario. It follows that it is appropriate to assess future development to contribute additional fire facilities.

To project the impact of future development on fire services, it was first necessary to quantify the current impact on services from each of the City's land uses. Then, a determination of the costs of future capital facilities necessary to meet this increased demand was made. The following section illustrates the relative impact from each land use on fire services and facilities. While the majority of these requests for service were made by Ontario citizens from their residences, a large percentage of requests were generated from new commercial and industrial uses within the City. A survey of each land use and its existing effect on requests for calls-for-

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service was conducted to project the impact of future development on fire services. The calls-for-service survey was updated with current calls-forr-service data in a similar manner and concurrently with the process used to determine law enforcement demand (specifically described in Chapter 3, Law Enforcement et al.). Only requests for fire and rescue services to privately held property were counted. Requests for service to public property, such as City parks and public right-of-way or intersections, were excluded thus distributing these calls pro-rata through the requests for service from privately held property. This is based upon the argument that all public land serves privately held land in some manner.

Table 4-1, following, identifies the number of calls-for-service received by the Fire Department during the past calendar year by the previously identified DIF categories. The number of requests for service received by the Department during the year was then divided by either the developed (1,000) square feet, the existing number of dwelling units to determine the number of requests generated per business square foot, per dwelling unit or commercial lodging unit.

Table 4-1
Fire Suppression Existing Calls-for-Service Generated by Land Use
(Over a 12 Month Period Responses to the General City Area)

DIF Land-use Type	Developed Dwellings or Square Feet	Actual Calls For Service Over 12 Months	Total Calls per Dwelling or 1,000 SF (KSF)
Detached Dwelling Units	27,449	7,211	0.263/Unit
Attached Dwelling Units	12,050	3,011	0.250/Unit
High Density Dwelling Units	4,812	1,202	0.250/Unit
Mobile Home Dwelling Units	2,097	611	0.291/Unit
Commercial Lodging Units	5,810	970	0.167/Unit
Retail/Service Uses	18,418,611	3,438	0.187/KSF
Office Uses	9,595,912	1,141	0.115/KSF
Business Park Uses	9,587,138	128	0.013/KSF
Industrial Uses	106,400,598	1,417	0.013/KSF
Institutional Uses	2,318,711	95	0.041/KSF

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Of residential land uses, a detached dwelling unit is just slightly more likely to require an emergency fire service response at 0.263 annual responses per unit than an attached dwelling unit at 0.250 annual responses per unit. Retail/Service use development is shown to generate the highest business use demand at 0.187 responses per 1,000 square foot of building space, while industrial development generates the least demand of 0.013 calls per 1,000 square feet. The lower demand by industrial uses should be expected given the greater density of employees and patrons in an office use establishment when compared to an industrial business of similar square feet. However, it should be noted that while there are fewer calls for industrial properties, significant training is required to be prepared for industrial responses, (i.e., trenching response and hazardous materials training).

Based upon these calls-for-service and the anticipated development, future demands in General City will increase from the 19,224 annual calls-for-service to private development by 10,895 to 30,119 calls-for-service per year. Continued development will benefit from the existence of the current eight stations and the fact that they have some existing capacity.

Resulting General City Area DIF Schedule. The collection of the resulting DIFs through build-out would allow the City to acquire or construct almost all of the proposed General City expansions and required equipment. This generally indicates that the City's expansion of the Fire capital has maintained pace with the increases in calls-for-service from new development and that there are very few if any deficiencies in the infrastructure dedicated to fire suppression/medic services. Table 4-2, on the following page, indicates the impact fee necessary to finance the cost to the additional stations, response equipment and fire-fighter equipment.

Table 4-2
City of Ontario's General City Area
Basic Needs-based Fire Suppression Facilities, Vehicles and Equipment Development Impact Costs by DIF Land-use Type

DIF Land-use Type	Allocation of Development Costs	Development Impact Cost Per Unit or Square Foot
Detached Dwelling Units (1)	$822,962	$728/Unit
Attached Dwelling Units	$1,862,055	$693/Unit
High Density Dwelling Units	$15,107,034	$693/Unit
Mobile Home Units	$77,586	$817/Unit
Commercial Lodging Units	$69,273	$462/Unit
Retail/Service Uses	$4,231,189	$0.518/S.F.
Office Uses	$6,658,511	$0.319/S.F.
Business Park Uses	$252,153	$0.036/S.F.
Industrial Uses	$1,102,825	$0.036/S.F.
Institutional Uses	$4,949	$0.014/S.F.

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The Relationship Between the Use of the Fee and the Type of Development Paying the Fee. The *use of the fee* is equivalent to the *need for the fee*. The DIF would be collected as the development occurs (generally at building permit or some predetermined point in the process). As the development occurs, the impact is generated. The collected DIF receipts would be put to use to acquire additional fire-fighters assigned and specialty equipment, emergency response vehicles and an additional fire station necessary to respond to those additional calls-for-service, without reducing the capability of responding to calls from the existing community.

The Relationship Between the Amount of the Fee and the Cost of the Portion of the Facility Attributed to the Development Project. The new land, facilities, vehicles and equipment for the Ontario Ranch area are fully attributed to new development in that area. Station completion and relocations in the General City are also fully attributed to the General City area development. For projects that benefit both areas, the calls-for-service data was used to distribute responsibility. As an example, projects FS-015, FS-017, FS-018 and FS-019 will benefit both existing and all future residents and businesses, thus calls-for-service for the existing community (43.96%), OR (33.00%) and GC (23.04%), or the percentage that each represents of the total General Plan build-out calls-for-service. Detail regarding the full acquisition cost of the existing project is outlined in the *Master Facilities Project* detail page. The relationship for each project is identified on the individual detail project pages in the *MFP*.

The current community's commitment has been to establish the existing eight-station and training facility capability paid for via past General Fund receipts. To allow future residents to benefit by use of all of the capital needs without contributing additional assets, would be clearly unfair to the existing residents and would reduce their current level of service. Table 4-3, following, summarizes the distribution of the $175,163,942 in replacement costs to the existing residents and business owners (Schedule 4.3 details this distribution).

The replacement value of the existing fire infrastructure (stations, response fleet and related safety equipment) of $175,163,942 represents the current equity investment or *financial commitment* towards fire suppression capability by the existing community. When this figure is distributed over the existing community in the same manner as the future costs, by the land use demands, an investment, or financial "commitment" (or equity for that matter) per unit can be determined. As an example, each attached dwelling unit has invested about $2,394 into fire suppression capital while the proposed DIF is nearly one third as much at $728 per attached dwelling.

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Table 4-3
Existing Fire Suppression Community
Financial Commitment Comparison Data

DIF Land-use Type	Allocation of Development Costs	Asset/Equity Investment Per Unit or Square Foot
Detached Dwelling Units	$65,704,702	$2,394/Unit
Attached Dwelling Units	$27,435,426	$2,276/Unit
High Density Dwelling Units	$10,952,302	$2,276/Unit
Mobile Home Dwelling Units	$5,567,268	$2,655/Unit
Commercial Lodging Units	$8,838,380	$1,521/Unit
Retail/Service Uses	$31,326,136	$1.701/S.F.
Office Uses	$10,396,487	$1.044/S.F.
Business Park Uses	$1,166,302	$0.122/S.F.
Industrial Uses	$12,911,325	$0.121/S.F.
Institutional Uses	$865,615	$0.373/S.F.

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Resulting Ontario Ranch Area Development Impact Fee Schedule. The Ontario Ranch area will need to acquire five parcels and construct five stations to serve the 54,428 residential dwellings, 396 commercial lodging units and 36.4 million square feet of business use space which will generate nearly 15,603 annual calls-for-service to privately-held property in that area. In addition, the department will need to acquire additional response equipment, additional training capacity and maintenance capacity. This will cost $76,845,342 to complete the Ontario Ranch footprint fire capital needs. Negative fund balances and outstanding developer credits amount to an additional $13,177,128 in this impact fee fund obligations. This amount is mitigated by a one-time transfer of $3,536,588 from Fund 119 creating a net total amount to be supported by future impact fees to $86,485,882.

When these costs are distributed over the OR land-use database using the calls-for-service nexus rates, the proposed fees are as follows in Table 4-4 (as summarized from Schedule 4.2)

[This space left vacant in order to place the following table on a single page].

Table 4-4
The City's Ontario Ranch Area
Basic Needs-based Fire Suppression Facilities,
Vehicles and Equipment Development Impact Costs
by DIF Land-use Type

DIF Land-use Type	Allocation of Development Costs	Development Impact Cost Per Unit or Square Foot
Detached Dwelling Units	$17,000,077	$1,458/Unit
Attached Dwelling Units	$41,133,867	$1,386/Unit
High Density Dwelling Units	$18,130,829	$1,386/Unit
Commercial Lodging Units	$365,831	$924/Unit
Retail/Service Uses	$5,964,161	$1.037/S.F.
Office Uses	$1,701,671	$0.637/S.F.
Business Park Uses	$715,034	$0.072/S.F.
Industrial Uses	$1,224,981	$0.072/S.F.
Institutional Uses	$249,431	$0.229/S.F.

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RECOMMENDED IMPACT FEES

The Existing Community Financial Commitment Comparison (Schedule 4.3) is far greater than the GC Minimum Needs-based Impact Costs (Schedule 4.2), which are necessary and sufficient to maintain the established fire suppressions system in that area. The OR Minimum Needs-based Impact Costs (Schedule 4.4) are necessary and sufficient to establish a fire suppressions system in that area. Schedules 4.2 and 4.4 would be the most equitable fee schedules to adopt for the GC and OR areas respectively.

OTHER NOTES AND ISSUES

1. Newly constructed industrial developments, initially charged the lower industrial use impact fee, often end up being retail/service uses and generate greater demands those of the industrial land uses. If this trend is left unrecognized, the Department, as well as other City services, will be faced with the greater demand from commercial uses, but will be left only with the collection of the lower industrial impact fee rates. To avoid this under-collection, the City should impose an impact fee representing the difference between the retail/service DIF and the previously paid industrial land-use impact fee when a CUP is approved and tenant improvement plans are submitted indicating a commercial use in an industrial zone.

RECAP OF RECOMMENDED FIRE SUPPRESSION IMPACT FEES

- **General City Area**- Adopt Schedule 4.2.
- **Ontario Ranch Area** - Adopt Schedule 4.4.

END OF CHAPTER TEXT

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Schedule 4.1

City of Ontario
2021-22 Development Impact Cost Calculation Update
Allocation of Project Cost Estimates
Fire Suppression Facilities, Vehicles and Equipment

Line #	Project Title	Estimated Cost	Construction Needs Supported by Other Resources: Percent Need	Construction Needs Supported by Other Resources: Apportioned Dollar Cost	Construction Needs Generated by New Development in OR: Percent Need	Construction Needs Generated by New Development in OR: Apportioned Dollar Cost	Construction Needs Generated by New Development in G'nl City: Percent Need	Construction Needs Generated by New Development in G'nl City: Apportioned Dollar Cost
FS-001	Project Completed or No Longer Needed	$0	0.00%	$0	100.00%	$0	0.00%	$0
FS-002	Project Completed or No Longer Needed	$0	0.00%	$0	100.00%	$0	0.00%	$0
FS-003	Fire Station #11 Land Acquisition And Construction	$13,494,050	13.12%	$1,770,419	80.00%	$10,795,240	6.88%	$928,391
FS-003A	Fire Station #11 Vehicle Storage Bay	$1,667,090	43.96%	$732,853	33.00%	$550,140	23.04%	$384,098
FS-004	Fire Station #11 Response Engine and Aerial	$3,103,532	13.12%	$407,183	80.00%	$2,482,826	6.88%	$213,523
FS-005	Fire Station #12 Land Acquisition And Construction	$13,494,050	13.12%	$1,770,419	80.00%	$10,795,240	6.88%	$928,391
FS-005A	Fire Station #12 Vehicle Storage Bay	$1,667,090	43.96%	$732,853	33.00%	$550,140	23.04%	$384,098
FS-006	Fire Station #12 Response Engines	$1,019,530	13.12%	$133,762	80.00%	$815,624	6.88%	$70,144
FS-007	Fire Station #13 Land Acquisition And Construction	$13,494,050	13.12%	$1,770,419	80.00%	$10,795,240	6.88%	$928,391
FS-007A	Fire Station #13 Vehicle Storage Bay	$1,667,090	43.96%	$732,853	33.00%	$550,140	23.04%	$384,098
FS-008	Fire Station #13 Response Engine	$1,019,530	13.12%	$133,762	80.00%	$815,624	6.88%	$70,144
FS-009	Fire Station #14 Land Acquisition And Construction	$13,494,050	13.12%	$1,770,419	80.00%	$10,795,240	6.88%	$928,391
FS-009A	Fire Station #14 Vehicle Storage Bay	$1,667,090	43.96%	$732,853	33.00%	$550,140	23.04%	$384,098
FS-010	Fire Station #14 Response Engine	$1,019,530	13.12%	$133,762	80.00%	$815,624	6.88%	$70,144
FS-011	Reserve Response Engines	$2,039,060	13.12%	$267,525	80.00%	$1,631,248	6.88%	$140,287
FS-012	Project Completed or No Longer Needed	$0	0.00%	$0	0.00%	$0	0.00%	$0
FS-013	Battalion Chief Response Vehicle	$180,000	13.12%	$23,616	80.00%	$144,000	6.88%	$12,384
FS-014	Fire Fighter Assigned Equipment	$1,522,612	13.12%	$199,767	80.00%	$1,218,090	6.88%	$104,756
FS-015	Fire Administration Headquarters Relocation	$31,618,000	43.96%	$13,899,273	33.00%	$10,433,940	23.04%	$7,284,787
FS-016	Emergency Training Center Expansion	$9,777,441	0.00%	$0	58.88%	$5,757,364	41.12%	$4,020,077
FS-017	City Emergency Operations Center	$3,979,166	43.96%	$1,749,241	33.00%	$1,313,125	23.04%	$916,800
FS-018	Special Operations Support Vehicle	$137,500	43.96%	$60,445	33.00%	$45,375	23.04%	$31,680
FS-019	Mobile Air And Lighting Support Vehicle	$574,750	43.96%	$252,660	33.00%	$189,668	23.04%	$132,422
FS-020	Emergency Services Communication System	$3,244,780	13.12%	$425,715	80.00%	$2,595,824	6.88%	$223,241
FS-021	Share of Specific/Common City Yard Improvements	$1,404,845	0.00%	$0	58.88%	$827,231	41.12%	$577,614
FS-022	Project Completed or No Longer Needed	$0	0.00%	$0	0.00%	$0	0.00%	$0
FS-023	Fire Station Operations #1 Relocation	$17,092,056	65.00%	$11,109,836	8.00%	$1,367,364	27.00%	$4,614,855
FS-024	Expand Station #3 (East Francis)	$5,054,483	0.00%	$0	20.00%	$1,010,897	80.00%	$4,043,586
FS-025	Project Completed or No Longer Needed	$0	0.00%	$0	0.00%	$0	0.00%	$0
	Sub-Total General Plan Total Remaining Project Costs	$143,431,375	27.06%	$38,809,637	53.58%	$76,845,342	19.37%	$27,776,396
	FINANCIAL ADJUSTMENTS:							
	Ontario Ranch - Fire Suppression et. al. Outstanding Credits	$4,721,216	0.00%	$0	100.00%	$4,721,216	0.00%	$0
	Ontario Ranch - Development Impact Fee Fund Balance	$8,455,912	0.00%	$0	100.00%	$8,455,912	0.00%	$0
	Internal Fund Balance Transfer – Fund 119	($3,536,588)	0.00%	$0	100.00%	($3,536,588)	0.00%	$0
	General City - Development Impact Fee Fund Balance	$2,412,140	0.00%	$0	0.00%	$0	100.00%	$2,412,140
	Total Fund Balance/Outstanding Credits	$12,052,680	100.00%	$0	0.00%	$9,640,540	0.00%	$2,412,140
	Total General Plan Total New Project Costs	$155,484,055	24.96%	$38,809,637	55.62%	$86,485,882	19.42%	$30,188,536
					Forward to Schedule 4.4		**Forward to Schedule 4.2**	

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1). All developer-held "credits" under FINANCIAL ADJUSTMENTS will appear as a positive indicating an additional Infrastructure Fund obligation that will be redeemed (in lieu of a DIF payment) at some point in the future.
2). A negative figure under FINANCIAL ADJUSTMENTS indicates a positive Fund Balance mitigating the project total. A positive figure indicates an amount that needs to be recovered by DIFs.
3). Costs distributed based upon recent actual twelve month Police Department "Calls-for-Service" statistics.

Schedule 4.2

City of Ontario
2021-22 Development Impact Cost Calculation Update
General City (GC) - Minimum Capital Needs-based Impact Costs
Fire Suppression Facilities, Vehicles and Equipment

Proposed Land Use	Undeveloped Acres	Undeveloped Units	Call Generation Rate	Anticipated New Calls for Service	Percentage of Additional Service Calls	Allocation of Expansion Costs	Cost Distribution Per Acre	Average Units or Square Feet/Acre	Development Impact Fee per Unit or Square Foot
Detached Dwellings	262	1,131	0.263	297	2.73%	$822,962	$3,141	4.32	***$728 per Unit***
Attached Dwellings	183	2,688	0.250	672	6.17%	$1,862,055	$10,175	14.69	***$693 per Unit***
High Density Dwellings	598	21,807	0.250	5,452	50.04%	$15,107,034	$25,263	36.47	***$693 per Unit***
Mobile Home Dwellings	14	95	0.291	28	0.26%	$77,586	$5,542	6.79	***$817 per Unit***
Commercial Lodging Units	3	150	0.167	25	0.23%	$69,273	$23,091	50.00	***$462 per Unit***
Retail/Service Uses	992	8,164,415	0.187	1,527	14.02%	$4,231,189	$4,265	8,230	***$0.518 per S.F.***
Office Uses	822	20,895,746	0.115	2,403	22.06%	$6,658,511	$8,100	25,421	***$0.319 per S.F.***
Business Park Uses	341	6,969,626	0.013	91	0.84%	$252,153	$739	20,439	***$0.036 per S.F.***
Industrial Uses	441	30,650,125	0.013	398	3.65%	$1,102,825	$2,501	69,501	***$0.036 per S.F.***
Private Institutional Use	2	43,560	0.041	2	0.02%	$4,949	$2,474	21,780	***$0.114 per S.F.***
TOTAL	**3,658**	--	--	**10,895**	**100.00%**	**$30,188,536**	**in Total Equity in General City Area Capital Needs**		

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Schedule 4.3

City of Ontario
2021-22 Development Impact Cost Calculation Update
Existing Community Financial Commitment Comparison
(Limited to Old Model Colony Assets)
Fire Suppression Facilities, Vehicles and Equipment

Proposed Land Use	Developed Acres	Developed Units	Call Generation Rate	Existing Calls for Service	Percentage of Existing Service Calls	Allocation of Infrastructure "Equity"	Distribution of "Equity" per Acre	Average Units or Square Feet/Acre	Current Financial Commitment per Unit or Square Foot
Detached Dwellings	4,733	27,449	0.263	7,211	37.51%	$65,704,702	$13,882	5.80	*$2,394 per Unit*
Attached Dwellings	641	12,050	0.250	3,011	15.66%	$27,435,426	$42,801	18.80	*$2,276 per Unit*
High Density Dwellings	193	4,812	0.250	1,202	6.25%	$10,952,302	$56,748	24.93	*$2,276 per Unit*
Mobile Home Dwellings	204	2,097	0.291	611	3.18%	$5,567,268	$27,291	10.28	*$2,655 per Unit*
Commercial Lodging Units	143	5,810	0.167	970	5.05%	$8,838,380	$61,807	40.63	*$1,521 per Unit*
Retail/Service Uses	477	18,418,611	0.187	3,438	17.88%	$31,326,136	$65,673	38,613	*$1.701 per S.F.*
Office Uses	310	9,959,192	0.115	1,141	5.94%	$10,396,487	$33,537	32,126	*$1.044 per S.F.*
Business Park Uses	741	9,587,138	0.013	128	0.67%	$1,166,302	$1,574	12,938	*$0.122 per S.F.*
Industrial Uses	6,610	106,400,598	0.013	1,417	7.37%	$12,911,325	$1,953	16,097	*$0.121 per S.F.*
Private Institutional Use	419	2,318,711	0.041	95	0.49%	$865,615	$2,066	5,534	*$0.373 per S.F.*
TOTAL	**14,471**	--	--	**19,224**	**100.00%**				

$175,163,942	**Total Existing Fire Suppression System Assets**
$137,321,300	**in Fire Suppression Facilities Assets**
$34,027,260	**in Fire Suppression Vehicles Assets**
$3,182,022	**in Fire Fighter Assigned Equipment Assets**
$3,045,500	**Fire Specialty Equipment Assets**
($2,412,140)	**in Fire Suppression GC DIF Fund Balance**

Land Use	Units or Acres	Percent of Total	Annual Calls Per Unit
Attached Dwellings	12,050	71.5%	3,011.0
High Density Dwellings	4,812	28.5%	1,202.0
Average Calls-for-Service	16,862	100.0%	4,213.0

Land Use	Units or Acres	Calls for Service	Annual Calls Per Unit
Business Park Uses	9,587,138	8.3%	128.0
Industrial Uses	106,400,598	91.7%	1,417.0
Average Calls-for-Service	115,987,736	100.0%	1,545.0

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Schedule 4.4

2021-22 Development Impact Cost Calculation Update
Allocation of Project Cost Estimates
Ontario Ranch (OR) - Minimum Capital Needs-based Impact Costs
Fire Suppression Facilities, Vehicles and Equipment

Proposed Land Use	Undeveloped Acres	Undeveloped Units	Call Generation Rate	Anticipated New Calls for Service	Percentage of Additional Service Calls	Allocation of Expansion Costs	Cost Distribution Per Acre	Average Units or Square Feet/Acre	Development Impact Fee per Unit or Square Foot
Detached Dwellings	1,423	11,662	0.263	3,067	19.66%	$17,000,077	$11,947	8.20	***$1,458*** *per Unit*
Attached Dwellings	1,316	29,684	0.250	7,421	47.56%	$41,133,867	$31,257	22.56	***$1,386*** *per Unit*
High Density Dwellings	439	13,082	0.250	3,271	20.96%	$18,130,829	$41,300	29.80	***$1,386*** *per Unit*
Commercial Lodging Units	9	396	0.167	66	0.42%	$365,831	$40,648	44.00	***$924*** *per Unit*
Retail/Service Uses	279	5,751,595	0.187	1,076	6.90%	$5,964,161	$21,377	20,615	***$1.037*** *per S.F.*
Office Uses	114	2,670,188	0.115	307	1.97%	$1,701,671	$14,927	23,423	***$0.637*** *per S.F.*
Business Park Uses	428	9,953,243	0.013	129	0.83%	$715,034	$1,671	23,255	***$0.072*** *per S.F.*
Industrial Uses	669	16,981,679	0.013	221	1.42%	$1,224,981	$1,831	25,384	***$0.072*** *per S.F.*
Private Institutional Use	50	1,089,000	0.041	45	0.29%	$249,431	$4,989	21,780	***$0.229*** *per S.F.*
TOTAL	**4,727**	--	--	**15,603**	**100.00%**	**$86,485,882**	**in Total Equity in Ontario Ranch Area Capital Needs**		

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Chapter 5
Circulation (Streets, Signals and Bridges) System

The following Chapter will discuss the Circulation System capital improvements consisting of major street segments, traffic signals and bridges required for the City through build-out of the existing City General Plan as identified in the Land-use Database Table in Chapter 2. Initially, RCS recommends continuation of the calculation of a comprehensive DIF schedule covering all components of the circulation system within the GC (General City) and OR (Ontario Ranch) areas, those three components consisting of major street segments, signals and bridge improvements. The reasons are practical in that combining this infrastructure will provide greater flexibility in establishing priorities in what is essentially a singular transportation issue with a common nexus, a combination of trip-end [4] generation and average trip distance. It is not uncommon that a single circulation capital project involves both a street segment improvement and traffic signal improvement.

The Existing System. The City currently has and maintains an extensive system of roadways available for transportation of goods and services, as well as for educational, recreational, and social purposes. Streets that fall under the jurisdiction of the City of Ontario are classified as one of four types of roadways for the purposes of this Report. The types of roadways are defined in The Ontario Plan Mobility Element.

Other Principal Arterial – This type of roadway typically has a 14' to 36' raised median that separates anywhere from four to eight lanes of traffic. This type of roadway may also have multi-purpose trails. The Other *Principal Arterial* contains the greatest portion of through-travel use and includes all higher-volume streets except those serving short trips.

Minor Arterial – Unlike the Other *Principal Arterial*, a *Minor Arterial* usually does not have a raised landscaped median. This type of roadway can accommodate four to six lanes of traffic and usually serves local and long distance trips with moderate mobility and considerable land access and connects less concentrated traffic generating areas such as schools, neighborhoods, and shopping centers.

Collector Street – A *collector street* does not have a raised landscaped median and can accommodate two to four lanes of traffic. This type of roadway serves mixed trips and provides service to abutting land and collects traffic from local streets.

Local Street – *Local streets* service residential areas and provide little long distance mobility. They are typically not striped but accommodate one lane of traffic in each direction. The curb-to-curb roadway width ranges from 36' to 48'. In general,

4 A *trip* is defined as a series of one or more trip-ends. A trip-end is a single stop in a trip. As an example, a drive from home to work is a trip. Each individual stop along the way along the way to drop children off at a school, buy gas, get a lunch, drop off laundry and the ultimate arrival at work or home is a trip-end. The term *trip* has no effect on the calculation and only means *a drive*.

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construction of these streets is the responsibility of the developer, who then dedicates the completed street to the City. The City will accept the street improvements and the responsibility to maintain them if they meet City's requirements. For these reasons, the cost of all "local" streets has not been included in the Circulation System financial commitment calculation or the proportionality test.

GENERAL CITY DEVELOPMENT IMPACT FEES

Demand Upon Infrastructure Created by the Development of Undeveloped Parcels. Undeveloped parcels create few trip-ends beyond an occasional visit to the site for weed abatement purposes, planning purposes or to consider a sale or development of the vacant parcel. None of these trip-ends are not on a routine basis. However, a developed parcel will generate a statistically predictable amount of trip-ends and trip-miles, depending upon the specific land use of the development. Thus it can be stated that a vacant parcel, when developed into a specific use, i.e., residential or business, will generate more traffic than it did when it was vacant. Similarly, a change in the use of the property may increase or decrease the number of trip-ends, i.e., the demolition of a low trip-generating insurance office into reconstruction as a new a high trip generating fast-food restaurant.

All new development contributes to cumulative traffic impacts, which are difficult to measure and mitigate on a project-by-project basis but which have significant and widespread cumulative impacts on the City's existing road system. Factors that will increase the competition for existing major street segment lane miles existing in General City area include the following:

- The construction of 66.7 million square feet of private business uses on the net 2,598 under or undeveloped acres will generate 2.36 million additional daily trip-miles or about 84.9% of the total new trip-miles expected at GC General Plan build-out. This figure could vary significantly depending upon the type of commercial uses constructed and possible zoning changes or conditional use permits issued.

- An increase in the City's GC full-time population through the construction of about 25,721 additional dwelling units contributing approximately 414,498 new (net) daily trip-miles or just over 15.0% of the newly expected daily trip-miles.

- The addition of about 150 commercial lodging units will generate about 2,736 trip-miles, or about three tenths of one percent of the total new trip-miles.

When all (or most) of the available vacant land in the General City is developed, the City can expect an additional 2,770,597 daily trip-miles. For perspective, the City currently experiences an estimated 5,908,482 daily trip-miles from/to the existing residences and businesses. The roughly 2,770,597 newly anticipated trip-miles represent about a 46.9% increase over the current 5,908,482 daily trip-miles.

The **Purpose** of the Fee. In General City, most of the planned arterials and collectors exist in some form, perhaps not yet fully widened to allow for the full number of lanes. Stated another way, there are few if any opportunities to construct any completely new arterial/collectors. Thus

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the collection of Circulation System DIFs become very imperative as a revenue source to finish off these existing, but, limited or incomplete, or not yet maximized roads. The same can be said for bridges, a number of them are included on the list to be completed to their maximum planned width, again maximizing the carrying capacity. Additionally, the fees would be used to complete the system of signals that insures the smooth movement of vehicles through intersections. Efficient signalization (i.e. turn pockets and fully actuated left-turn signals) are also important to keep vehicular traffic moving at the optimum efficiency through major intersections.

Included are transportation projects needed to alter existing arterials, connectors or collectors that currently exist, but due to additional trip-ends are becoming ineffective at moving vehicles.

Again, given the magnitude of growth projected in this Report, numerous intersection improvements and construction of new traffic signals will also be needed to avoid congestion and gridlock in the future. Traffic planners have long known that the most critical constraint in a typical roadway network would be the intersections. While the street capacity may be theoretically adequate to carry traffic volumes at build-out, motorists may experience congestion and even gridlock at the intersections of the street. While the City will certainly undertake numerous major street widening projects, an equally important component of traffic circulation is the installation of traffic signals and lane reconfiguration at critical intersections in the City.

The importance of traffic signals is two-fold. First, the City can build only so many major collector/arterial streets and there are limits as to how many extra lanes they will have. Second, north-south collectors will, by definition, intersect with east-west collectors assuring that *someone* will have to stop, either at a stop sign or a traffic signal. The traffic carrying capacity of each collector can only be maximized by assuring orderly flow of traffic by signalizing those intersecting collectors.

The collection of Circulation System DIFs is not intended to eliminate the time-honored practice of the developer constructing the full width roadway and being reimbursed for the portion greater than would otherwise be required of the developer. This impact fee calculation and resulting fee collection would simply improve the reimbursement capability.

The City's total MFP Circulation System infrastructure section identifies 106 remaining circulation-related projects covering both the General City and Ontario Ranch areas of the City. They have an estimated cost of $1,065,494,324. Approximately 16.27% of this amount or $173,321,022 has been identified as the responsibility of GC development as these projects will increase the capacity of the GC circulation system. Approximately 32.51% or $346,386,801 of the total project amount has been identified as the responsibility of OR Development. The remainder, 51.22% or $545,786,503 are projects that are not development-generated and will require non-DIF revenue sources. Most of this latter amount, about $212.5 million, is necessary for the remaining six planned but very costly grade separations under or over the Alhambra and Los Angeles rail-lines and $185.3 million for two remaining I-10 interchange improvements. The eight grade separations will not be fully financed by DIFs. An additional $27.9 million that is necessary for the pavement rehabilitation system projects will also not be financed from DIFs since they represent maintenance. The individual projects and costs are identified on Schedule 5.1 at the end of the Chapter and detailed in the MFP.

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The **Use** of the Fee. The collection of Circulation System DIF schedule receipts would be used to construct the projects (or portions of projects) identified in Schedule 5.1 at the conclusion of this Chapter's text. The collected fees will be used to create additional lane miles, bridge lanes and signals with which to accommodate the additional 2,770,597 daily trip-miles expected from further development of General City.

The Relationship Between the Need for the Fee and The Type of Development Project. Schedule 5.1 identifies the additional traffic to be generated by new development, by type of development. The technical volume, *Trip Generation (Manual)* 7th Edition, produced by the Institute of Traffic Engineers, has been used to identify the *nexus*, or relationship between the type of development and the projected number of trips that development will generate.

A 900-unit detached dwelling specific plan would generate about 31,130 daily trip-miles and a twenty-acre retail/service development would generate 111,504 daily trip-miles. Each would pay its proportionate share of the total 2,770,597 newly created General City trip-miles expected at General Plan build-out. In the case of the detached dwelling residential development, the daily trip-miles generated by the 900 new residences represents about 1.2% of the total 2,770,597 new trip-miles anticipated at build-out, thus they would be required to pay or construct projects on the list to an amount equal to 1.2% of the total development-related project costs. The 20 acre retail/service development would finance 4.0% of the capital project list.

Circulation System Cost Distribution by Average Land-use Trip Frequency/Distance

New Trip Adjustment for *Pass-by* or *Diverted* Trips. Schedule 5.2 contains a sub-schedule that identifies adjustments to new total ***trip-ends***. As an example, an acre of general retail/service use would be expected, on average, to generate about 412 trip-ends daily. However, approximately 15% of those trip-ends, or about 62 trip-ends per day, are ***pass-by trip-ends.*** The ***trip-end*** is not truly an ***end*** but is actually one in a series of stops, i.e. at various commercial establishments, with a different location such as a residence as the final ***trip-end*** or destination of the series of ***trip-ends***. In order to be considered a pass-by trip, the location of the stop must be contiguous to the ***generator*** route [5], i.e. the route that would have been used even if the temporary stop had not been made. The Institute of Transportation Engineers (ITE) indicates that:

> Thus when forecasted trips based upon the trip generation rates are distributed to the adjacent streets, some reduction is made to account for those trips already there that will be attracted to the proposed development. [6]

Pass-by trip-ends are fully adjusted (reduced at 100%) from the average trip-ends (per day) generated by the eight land uses identified in Schedules 5.2 and 5.3.

5 An example of a diverted trip-end would be a single trip-end where along the way from work, a motorists evening drive deviates from the normal route taken home at perhaps a preferred grocery store, mail drop, or to pick up a child from a piano lesson before continuing home. Each of these three stops would be considered *diverted* trip-ends.
6 Trip generation, Institute of Transportation Engineers, 1099 14th Street, Suite 300 West, Washington D.C. 20005-3438. Definition of terms, page 147.

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A *diverted* trip is similar to a *pass-by* trip-end in that it is an extra stop between, as an example, a motorists' work site and his or her residence. The *diverted* trip differs slightly from the *pass-by* trip in that it requires a minor deviation from the normal ***generator*** route and the temporary stop. In short, a *diverted* trip creates a separate side trip using additional (and different) lane miles from that of the normal route from the motorist's place of employment and his or her residence[6]. These trips increase the traffic volume from the generator route, but only for brief distances. The ITE states that diverted trips:

> are produced from traffic volume on roadways within the vicinity of the generator (route) and require a diversion from that roadway to another roadway with access to the site. These roadways could include streets or freeways adjacent to the generator but without access to the generator [(7)].

These *diverted* trips will be adjusted (reduced at 50%) from the full trip count for each of the land uses identified in Chapter 2. In this case the diverted trip ends result in a further reduction of 82 trip-ends daily of the full impact. Thus the original 412 daily trip miles resulting from the one acre of commercial use nets to a lower 268 additional trip ends per day.

Again, the sub-schedule at the bottom of Schedule 5.2 indicates the total trip-ends and the reduction due to the number pass-by trips (at 100%) and diverted trips (at 50%). The trip pass-by and diversion percentages were generated and are supported by a study conducted by the San Diego Association of Governments (SANDAG) in conjunction with various U.S. and California government agencies [(8)].

Additionally, the same SANDAG data schedule referenced above provides information for a trip distance factor component to the nexus. Based upon that data, a trip to an industrial work-site has the greatest distance at 9.0 miles. A trip to an office averages 8.8 miles, residential trips average 7.9 miles, a trip from a hotel or motel (once in residence) averages 7.6 miles, and an average trip to a retail/service site is the shortest at 4.3 miles. This indicates that drivers generally appear willing travel further distances to work and for treatment at medical offices than they are to shop. Both frequency (trip-ends) and distance (average miles per trip) have been combined into the nexus by multiplying average trip frequency by average trip distance. Tri-mile rates have been calculated for the ten DIF land-use categories. They are demonstrated at the bottom of schedule 5.2 at the end of the Chapter.

The Relationship Between the Use of the Fee and the Type of Development Paying the Fee. There is very little difference between this and the above category. The fee collected will be based on the projected number of trip-ends the proposed development will generate in relationship to the total 2,770,597 additional projected trip-miles at build-out. Any amount imposed as a Circulation System DIF will be placed in a separate fund (collecting interest), and is to be used only on the projects identified on Schedule 5.1 as development-related.

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7 Institute of Transportation Engineers, 1099 14th Street NW, Suite 300 west, Washington D.C. 2005-3438, Definition of Terms, page 146.
8 *Traffic Generators*, San Diego Association of Governments, 401 B Street, Suite 800, San Diego, CA 92101. Brief Guide to Traffic Generators Rates. Compiled in conjunction with the U.S. Department of Housing and Urban Development. U.S. Department of Transportation, The California Department of Transportation and the U.S. Environmental Protection Agency, July 1995.

From time to time the City may require an applicant for a private project to construct a street or signal improvement (or portion thereof) that is on the list of required improvements at the end of this Chapter. This method is often undertaken to expedite the project at the request of the applicant/developer. The developer should receive a credit for any monies expended on this required improvement against their Circulation System DIF.

The Relationship Between the Amount of the Fee and the Cost of the Portion of the Facility Attributed to the Development Project. The calculation of the Circulation System DIFs is based upon the recognition that differing types of developments generate differing amounts of trip-miles. The fee is based upon the projected number of trips generated by the proposed private development project. Circulation DIF receipts will be accumulated until they reach the amount that could construct a meaningful project to alleviate or mitigate the demands of those new developments. Table 5-1 (summarized from Schedule 5.2) on the following page identifies the Minimal Needs-based Circulation System DIF schedule for General City.

Table 5-1
City of Ontario's General City Area
Basic Needs-based Circulation System
Development Impact Costs
by DIF Land-use Type

DIF Land-use Type	Allocation of Development Costs	Development Impact Cost Per Unit or Square Foot
Detached Dwelling Units (1)	$2,515,209	$2,224/Unit
Attached Dwelling Units	$3,991,517	$1,485/Unit
High Density Dwelling Units	$20,033,840	$919/Unit
Mobile Home Units	$110,140	$1,159/Unit
Commercial Lodging Units	$175,915	$1,173/Unit
Retail/Service Uses	$36,687,107	$4.494/S.F.
Office Uses	$53,665,521	$2.568/S.F.
Business Park Uses	$18,622,728	$2.672/S.F.
Industrial Uses	$42,209,456	$1.377/S.F.
Institutional Uses	$127,821	$2.934/S.F.

(1). Detached Dwelling Units indicates a negative due a reduction in those units in GC

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This set of proposed fees would generate the Minimum needs amount of revenue necessary to construct the needed street, signal and bridge construction projects. These figures then need to be compared to the financial commitment demonstrated by the existing community.

Alternative Cost Methodology. A more precise calculation of costs for specific types of land uses (i.e., banks, hospitals, convalescent residences, etc.) can be determined by multiplying the average cost per trip of $64.30 by the applicable daily trip-mile rate. An example of this calculation can be found at the bottom of Schedule 5.2 and applied to Table 5-2, following.

These tables list trip rates and costs for various residential, resort, industrial and commercial developments. A fee system based on a lengthy schedule of trip rates theoretically provides more accuracy and therefore financial commitment in determining specific uses' impact on the City's circulation system, but at the same time may increase the City's costs to administer the fee. A more extensive listing of traffic generators by land use is available in *Trip Generation* as published by the Institute of Transportation Engineers, New York, NY.

[This space left vacant to place the following table on a single page].

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Table 5-2
Detail of Circulation System Basic Needs-based Development (rounded) Impact Fees for Specific General City Area Commercial/Office Uses

Land Use Category	Adjusted Trip-ends	Average Distance	Trip-end to Trip	Additional Trip-miles	Cost per Trip-mile	Cost per 1,000 Square Feet or Dwelling Unit
RESIDENTIAL LAND USES (per Unit):						
Detached Dwelling Unit	8.76	7.9	0.5	34.60	$64.30	$2,224 /Unit
Apartment	5.85	7.9	0.5	23.1	$64.30	$1,484 /Unit
Condominium/Townhome	5.36	7.9	0.5	21.2	$64.30	$1,363 /Unit
High Density Dwelling	3.61	7.9	0.5	14.3	$64.30	$918 /Unit
Mobile Home Dwelling	4.57	7.9	0.5	18.1	$64.30	$1,185 /Unit
RESORT/TOURIST (per Unit or Entry Door):						
Hotel (multi-story)	6.29	7.6	0.5	23.9	$64.30	$1,537 /Room
All Suites Hotel	3.77	7.6	0.5	14.3	$64.30	$919 /Room
Motel	4.34	7.6	0.5	16.5	$64.30	$1,061 /Room
INDUSTRIAL (per 1,000 SF):						
General Light Industrial	6.17	9.0	0.5	27.8	$64.30	$1,788 /KSF
Heavy Industrial	5.97	9.0	0.5	26.9	$64.30	$1,730 /KSF
Manufacturing	2.73	9.0	0.5	12.3	$64.30	$791 /KSF
Warehousing	4.39	9.0	0.5	19.8	$64.30	$1,273 /KSF
MISCELLANEOUS BUSINESS USES (per 1,000 SF):						
Office Park	9.08	8.8	0.5	40.0	$64.30	$2,572 /KSF
Research Park	7.18	8.8	0.5	31.6	$64.30	$2,032 /KSF
Business Park (Specific)	11.29	8.8	0.5	49.7	$64.30	$3,196 /KSF
RETAIL/SERVICE USES (per 1,000 SF):						
Building Material Store	29.35	4.3	0.5	63.1	$64.30	$4,057 /KSF
Garden Center	23.45	4.3	0.5	50.4	$64.30	$3,241 /KSF
Movie Theater	2.47	4.3	0.5	5.3	$64.30	$341 /KSF
Church	5.92	4.3	0.5	12.7	$64.30	$817 /KSF
Medical-Dental Office	22.21	8.8	0.5	97.7	$64.30	$6,282 /KSF
General Office Building	7.16	8.8	0.5	31.5	$64.30	$2,025 /KSF
Shopping Center	30.20	4.3	0.5	64.9	$64.30	$4,173 /KSF
Hospital	11.42	4.3	0.5	24.6	$64.30	$1,582 /KSF
Discount Center	62.93	4.3	0.5	135.3	$64.30	$8,700 /KSF
High-Turnover Restaurant	8.90	4.3	0.5	19.1	$64.30	$1,228 /KSF
Convenience Market	43.57	4.3	0.5	93.7	$64.30	$6,025 /KSF
Walk-in Bank	13.97	4.3	0.5	30.0	$64.30	$1,929 /KSF
Other: (not available "per KSF")						
Cemetary (per acre)	3.07	4.3	0.5	6.6	$64.30	$424.38 /Acre
Service Station/Market (avg	107.69	4.3	0.5	231.5	$64.30	$14,885.45 /FP/Day
Service Station/Car Wash	99.35	4.3	0.5	213.6	$64.30	$13,734.48 /FP/Day

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Table 5-3 following, (and summarized from Schedule 5.3) identifies the assets of the existing system (at current construction and acquisition costs). The $910,371,218 consists of the existing circulation plan arterial and collector lanes (along with curb, gutter and sidewalks) at $497,485,472, major streets rights-of-way at $218,103,708, street lights with a replacement value of $40,367,100 plus signalized intersections valued at $66,141,600. There are numerous existing bridges over creeks/washes with an estimated replacement value of $63,790,000. The existing railroad grade separations have a replacement value of approximately $26,500,000 and a fleet of vehicles costing some $2,801,570. There is also an existing GC negative fund balance of which acts as a negative asset and reduces the total Circulation assets by $4,818,232. When the resulting net $910,371,218 is distributed over the existing community, using the same nexus factor (e.g. trip-miles) used for distribution of future costs, the existing community has contributed the following, on average, by land use:

Table 5-3
Existing Circulation System Community
Financial Commitment Comparison Data

DIF Land-use Category	Allocation of Development Costs	Development Impact Cost Per Unit or Square Foot
Detached Dwelling Units	$146,284,782	$5,329/Unit
Attached Dwelling Units	$42,879,331	$3,558/Unit
High Density Dwelling Units	$10,593,681	$2,202/Unit
Mobile Home Units	$5,827,256	$2,779/Unit
Commercial Lodging Units	$16,327,257	$2,810/Unit
Retail/Service Uses	$198,335,956	$10.768/S.F.
Office Uses	$61,294,047	$6.155/S.F.
Business Park Uses	$61,387,419	$6.403/S.F.
Industrial Uses	$351,138,113	$3.300/S.F.
Institutional Uses	$16,303,375	$7.031/S.F.

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It should be noted that the existing community has contributed, on average, much more than would be required of future development to meet the minimum needs for build-out and all users. While there is clearly excess capacity in the existing system, it is usually the result of the existing community absorbing the initial street construction costs including the costly right-of-way acquisition, the later part of the community often finances only the smaller segment length widening's which maximize the street segments capacity.

Recommended GC Circulation System DIF Schedule. The adoption of Schedule 5.2 at the end of the chapter (and as summarized in Table 5-1), as the GC Circulation System DIF Schedule would generate enough capital to construct the facilities needed by the new development. In addition, the City should adopt the application of the *per trip-mile fee* from the bottom of Schedule 5.2 and multiplied by the specific use Table 5-2 or the listing of traffic generation by

land use available in *Trip Generation* as published by the Institute of Transportation Engineers, New York, N.Y.

ONTARIO RANCH AREA CIRCULATION SYSTEM DEVELOPMENT IMPACT FEES

The Ontario Ranch has its own major street segment, signal and bridge needs. The increased standards are due to greater understanding of vehicular movement and state-of-the-art traffic planning. Were the transportation needs of The Ontario Plan to be included in a single Ontario City DIF, the GC area would unfairly have to subsidize the OR area, something that the current residents and businesses in GC would not care to undertake. Indeed, RCS was given the direction that there is every expectation that the OR area would, at a minimum, pay their own way and where appropriate, pay their fair share.

The Use of The Fee. This fee will be primarily used to construct additional or "extra" lane miles. "Extra" lane miles are defined as the outside two lanes of a four-lane road, the outside four lanes on a six lane arterial, or the outside six lanes on an eight lane arterial. This calculation is intended to create greater equity among privately owned parcels with differing contiguous lane configurations. Consider that some private parcels will be contiguous to six lane streets and could be exacted to build one half of the six lanes, while other private parcels may be contiguous to a planned two lane avenue and would only be exacted to construct one half of the two lanes, or two lanes with a reimbursement for one of the lanes when the parcel on the opposite side is developed. The inequity is obvious; those contiguous to the larger capacity-carrying road types quite often pay a greater amount.

Construction Responsibility vs. DIF Payment. This DIF assumes that each developer, contiguous to a planned Major Street would:

- Dedicate the needed right-of-way and would be responsible for last lane of asphalt concrete or PCC and the median area (approximately 40 feet wide);
- Construct the parkway landscaping; and,
- Construct the curb, gutter, sidewalk, striping and street lights.

However, construction of the extra lanes would be financed by the Circulation System DIF, contributed to by all development within the OR area, thereby leveling the playing field between privately held parcels contiguous to a six lane collector as opposed to those privately held parcels contiguous to a two lane minor arterial. A given developer may undertake the actual construction of the *extra* lanes at the same time that they construct the *first* lane, but they would receive a reimbursement for construction of those *extra* lanes.

The City staff, through various documents, studies and agreements with other governmental agencies has identified a net $346,386,801 in necessary streets (in "extra" lane miles), signals bridges and other circulation system projects necessary to accommodate the 2,618,742 additional trip-miles in the OR are of the City. Included in these costs are a number of projects identified by other agencies such as SANBAG and CALTRANS. This figure is increased by $31,129,155 via a combination of owed outstanding developer credits and negative fund

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balances to a total of $377,515,956 to be recovered from future DIF collections. This calculates to approximately $144.16 per daily trip-mile.

The DIF Adoption Ordinance should contain the necessary language for identifying the process for calculating the reimbursement amount for the construction of *extra* lanes. Table 5-4, following and summarized from Schedule 5.4, identifies the DIFs necessary to collect in order to foster the construction of the transportation system within the confines of the Ontario Ranch area. These are recommended for adoption.

Table 5-4
City of Ontario's Ontario Ranch Area
Basic Needs-based Circulation System
Development Impact Costs
by DIF Land-use Type

DIF Land Use Type	Allocation of Development Costs	Development Impact Cost per Unit or Square Foot
Detached Dwelling Units	$58,149,528	$4,986/Unit
Attached Dwelling Units	$98,828,970	$3,329/Unit
High Density Dwelling Units	$26,946,252	$2,060/Unit
Commercial Lodging Units	$1,041,262	$2,629/Unit
Retail/Service Uses	$57,947,273	$10.075/S.F.
Office Uses	$15,375,740	$5.758/S.F.
Business Park Uses	$59,268,746	$5.991/S.F.
Industrial Uses	$52,434,189	$3.088/S.F.
Institutional Uses	$7,163,995	$6.579/S.F.

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ONTARIO RANCH CIRCULATION SYSTEM DIF SCHEDULE RECOMMENDATION

The DIFs for the nine broad land uses, as identified in Table 5-5 and Schedule 5.4 are recommended as the required set of fees with the option for the staff to apply the *per trip fee* calculated at $144.16 per trip-end from Schedule 5.4 multiplied by the specific use on Table 5-5 or the more extensive listing of traffic generation by land use available in *Trip Generation* as published by the Institute of Transportation Engineers, New York, N.Y.

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Table 5-5
Detail of Circulation System Basic Needs-based DIFs (rounded) for Specific Ontario Ranch Area Business Uses

Land Use Category	Adjusted Trip-ends	Average Distance	Trip-end to Trip	Additional Trip-miles	Cost per Trip-mile	Cost per 1,000 Square Feet or Dwelling Unit
RESIDENTIAL LAND USES (per Unit):						
Detached Dwelling Unit	8.76	7.9	0.5	34.60	$144.16	$4,987 /Unit
Apartment	5.85	7.9	0.5	23.1	$144.16	$3,329 /Unit
Condominium/Townhome	5.36	7.9	0.5	21.2	$144.16	$3,056 /Unit
High Density Dwelling	3.61	7.9	0.5	14.3	$144.16	$2,060 /Unit
Mobile Home Dwelling	4.57	7.9	0.5	18.1	$144.16	$2,630 /Unit
RESORT/TOURIST (per Unit or Entry Door):						
Hotel (multi-story)	6.29	7.6	0.5	23.9	$144.16	$3,445 /Room
All Suites Hotel	3.77	7.6	0.5	14.3	$144.16	$2,061 /Room
Motel	4.34	7.6	0.5	16.5	$144.16	$2,379 /Room
INDUSTRIAL (per 1,000 SF):						
General Light Industrial	6.17	9.0	0.5	27.8	$144.16	$4,008 /KSF
Heavy Industrial	5.97	9.0	0.5	26.9	$144.16	$3,878 /KSF
Manufacturing	2.73	9.0	0.5	12.3	$144.16	$1,773 /KSF
Warehousing	4.39	9.0	0.5	19.8	$144.16	$2,854 /KSF
MISCELLANEOUS BUSINESS USES (per 1,000 SF):						
Office Park	9.08	8.8	0.5	40.0	$144.16	$5,766 /KSF
Research Park	7.18	8.8	0.5	31.6	$144.16	$4,555 /KSF
Business Park (Specific)	11.29	8.8	0.5	49.7	$144.16	$7,165 /KSF
RETAIL/SERVICE USES (per 1,000 SF):						
Building Material Store	29.35	4.3	0.5	63.1	$144.16	$9,096 /KSF
Garden Center	23.45	4.3	0.5	50.4	$144.16	$7,266 /KSF
Movie Theater	2.47	4.3	0.5	5.3	$144.16	$764 /KSF
Church	5.92	4.3	0.5	12.7	$144.16	$1,831 /KSF
Medical-Dental Office	22.21	8.8	0.5	97.7	$144.16	$14,084 /KSF
General Office Building	7.16	8.8	0.5	31.5	$144.16	$4,541 /KSF
Shopping Center	30.20	4.3	0.5	64.9	$144.16	$9,356 /KSF
Hospital	11.42	4.3	0.5	24.6	$144.16	$3,546 /KSF
Discount Center	62.93	4.3	0.5	135.3	$144.16	$19,505 /KSF
High-Turnover Restaurant	8.90	4.3	0.5	19.1	$144.16	$2,753 /KSF
Convenience Market	43.57	4.3	0.5	93.7	$144.16	$13,508 /KSF
Walk-in Bank	13.97	4.3	0.5	30.0	$144.16	$4,325 /KSF
Other: (not available "per KSF")						
Cemetary (per acre)	3.07	4.3	0.5	6.6	$144.16	$951.45 /Acre
Service Station/Market (avg	107.69	4.3	0.5	231.5	$144.16	$33,372.87 /FP/Day
Service Station/Car Wash	99.35	4.3	0.5	213.6	$144.16	$30,792.42 /FP/Day

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RECAP OF RECOMMENDED CIRCULATION SYSTEM DEVELOPMENT IMPACT FEES

- **General City Area** - Adopt Schedule 5.2 for most land-uses and the per trip-end rate on Schedule 5.2 to be used in conjunction with the most current edition of ITE manual (and the trip length figures (via SANDAG) at the bottom of Schedule 5.2) for unusual land-uses (e.g. an amusement park).

- **Ontario Ranch Area** - Adopt Schedule 5.4 for most land-uses and the per trip-end rate on Schedule 5.4 to be used in conjunction with the most current edition of ITE manual (and the trip length figures (via SANDAG) at the bottom of Schedule 5.2) for unusual land-uses (e.g. an amusement park).

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END OF CHAPTER TEXT

Schedule 5.1

City of Ontario
2021-22 Development Impact Cost Calculation Update
Allocation of Project Cost Estimates
Circulation (Streets, Signals and Bridges) System

Line #	Project Title	Estimated Cost	Construction Needs Supported by Other Resources		Construction Needs Generated by New Development in OR		Construction Needs Generated by New Development in GC	
			Percent Need	Apportioned Dollar Cost	Percent Need	Apportioned Dollar Cost	Percent Need	Apportioned Dollar Cost
ST-001	Archibald Avenue From Riverside to Edison (P)	$276,976	0.00%	$0	100.00%	$276,976	0.00%	$0
ST-002	Archibald Avenue From Edison To South City Limit (P)	$321,849	0.00%	$0	100.00%	$321,849	0.00%	$0
ST-003	Bellegrave Avenue From Archibald To Milliken (P)	$1,709,677	0.00%	$0	100.00%	$1,709,677	0.00%	$0
ST-004	Campus Avenue From Riverside To Merrill	$5,125,449	0.00%	$0	100.00%	$5,125,449	0.00%	$0
ST-005	Chino Avenue From Euclid To Milliken	$7,955,573	0.00%	$0	100.00%	$7,955,573	0.00%	$0
ST-006	Mill Creek Avenue From Riverside To Bellegrave (P)	$2,924,646	0.00%	$0	100.00%	$2,924,646	0.00%	$0
ST-007	Edison Avenue From Euclid To Walker	$11,315,002	0.00%	$0	100.00%	$11,315,002	0.00%	$0
ST-008	Edison Avenue From Walker To Vineyard	$3,336,357	0.00%	$0	100.00%	$3,336,357	0.00%	$0
ST-009	Edison Avenue From Vineyard To Mill Creek	$7,492,465	0.00%	$0	100.00%	$7,492,465	0.00%	$0
ST-010	Edison Avenue From Mill Creek to Milliken (P)	$809,769	0.00%	$0	100.00%	$809,769	0.00%	$0
ST-011	Eucalyptus Avenue From Euclid To Milliken	$8,764,717	0.00%	$0	100.00%	$8,764,717	0.00%	$0
ST-012	Euclid Avenue From Riverside To Merrill	$11,910,586	0.00%	$0	100.00%	$11,910,586	0.00%	$0
ST-013	Grove Avenue From Riverside To Merrill	$8,293,822	0.00%	$0	100.00%	$8,293,822	0.00%	$0
ST-014	Haven Avenue From Riverside To Bellegrave (P)	$5,301,689	0.00%	$0	100.00%	$5,301,689	0.00%	$0
ST-015	Merrill Avenue From Euclid To Archibald	$5,753,226	0.00%	$0	100.00%	$5,753,226	0.00%	$0
ST-016	Milliken Avenue From Riverside To Edison	$4,703,562	0.00%	$0	100.00%	$4,703,562	0.00%	$0
ST-017	Milliken Avenue From Edison To Bellegrave	$2,406,049	0.00%	$0	100.00%	$2,406,049	0.00%	$0
ST-018	Hellman Avenue From Riverside To Merrill	$3,916,058	0.00%	$0	100.00%	$3,916,058	0.00%	$0
ST-019	Riverside Drive From Euclid To Milliken (P)	$4,567,977	0.00%	$0	100.00%	$4,567,977	0.00%	$0
ST-020	Schaefer Avenue From Euclid To Haven	$6,470,318	0.00%	$0	100.00%	$6,470,318	0.00%	$0
ST-021	Turner Avenue From Riverside To Schaefer	$314,257	0.00%	$0	100.00%	$314,257	0.00%	$0
ST-022	Vineyard Avenue From Riverside To Merrill	$11,505,904	0.00%	$0	100.00%	$11,505,904	0.00%	$0
ST-023	Walker Avenue From Riverside To Merrill	$3,915,292	0.00%	$0	100.00%	$3,915,292	0.00%	$0
ST-024	Ontario Ranch Traffic Control System (P)	$25,812,097	0.00%	$0	100.00%	$25,812,097	0.00%	$0
ST-025	Non-Dev. ROW, Frontage Imps. & SCE Pole Relocations	$51,368,402	0.00%	$0	100.00%	$51,368,402	0.00%	$0
ST-026	Additional SCE Pole Relocations	$664,000	0.00%	$0	100.00%	$664,000	0.00%	$0
ST-027	Project Completed or No Longer Needed	$0	0.00%	$0	0.00%	$0	0.00%	$0
ST-028	Project Completed or No Longer Needed	$0	0.00%	$0	0.00%	$0	0.00%	$0
ST-029	OR Offsite Cantu Galleano Widening I-15 To Milliken	$2,343,127	0.00%	$0	100.00%	$2,343,127	0.00%	$0
ST-030	OR Offsite Euclid Avenue Improvements, Merrill To US-71	$6,487,700	0.00%	$0	100.00%	$6,487,700	0.00%	$0
ST-031	OR Offsite Archibald Avenue Bridge Over Santa Ana River	$265,561	0.00%	$0	100.00%	$265,561	0.00%	$0

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Schedule 5.1

City of Ontario
2021-22 Development Impact Cost Calculation Update
Allocation of Project Cost Estimates
Circulation (Streets, Signals and Bridges) System

Line #	Project Title	Estimated Cost	Construction Needs Supported by Other Resources		Construction Needs Generated by New Development in OR		Construction Needs Generated by New Development in GC	
			Percent Need	Apportioned Dollar Cost	Percent Need	Apportioned Dollar Cost	Percent Need	Apportioned Dollar Cost
ST-032	OR Offsite Hamner Avenue Bridge Over The Santa Ana River	$614,318	0.00%	$0	100.00%	$614,318	0.00%	$0
ST-033	General City Street Lights (P)	$3,449,315	0.00%	$0	0.00%	$0	100.00%	$3,449,315
ST-034	General City Traffic Signals	$16,587,656	0.00%	$0	0.00%	$0	100.00%	$16,587,656
ST-035	Benson Avenue From Mission To Philadelphia	$898,664	56.00%	$503,252	0.00%	$0	44.00%	$395,412
ST-036	Mountain Avenue From Sixth To Holt (P)	$2,630,159	56.00%	$1,472,889	0.00%	$0	44.00%	$1,157,270
ST-037	Project Completed or No Longer Needed	$0	0.00%	$0	0.00%	$0	0.00%	$0
ST-038	Bon View Avenue From Holt to Mission	$1,172,758	56.00%	$656,744	0.00%	$0	44.00%	$516,014
ST-039	Bon View Avenue From Mission To Belmont	$659,505	56.00%	$369,323	0.00%	$0	44.00%	$290,182
ST-040	Project Completed or No Longer Needed	$0	0.00%	$0	0.00%	$0	0.00%	$0
ST-041	Project Completed or No Longer Needed	$0	0.00%	$0	0.00%	$0	0.00%	$0
ST-042	Grove Avenue From Fourth Street to Airport Drive	$37,893,616	56.00%	$21,220,425	0.00%	$0	44.00%	$16,673,191
ST-043	Turner Avenue, From Inland Empire Boulevard To Fourth	$740,915	56.00%	$414,912	0.00%	$0	44.00%	$326,003
ST-044	Archibald Avenue from Fourth To Guasti Park Entrance	$1,993,436	56.00%	$1,116,324	0.00%	$0	44.00%	$877,112
ST-045	Milliken Avenue From SR-60 To Riverside	$395,257	56.00%	$221,344	0.00%	$0	44.00%	$173,913
ST-046	Project Completed or No Longer Needed	$0	0.00%	$0	0.00%	$0	0.00%	$0
ST-047	Etiwanda Avenue At Airport Drive	$8,732,855	82.27%	$7,184,339	0.00%	$0	17.73%	$1,548,516
ST-048	Eight Street From West Cucamonga Creek To Grove	$161,637	56.00%	$90,517	0.00%	$0	44.00%	$71,120
ST-049	Project Completed or No Longer Needed	$0	0.00%	$0	0.00%	$0	0.00%	$0
ST-050	Fourth Street From Palmetto To San Antonio	$1,224,737	56.00%	$685,853	0.00%	$0	44.00%	$538,884
ST-051	Fourth Street From Campus To Cucamonga	$1,015,343	56.00%	$568,592	0.00%	$0	44.00%	$446,751
ST-052	Fourth Street From Vineyard To Archibald	$654,975	0.00%	$0	0.00%	$0	100.00%	$654,975
ST-053	Holt Boulevard From Benson To Vineyard	$50,897,689	56.00%	$28,502,706	0.00%	$0	44.00%	$22,394,983
ST-054	Guasti Road From Holt To Archibald	$966,772	56.00%	$541,392	0.00%	$0	44.00%	$425,380
ST-055	State Street From Benson To Grove	$4,795,686	56.00%	$2,685,584	0.00%	$0	44.00%	$2,110,102
ST-056	Airport Drive Under The I-15 Freeway	$3,004,539	56.00%	$1,682,542	0.00%	$0	44.00%	$1,321,997
ST-057	Project Completed or No Longer Needed	$0	0.00%	$0	0.00%	$0	0.00%	$0
ST-058	Mission Boulevard From Cypress To Grove	$5,492,817	56.00%	$3,075,978	0.00%	$0	44.00%	$2,416,839
ST-059	Mission Boulevard From Grove To Milliken (P)	$10,828,222	56.00%	$6,063,804	0.00%	$0	44.00%	$4,764,418
ST-060	Phillips Street From Benson To Mountain	$556,398	56.00%	$311,583	0.00%	$0	44.00%	$244,815
ST-061	Project Completed or No Longer Needed	$0	0.00%	$0	0.00%	$0	0.00%	$0
ST-062	Acacia Street From Baker To Vineyard	$72,662	56.00%	$40,691	0.00%	$0	44.00%	$31,971

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Schedule 5.1

City of Ontario
2021-22 Development Impact Cost Calculation Update
Allocation of Project Cost Estimates
Circulation (Streets, Signals and Bridges) System

Line #	Project Title	Estimated Cost	Construction Needs Supported by Other Resources		Construction Needs Generated by New Development in OR		Construction Needs Generated by New Development in GC	
			Percent Need	Apportioned Dollar Cost	Percent Need	Apportioned Dollar Cost	Percent Need	Apportioned Dollar Cost
ST-063	Francis Street From Benson To Campus	$4,496,927	56.00%	$2,518,279	0.00%	$0	44.00%	$1,978,648
ST-064	Jurupa Street From Archibald To East Of Turner	$762,141	56.00%	$426,799	0.00%	$0	44.00%	$335,342
ST-065	Philadelphia Street From Campus To Grove	$847,658	56.00%	$474,688	0.00%	$0	44.00%	$372,970
ST-066	Philadelphia From E/O Vineyard to Cucamonga Creek	$523,338	56.00%	$293,069	0.00%	$0	44.00%	$230,269
ST-067	Project Completed or No Longer Needed	$0	0.00%	$0	0.00%	$0	0.00%	$0
ST-068	Project Completed or No Longer Needed	$0	0.00%	$0	0.00%	$0	0.00%	$0
ST-069	Grove Avenue Bridge Over West Cucamonga Creek	$940,937	56.00%	$526,925	0.00%	$0	44.00%	$414,012
ST-070	Project Completed or No Longer Needed	$0	0.00%	$0	0.00%	$0	0.00%	$0
ST-071	Holt Boulevard Bridge Over West Cucamonga Creek	$249,936	56.00%	$139,964	0.00%	$0	44.00%	$109,972
ST-072	Mission Boulevard Bridge Over West Cucamonga Creek	$699,821	56.00%	$391,900	0.00%	$0	44.00%	$307,921
ST-073	Project Completed or No Longer Needed	$0	0.00%	$0	0.00%	$0	0.00%	$0
ST-074	Francis Street Bridge Over West Cucamonga Creek	$224,942	56.00%	$125,968	0.00%	$0	44.00%	$98,974
ST-075	Eighth Street Bridge Over Cucamonga Creek	$1,924,510	56.00%	$1,077,726	0.00%	$0	44.00%	$846,784
ST-076	Sixth Street Bridge Over Cucamonga Creek	$1,536,373	56.00%	$860,369	0.00%	$0	44.00%	$676,004
ST-077	Fourth Street Bridge Over Cucamonga Creek	$790,240	0.00%	$0	0.00%	$0	100.00%	$790,240
ST-078	Project Completed or No Longer Needed	$0	0.00%	$0	0.00%	$0	0.00%	$0
ST-079	Holt Boulevard Bridge Over Cucamonga Creek	$2,793,405	56.00%	$1,564,307	0.00%	$0	44.00%	$1,229,098
ST-080	Project Completed or No Longer Needed	$0	0.00%	$0	0.00%	$0	0.00%	$0
ST-081	Mission Boulevard Bridge Over Cucamonga Creek	$2,049,478	56.00%	$1,147,708	0.00%	$0	44.00%	$901,770
ST-082	Francis Street Bridge Over Cucamonga Creek	$1,874,522	56.00%	$1,049,732	0.00%	$0	44.00%	$824,790
ST-083	Philadelphia Street Bridge Over Cucamonga Creek	$222,963	56.00%	$124,859	0.00%	$0	44.00%	$98,104
ST-084	Riverside Drive Bridge Over Cucamonga Creek	$1,093,633	56.00%	$612,434	0.00%	$0	44.00%	$481,199
ST-085	Archibald Avenue Bridge Over Upper Deer Creek	$1,257,032	56.00%	$703,938	0.00%	$0	44.00%	$553,094
ST-086	Archibald Avenue Bridge Over Upper Deer Creek Spillway	$1,759,846	56.00%	$985,514	0.00%	$0	44.00%	$774,332
ST-087	Project Completed or No Longer Needed	$0	0.00%	$0	0.00%	$0	100.00%	$0
ST-088	Project Completed or No Longer Needed	$0	0.00%	$0	0.00%	$0	0.00%	$0
ST-089	Archibald Avenue Bridge Over Lower Deer Creek	$371,964	0.00%	$0	100.00%	$371,964	0.00%	$0
ST-090	Project Completed or No Longer Needed	$0	0.00%	$0	0.00%	$0	0.00%	$0
ST-091	Grove Avenue Grade Separation Under UPRR/Alhambra	$11,034,119	56.00%	$6,179,107	0.00%	$0	44.00%	$4,855,012
ST-092	Milliken (N) Grade Separation Under UPRR/Alhambra	$26,735,802	99.28%	$26,542,127	0.00%	$0	0.72%	$193,675
ST-093	Project Completed or No Longer Needed	$0	100.00%	$0	0.00%	$0	0.00%	$0

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Schedule 5.1

City of Ontario
2021-22 Development Impact Cost Calculation Update
Allocation of Project Cost Estimates
Circulation (Streets, Signals and Bridges) System

Line #	Project Title	Estimated Cost	Construction Needs Supported by Other Resources		Construction Needs Generated by New Development in OR		Construction Needs Generated by New Development in GC	
			Percent Need	Apportioned Dollar Cost	Percent Need	Apportioned Dollar Cost	Percent Need	Apportioned Dollar Cost
ST-094	Project Completed or No Longer Needed	$0	66.89%	$0	4.54%	$0	28.57%	$0
ST-095	Archibald (S) Grade Separation Over UPRR/LA	$59,529,194	74.80%	$44,530,086	0.00%	$0	25.20%	$14,999,108
ST-096	San Antonio (S) Grade Separation Under UPRR/Alhambra	$24,904,800	56.00%	$13,946,688	0.00%	$0	44.00%	$10,958,112
ST-097	Campus (S) Grade Separation Under UPRR/Alhambra	$24,904,800	56.00%	$13,946,688	0.00%	$0	44.00%	$10,958,112
ST-098	Project Completed or No Longer Needed	$0	0.00%	$0	0.00%	$0	0.00%	$0
ST-099	Vine (S) Grade Separation Under UPRR/LA Line	$21,791,700	100.00%	$21,791,700	0.00%	$0	0.00%	$0
ST-100	Sultana (S) Grade Separation Under UPRR/LA Line	$21,791,700	80.00%	$17,433,360	0.00%	$0	20.00%	$4,358,340
ST-101	Bon View (S) Grade Separation Under UPRR/LA Line	$21,791,700	100.00%	$21,791,700	0.00%	$0	0.00%	$0
ST-102	Pavement Management System Rehabilitation Program	$27,863,941	100.00%	$27,863,941	0.00%	$0	0.00%	$0
ST-103	Circulation System Maintenance Vehicles	$3,595,574	0.00%	$0	48.59%	$1,747,131	51.41%	$1,848,443
ST-104	Great Park Bridge Over Archibald Avenue	$5,177,843	0.00%	$0	100.00%	$5,177,843	0.00%	$0
ST-105	SR-60 At Vineyard Interchange Reconstruction/Expansion	$52,725,537	43.70%	$23,041,060	56.30%	$29,684,477	0.00%	$0
ST-106	SR-60 At Archibald Interchange Reconstruction/Expansion	$12,990,458	64.06%	$8,322,155	35.94%	$4,668,303	0.00%	$0
ST-107	SR-60 At Euclid Interchange Reconstruction/Expansion (P)	$5,915,683	74.60%	$4,413,100	25.40%	$1,502,583	0.00%	$0
ST-108	SR-60 At Grove Interchange Reconstruction/Expansion	$52,435,737	52.30%	$27,423,890	47.70%	$25,011,847	0.00%	$0
ST-109	SR-60 At Mountain Interchange Reconstruction/Expansion	$15,565,500	76.70%	$11,938,739	23.30%	$3,626,762	0.00%	$0
ST-110	Project Completed or No Longer Needed	$0	0.00%	$0	0.00%	$0	0.00%	$0
ST-111	I-10 Freeway at Grove/Fourth	$182,545,236	89.10%	$162,647,805	0.00%	$0	10.90%	$19,897,431
ST-112	Traffic Signal System Control and Operations Center (P)	$2,281,811	0.00%	$0	50.00%	$1,140,906	50.00%	$1,140,906
ST-113	General City Backbone Signal Interconnect	$2,698,020	80.00%	$2,158,416	0.00%	$0	20.00%	$539,604
ST-114	I-10 At Euclid Avenue Eastbound On Ramp (P)	$9,243,354	93.00%	$8,596,319	0.00%	$0	7.00%	$647,035
ST-115	Project Completed or No Longer Needed	$0	0.00%	$0	0.00%	$0	0.00%	$0
ST-116	I-10 At Vineyard Interchange Reconstruction/Expansion (P)	$2,738,474	60.00%	$1,643,084	0.00%	$0	40.00%	$1,095,390
ST-117	Ontario Ranch Road/Trail Separation	$2,328,050	0.00%	$0	100.00%	$2,328,050	0.00%	$0
ST-118	Hellman Avenue Bridge Over Cucamonga Creek	$2,183,267	0.00%	$0	0.00%	$0	100.00%	$2,183,267
ST-119	Project Completed or No Longer Needed	$0	0.00%	$0	100.00%	$0	0.00%	$0
ST-120	Project Completed or No Longer Needed	$0	0.00%	$0	100.00%	$0	0.00%	$0
ST-121	Schaefer Avenue Bridge Over Cucamonga Creek	$6,946,758	0.00%	$0	100.00%	$6,946,758	0.00%	$0
ST-122	Schaefer Avenue Over Cucamonga Creek Spillway	$12,349,792	0.00%	$0	100.00%	$12,349,792	0.00%	$0
ST-123	Edison Avenue Bridge Over Cucamonga Creek	$17,995,412	0.00%	$0	100.00%	$17,995,412	0.00%	$0
ST-124	Eucalyptus Avenue Bridge Over Cucamonga Creek	$11,000,000	0.00%	$0	100.00%	$11,000,000	0.00%	$0

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Schedule 5.1

City of Ontario
2021-22 Development Impact Cost Calculation Update
Allocation of Project Cost Estimates
Circulation (Streets, Signals and Bridges) System

Line #	Project Title	Estimated Cost	Construction Needs Supported by Other Resources: Percent Need	Construction Needs Supported by Other Resources: Apportioned Dollar Cost	Construction Needs Generated by New Development in OR: Percent Need	Construction Needs Generated by New Development in OR: Apportioned Dollar Cost	Construction Needs Generated by New Development in GC: Percent Need	Construction Needs Generated by New Development in GC: Apportioned Dollar Cost
ST-125	Merrill Avenue Bridge Over Cucamonga Creek	$11,000,000	0.00%	$0	100.00%	$11,000,000	0.00%	$0
ST-126	Share of Specific/Common City Yard Improvements	$1,915,576	0.00%	$0	48.59%	$930,800	51.41%	$984,776
ST-127	Ontario Ranch Bus Stop Shelters	$3,088,824	0.00%	$0	100.00%	$3,088,824	0.00%	$0
ST-128	Ontario Ranch Street Design Studies	$1,074,109	0.00%	$0	100.00%	$1,074,109	0.00%	$0
ST-129	Fourth Street Under The I-10 Freeway	$20,757,659	53.68%	$11,143,565	0.00%	$0	46.32%	$9,614,094
ST-130	Guasti Road Extension From 1,530' E/O Of Haven Easterly 310'	$607,375	0.00%	$0	0.00%	$0	100.00%	$607,375
ST-131	Ontario Ranch Traffic Study	$94,815	0.00%	$0	100.00%	$94,815	0.00%	$0
	Sub-Total General Plan Total New Projects	$1,065,494,324	51.22%	$545,786,503	32.51%	$346,386,801	16.27%	$173,321,022
	FINANCIAL ADJUSTMENTS:							
	Ontario Ranch - Local Streets Outstanding Credits	$25,950,213	0.00%	$0	100.00%	$25,950,213	0.00%	$0
	Ontario Ranch - Regional Streets Outstanding Credits	$3,898,143	0.00%	$0	100.00%	$3,898,143	0.00%	$0
	Ontario Ranch - Development Impact Fee Fund Balance	$1,280,799	0.00%	$0	100.00%	$1,280,799	0.00%	$0
	General City - Development Impact Fee Fund Balance	$4,818,232	0.00%	$0	0.00%	$0	100.00%	$4,818,232
	Total Fund Balance/Outstanding Credits	$35,947,387	0.00%	$0	86.60%	$31,129,155	13.40%	$4,818,232
	Total Net General Plan Project Costs	$1,101,441,711	49.55%	$545,786,503	34.27%	$377,515,956	16.17%	$178,139,254
					Forward to Schedule 5.4		**Forward to Schedule 5.2**	

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NOTES:

(1). All developer-held "credits" under FINANCIAL ADJUSTMENTS will appear as a positive indicating an additional Infrastructure Fund obligation that will be redeemed (in lieu of a DIF payment) at some point in the future.

(2). A negative figure under FINANCIAL ADJUSTMENTS indicates a positive Fund Balance mitigating the project total. A positive figure indicates an amount that needs to be recovered by DIFs.

(3). Costs distribution based upon a frequency and distance factor.

Schedule 5.2

City of Ontario
2021-22 Development Impact Cost Calculation Update
General City (GC) - Minimum Capital Needs-based Impact Costs
Circulation (Streets, Signals and Bridges) System

Proposed Land Use	Undeveloped Acres	Undeveloped Units	Trip-end and Length Factor	Total GC Additional Trip-miles	Percentage of Additional Trip-miles	Allocation of Expansion Costs	Cost Distribution Per Acre	Average Units or Square Feet/Acre	Development Impact Fee per Unit or Square Foot
Detached Dwellings	262	1,131	34.588	39,119	1.41%	$2,515,209	$9,600	4.32	*$2,224 per Unit*
Attached Dwellings	183	2,688	23.095	62,080	2.24%	$3,991,517	$21,812	14.69	*$1,485 per Unit*
High Density Dwellings	598	21,807	14.288	311,586	11.25%	$20,033,840	$33,501	36.47	*$919 per Unit*
Mobile Home Dwellings	14	95	18.035	1,713	0.06%	$110,140	$7,867	6.79	*$1,159 per Unit*
Commercial Lodging Units	3	150	18.239	2,736	0.10%	$175,915	$58,638	50.00	*$1,173 per Unit*
Retail/Service Uses	992	8,164,415	69.888	570,594	20.59%	$36,687,107	$36,983	8,230	*$4.494 per S.F.*
Office Uses	822	20,895,746	39.944	834,659	30.13%	$53,665,521	$65,287	25,421	*$2.568 per S.F.*
Business Park Uses	341	6,969,626	41.557	289,639	10.45%	$18,622,728	$54,612	20,439	*$2.672 per S.F.*
Industrial Uses	441	30,650,125	21.419	656,483	23.69%	$42,209,456	$95,713	69,501	*$1.377 per S.F.*
Private Institutional Use	2	43,560	45.634	1,988	0.07%	$127,821	$63,911	21,780	*$2.934 per S.F.*
TOTAL	**3,658**	--	--	**2,770,597**	**100.00%**	**$178,139,254**	**in Total GC Circulation General Plan Projects**		
ALTERNATIVE FEE METHODOLOGY				***2,770,597***		***$178,139,254***	***$64.30 per Daily Trip-mile***		

Trip-ends Adjustment Calculation / Land Use Title	Daily Total Trip-ends	Percent of Diverted Trips	Diverted Trip-end % Adjustment	Diverted Trip-end Percent	Percent of Pass-by Trips	Combined Diverted and Pass-by	Remaining Trip % as Adjustment %	Adjusted Trip Rate, Adjustment % X Total trips	*Average Trip Length*	*Trip-ends X Length X 50%*
Detached Dwellings	9.57	11	0.50	5.5	3.0	**8.5**	**91.5%**	8.76	***7.9***	***34.6***
Attached Dwellings	6.39	11	0.50	5.5	3.0	**8.5**	**91.5%**	5.85	***7.9***	***23.1***
High Density Dwellings	3.95	11	0.50	5.5	3.0	**8.5**	**91.5%**	3.62	***7.9***	***14.3***
Mobile Home Dwellings	4.99	11	0.50	5.5	3.0	**8.5**	**91.5%**	4.57	***7.9***	***18.0***
Commercial Lodging Units	6.23	38	0.50	19.0	4.0	**23.0**	**77.0%**	4.80	***7.6***	***18.2***
Retail/Service Uses	50.01	40	0.50	20.0	15.0	**35.0**	**65.0%**	32.51	***4.3***	***69.9***
Office Uses	10.50	19	0.50	9.5	4.0	**13.5**	**86.5%**	9.08	***8.8***	***39.9***
Business Park Uses	10.44	19	0.50	9.5	2.0	**11.5**	**88.5%**	9.23	***9.0***	***41.6***
Industrial Uses	5.38	19	0.50	9.5	2.0	**11.5**	**88.5%**	4.76	***9.0***	***21.4***
Private Institutional Use	11.99	19	0.50	9.5	4.0	**13.5**	**86.5%**	10.37	***8.8***	***45.6***

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Schedule 5.3

City of Ontario
2021-22 Development Impact Cost Calculation Update
Existing Community Financial Commitment Comparison
Circulation (Streets, Signals and Bridges) System

Proposed Land Use	Undeveloped Acres	Undeveloped Units	Trip-end and Length Factor	Existing GC Trip-miles	Percentage of Additional Trip-miles	Allocation of Expansion Costs	Cost Distribution Per Acre	Average Units or Square Feet/Acre	Development Impact Fee per Unit or Square Foot
Detached Dwellings	4,733.0	27,449	34.588	949,416	16.07%	$146,284,782	$30,907	5.80	*$5,329 per Unit*
Attached Dwellings	641.0	12,050	23.095	278,295	4.71%	$42,879,331	$66,894	18.80	*$3,558 per Unit*
High Density Dwellings	193.0	4,812	14.288	68,755	1.16%	$10,593,681	$54,890	24.93	*$2,202 per Unit*
Mobile Home Dwellings	204.0	2,097	18.035	37,820	0.64%	$5,827,256	$28,565	10.28	*$2,779 per Unit*
Commercial Lodging Units	143.0	5,810	18.239	105,967	1.79%	$16,327,257	$114,177	40.63	*$2,810 per Unit*
Retail/Service Uses	477.0	18,418,611	69.888	1,287,238	21.79%	$198,335,956	$415,799	38,613	*$10.768 per S.F.*
Office Uses	310.0	9,959,192	39.944	397,810	6.73%	$61,294,047	$197,723	32,126	*$6.155 per S.F.*
Business Park Uses	741.0	9,587,138	41.557	398,416	6.74%	$61,387,419	$82,844	12,938	*$6.403 per S.F.*
Industrial Uses	6,610.0	106,400,598	21.419	2,278,953	38.57%	$351,138,113	$53,122	16,097	*$3.300 per S.F.*
Private Institutional Use	419.0	2,318,711	45.634	105,812	1.79%	$16,303,375	$38,910	5,534	*$7.031 per S.F.*
TOTAL	**14,471.0**	--	--	**5,908,482**	**100.00%**	**$910,371,218**	**Total Circulation System Capital Assets**		
						$497,485,472	**in General Plan Major Streets Assets (full width)**		
						$218,103,708	**in General Plan Streets Rights of Way Assets**		
						$63,790,000	**in General Plan Bridges Assets**		
						$26,500,000	**in General Plan Grade Separation Assets**		
						$66,141,600	**in General Plan Signal/Intersection Assets**		
						$2,801,570	**in Street Maintenance Vehicle Assets**		
						$40,367,100	**in Street Light Assets**		
						($4,818,232)	**in Circulation System DIF Fund Balance**		

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Schedule 5.4

City of Ontario
2021-22 Development Impact Cost Calculation Update
Ontario Ranch (OR) - Minimum Capital Needs-based Impact Costs
Circulation (Streets, Signals and Bridges) System

Proposed Land Use	Undeveloped Acres	Undeveloped Units	Trip-end and Length Factor	Total OR Additional Trip-miles	*Percentage of Additional Trip-miles*	Allocation of Expansion Costs	Cost Distribution Per Acre	Average Units or Square Feet/Acre	*Development Impact Fee per Unit or Square Foot*
Detached Dwellings	1,423	11,662	34.588	403,370	15.40%	$58,149,528	$40,864	8.20	*$4,986 per Unit*
Attached Dwellings	1,316	29,684	23.095	685,554	26.18%	$98,828,970	$75,098	22.56	*$3,329 per Unit*
High Density Dwellings	439	13,082	14.288	186,920	7.14%	$26,946,252	$61,381	29.80	*$2,060 per Unit*
Commercial Lodging Units	9	396	18.239	7,223	0.28%	$1,041,262	$115,696	44.00	*$2,629 per Unit*
Retail/Service Uses	279	5,751,595	69.888	401,967	15.35%	$57,947,273	$207,696	20,615	*$10.075 per S.F.*
Office Uses	114	2,670,188	39.944	106,658	4.07%	$15,375,740	$134,875	23,423	*$5.758 per S.F.*
Business Park Uses	428	9,953,243	41.557	413,631	15.80%	$59,628,746	$139,320	23,255	*$5.991 per S.F.*
Industrial Uses	669	16,981,679	21.419	363,724	13.89%	$52,434,189	$78,377	25,384	*$3.088 per S.F.*
Private Institutional Use	50	1,089,000	45.634	49,695	1.90%	$7,163,995	$143,280	21,780	*$6.579 per S.F.*
TOTAL	4,727	--	--	2,618,742	100.00%	$377,515,956	in Total OR Circulation General Plan Projects		
			ALTERNATIVE FEE METHODOLOGY	*2,618,742*		*$377,515,956*	*$144.16 per Daily Trip-mile*		

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Chapter 6
Storm Drainage Collection System Facilities

Storm Drainage collection system is an infrastructure that will also consist of two DIF schedules, one for each of the GC (General City) and OR (Ontario Ranch) areas of the City. Again this is due to significantly differing capital needs of the two areas. The first part of this chapter will be directed at explaining the nexus and the specific GC Storm drainage DIFs. The remainder of the Chapter will address the OR area needs and the resulting OR DIF schedule.

GENERAL CITY STORM DRAINAGE FACILITIES IMPACT FEES

The Existing GC System. The City's existing storm drainage network is composed of street gutter facilities, inlets and a network of storm drain pipe-lines which convey run-off to larger pipelines, washes and creeks located throughout the City ultimately leading into the Santa Ana River. However, as the City continues to develop vacant parcels with rooftops, parking lots and driveways, the existing City-owned storm drainage lines will reach capacity and the ability of the existing drainage lines to collect additional run-off from developing areas will diminish regardless of the availability of a good system of wash channels. Additionally, there are areas in the City, such as near safety facilities such as the Police Station (existing and future) and numerous fire stations that require storm drainage improvements to insure adequate safety response times to a few large vacant areas to be developed.

City records indicate that the existing GC storm drainage system has about 426,568 linear feet of reinforced concrete pipe sized averaging about 50", requiring 1,103 inlet boxes/manholes, 427 junction boxes and 1,706 inlets. The City also has 14,726 linear feet of concrete channel.

Property-based Benefit Reasoning. Initially, the use of separate zones was reconsidered for each drainage basin within the City because each area has its own capital needs for storm-water collection. Storm-water run-off from south of SR-60 may not directly impact the homeowner north of Mission Avenue; similarly, a small debris detention basin near Auto Center Drive required to handle run-off from the businesses in that area may provide little direct benefit to a business in the downtown area of the City. In each case, there can be some distinct property-related areas of benefit for each drainage basin. However, the owners and users of all developed and undeveloped parcels benefit, directly and indirectly, from all City-wide existing and future storm drainage improvements. As the various systems within the greater community of the City of Ontario develop, concurrent with development of private property, the benefits are generally recognized as:

1. Proposed development projects can only be approved by the City when precautions, generally in the form of infrastructure improvements, have been made that assure that developed and undeveloped downstream parcels will not be adversely affected (i.e., inundated, flooded, cut off from access in and out), by storm water from the project being proposed. The avoidance of downstream or down-zone damage from the development of an upstream parcel may not be a major concern to a developer, but the City must concern itself with such issues when approving private development proposals.

2. The private development being assessed a DIF will receive the same storm-water protection from other development projects upstream or up-zone from its own development.

3. Storm water must be adequately controlled and removed to large scale flood control channels or creeks to assure access by public safety vehicles to all parts of the City, regardless of which zone a call-for-service is in. Fire and other rescue calls, as well as law enforcement and public works responses, cannot wait during heavy rainstorms. To the contrary, emergency calls-for-service probably increase during such storm events and the City's public safety and maintenance units must be able to respond, ***to all zones***.

4. The City of Ontario's citizens and business owners/employees must also be able to travel safely (and send/receive goods and services) in heavy rain through one zone to another. An adequate and sufficient storm drainage system will provide such protection.

5. Storm drainage collection pipes protect the integrity of the road bed of the very important arterials and collectors.

RCS recommends continuation the single zone storm drainage fee for GC. Storm water will leave one part of the City and pass through other portions the Santa Ana River riverbed area.

Demand Upon Infrastructure Created by the Development of Underdeveloped or Undeveloped Parcels. The construction of flood control and storm drainage facilities is essential to the preservation of private property, public streets, curbs and other facilities. The county or a regional level of government is generally responsible for *flood control* [9], and cities are generally responsible for *storm drainage*. The building of new residences and businesses on presently undeveloped land will increase the amount of *runoff* and thus accelerate the need for additional storm drainage facilities to handle increased *runoff* from these developing areas. As the vacant land is developed and bare dirt or turf is replaced with impervious rooftop, parking lots, driveways, pools, and sidewalks, greater rainfall amounts *run off* of the developed parcel.

The amount of the run-off varies with differing types of development (i.e. land-use) and the varying amounts are referred to as the *run-off coefficients*. Approximately 0.775 (or 77.5%) of rainfall that falls on a parcel developed with detached dwelling residences, is not absorbed by that parcel and for the most part exits that developed parcel. The rate for an attached dwelling run-off is not much higher than a detached dwelling at 0.810 (81.0%). Most business uses such as lodging, retail/service, office, industrial and institutional have a run-off coefficient in excess of 0.900 or 90.0% with the exception of Business Park at a slightly lesser 0.875 or 87.5%.

Clearly, rainfall run-off increases with development. The cumulative effects of additional run-off must be managed with the appropriate capital facilities. These costs of the new storm drainage

[9] Projects of major importance generally involving the control of large quantities of flood water through numerous cities and unincorporated areas.

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(and flood control revenue shortages) will be distributed by the coefficients of drainage, i.e., the percentage of property that will end up with impervious coverage such as asphalt or cement-based concrete drives or parking lots, rooftop, pools and any other hard surface that does not allow any absorption into the soil.

The **Purpose** of the Fee. The costs of extending the same level of storm drainage protection to the newly developing residences and businesses as is provided to the existing community (that has largely paid for the existing system) can be calculated, a fee imposed and collected. The Fee revenues can then be used to expand the storm drainage facilities necessary to extend that same level of services. The City staff has identified a total of $299,014,967 in storm drainage projects required to fully complete the City's network of pipes and small channels. Development within the General City area is responsible for $68,710,652 of that project estimate amount. The existing General City area Storm Drainage DIF Fund balance of $9,726,169 acts to reduce that figure while credits to developers that have constructed some portions of the GC storm drainage system increases the project totals by $2,694,792 netting to a reduced final figure of $61,679,275. That figure has been identified as Category "A" projects in the Master Plan of Drainage, which include mainline storm drain facilities that will relieve flooding in areas within GC without any current storm drain facilities.

Category C projects (Ontario Ranch), consisting of projects to service future development, mostly within the OR, include $138,667,242 in OR Storm Drainage DIF projects. Category C projects have combined outstanding credits (a negative that must be collected) total of $29,649,054 while there is a positive fund balance of $10,614,169 for a net increase to the $138,667,242 of $19,034,885 to $157,702,127. This will be discussed later in the Report.

The Use of the Fee. The construction of flood and storm drainage facilities in the City of Ontario is essential to the preservation of public and private property. The San Bernardino County Flood Control District (SBCFCD) is the agency responsible for planning, construction, operation and maintenance of regional flood control facilities for this region. The SBCFCD will consider taking responsibility for storm drain facilities that convey storm water run-off greater than 750 cfs or from drainage areas that are greater than 640 acres. The City is typically responsible for the collection of local storm water run-off below those thresholds.

The building of new residences and businesses on presently undeveloped land will require the installation of additional storm drains of sufficient capacity with an adequate number of inlets to handle increased rainwater run-off from these areas where development reduces natural absorption opportunities. This Chapter reviews the costs of storm drainage and flood control facilities needed to serve future development.

The revenues raised from a properly calculated and supported Storm Drainage Collection Facilities DIF would be limited to the capitalized costs related to that growth. The fees would be used to construct the additional or parallel storm drainage lines necessary to increase the drainage capacity of the system to accommodate the additional rainwater run-off generated by the continued development. Conversely, the Storm Drainage Collection System DIF receipts would not be used to repair, replace or rehabilitate any existing storm drainage lines. The limited

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exceptions would be if the replacement or rehabilitation project creates additional capacity, in which case that proportional amount of additional capacity could be included as a DIF cost.

The Relationship Between the Need for The Fee and The Type of Development Project. Upon the identification of the costs of storm drainage facilities generated by future development, costs must be further distributed for each of the land uses (i.e., business and residential uses) based on their estimated rainwater run-off. Residential detached dwelling development leaves the greatest remaining turf percentage per parcel and thus the greatest percolation, and conversely the least run-off of rainwater. As such, the detached dwelling residential land use should not bear the same cost as the institutional or industrial development, which generally have little or no turf area (or stated another way, a higher percentage of impervious area) and therefore generates a higher amount of rainwater run-off. For this Report, costs were distributed between land uses on established run-off coefficients. A listing of these run-off coefficients is provided in Table 6-1[10] following.

Table 6-1
Storm Drainage Run-off Coefficients
(By Acre)

DIF Land-use Type	Run-off Coefficient
Detached Dwelling Units	0.775
Attached Dwelling Units	0.810
High Density Dwelling Units	0.900
Mobile Home Dwelling Units (GC)	0.800
Commercial Lodging (keyed) Units	0.900
Retail/Service Uses	0.900
Office Uses	0.900
Business Park Uses	0.875
Industrial Uses	0.950
Institutional Uses	0.950

As stated earlier, the General City area requires $61,679,275 in *Category A* storm drainage projects. Table 6-2, following, demonstrates the DIF schedule that would need to be imposed to fully fund the completion of the *Category A* storm drainage system's collection of pipes and channels identified in the Master Plan of Drainage necessary for the GC area of the City. It would not be unreasonable to require development, those generating greater amounts of rainwater run-off, to finance some portion of the identified storm drainage needs providing there is no violation of the proportionality requirement. Table 6-2 indicates the resulting fees required

10 *San Bernardino Hydrology Manual* (1986). Williamson and Schmidt, Irvine, CA , Figure C-4.

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to fully fund the *Category A* (General City) projects. Please note that the DIF, by land use, is in terms of *units* such as residential dwellings or business square feet of building pad (adjusted for multiple floors).

Table 6-2
City of Ontario's General City Area
Minimal Needs-based Storm Drainage System
Development Impact Costs
by DIF Land-use Type

DIF Land-use Type	Allocation of Development Costs	Development Impact Cost Per Unit or Square Foot
Detached Dwelling Units	$3,847,370	$3,402/Unit
Attached Dwelling Units	$2,808,646	$1,045/Unit
High Density Dwelling Units	$10,197,756	$468/Unit
Mobile Home Units	$212,216	$2,234/Unit
Commercial Lodging Units	$51,159	$341/Unit
Retail/Service Uses	$16,916,679	$2.072/S.F.
Office Uses	$14,017,651	$0.671/S.F.
Business Park Uses	$5,653,577	$0.811/S.F.
Industrial Uses	$7,938,220	$0.259/S.F.
Institutional Uses	$36,001	$0.856/S.F.

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The Relationship Between the Use of the Fee and the Type of Development Paying the Fee. The Storm Drainage DIFs that are imposed and collected will be used to mitigate the storm water run-off generated by the type of development. If the development is a commercial or industrial property generating a significant amount of run-off, the fee collected will be proportionally higher and will be enough to construct the required additions to the storm drainage system downstream from this development.

From time to time the City may require an applicant of a private project to construct an improvement (or portion thereof) that is on the list of required improvements at the end of this Chapter. This is often done to expedite the project for the applicant/developer. The developer should receive a credit for any money expended on this required improvement against their calculated storm drainage impact fee.

The Relationship Between the Amount of the Fee and the Cost of the Portion of the Facility Attributed to the Development Project. Similar to the section above, the relationship is based upon the projected amount of storm water that will need to be collected and safely transported to flood control channels or rivers. The downstream collection lines (lines further down from the proposed project but prior to the outfall into a river/flood control channel) need to be sized to

handle all of the storm-water collected upstream. Storm-water that is collected in one location accumulates feeder lines along the way and thus the downstream system must be built increasingly higher the farther from the water source.

Table 6-3, following, distributes the total equity replacement value of the existing storm drainage system at $245,985,006 over the existing GC developed community. The total consists of the actual existing storm drainage pipe and channel systems at $235,890,545, the existing storm drainage maintenance vehicle allocation of $368,292 and existing GC Storm Drainage Collection System DIF fund balance of $9,726,169. There remains a developer credit of $2,694,792 that acts as a debit to the existing value of the system, in effect it is owed to the developers holding those credits. The combined $243,290,214 development impact cost investment, represents the long term financial commitment contributed by the existing community through dedications (from the developers of these established developments) and tax contributions.

Table 6-3
Existing Storm Drainage Community
Financial Commitment Comparison Data

DIF Land-use Type	Allocation of Development Costs	Development Impact Cost Per Unit or Square Foot
Detached Dwelling Units	$70,339,640	$2,563/Unit
Attached Dwelling Units	$9,956,461	$826/Unit
High Density Dwelling Units	$3,330,901	$692/Unit
Mobile Home Units	$3,129,551	$1,492/Unit
Commercial Lodging Units	$2,467,973	$425/Unit
Retail/Service Uses	$8,232,331	$0.447/S.F.
Office Uses	$5,350,152	$0.537/S.F.
Business Park Uses	$12,433,351	$1.297/S.F.
Industrial Uses	$120,416,777	$1.132/S.F.
Institutional Uses	$7,633,076	$3.292/S.F.

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Of note is the fact that in Table 6-3, the investment "equity" of the current community is less than that of the previously exhibited Minimum Needs-based DIFs identified in Table 6-2, indicating that proportionality between the existing community and the future community does not exist. As such, it would not be appropriate to require the undeveloped parcels to finance (via Table 6-3 and Schedule 6.3) the remainder of the Storm Water Collection System needs for the General City area of the City.

Recommended General City Storm Drainage Development Impact Fee Schedule. The adoption of Schedule 6.3 and summarized in Table 6-3 as the Storm Drainage Collection System DIF schedule would generate capital to construct the storm drainage collection facilities needed by the new development in the GC.

ONTARIO RANCH IMPACT FEE CALCULATION

Storm drainage projects related to the construction of private land within Ontario Ranch will be one of the more costly infrastructures necessary for the area at just over a net $157.7 million for the entire system. These projects, identified on Schedule 6.1 listed under the *Construction Needs Generated by New Development in OR* column, are also detailed in the *Master Plan of Drainage.*

Most of the projects fall clearly within the boundaries of the Ontario Ranch area and serve only that area, while others have some shared responsibility with General City. The shared projects include:

- SD-032 - Mill Creek, Chino to County Line Channel,
- SD-069 - Storm Drainage Maintenance Vehicles,
- SD-075 - Storm Drain Master Plan; and,
- SD-103 - Share of Common City Yard Improvements.

Again, as with Circulation System, the City had no desire to annex an area as large as the OR area of Ontario, and then be forced to subsidize the cost of accommodating the storm drainage needs generated by development in that area at the cost of existing residents and businesses. Those that choose to develop vacant parcels in the Ontario Ranch area will need to bear the full costs of the infrastructure required to serve or accommodate that development. Accordingly, all efforts have been made to insure that no projects benefitting new development in the General City have been included in the net $157,702,127 in OR storm drainage capital needs. This cost would be distributed over the 4,727.0 additional acres of impervious surface from OR developments.

Table 6-4, following and summarized from Schedule 6.5, identifies the fee schedule necessary to be applied to the combination of proposed development of the varying land-uses in Ontario Ranch. The costs have been distributed using the same nexus identified earlier in this Chapter as Table 6-1 *Storm Drainage Run-off Coefficients*. The proposed DIFs are as follows:

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[This space left vacant in order to place the following table on a singe page].

Table 6-4
Ontario's Ontario Ranch Area Storm Drainage Collection System
Development Impact Fee
by DIF Land Use Type

DIF Land Use Type	Allocation of Development Costs	Development Impact Cost per Unit Or Square Foot
Detached Dwelling Units	$43,662,462	$3,744/Unit
Attached Dwelling Units	$42,202,923	$1,422/Unit
High Density Dwelling Units	$15,642,590	$1,196/Unit
Commercial Lodging Units	$320,691	$810/Unit
Retail/Service Uses	$9,941,418	$1.782/S.F.
Office Uses	$4,062,085	$1.521/S.F.
Business Park Uses	$14,827,005	$1.490/S.F.
Industrial Uses	$25,162,358	$1.482/S.F.
Institutional Uses	$1,880,595	$1.727/S.F.

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RECAP OF RECOMMENDED STORM DRAINAGE IMPROVEMENTS DIFS

- **General City** - Adopt Schedule 6.3 for the ten land-uses and the *Cost Distribution per Acre* figure (from the third column from the right side of the Schedule 6.3) for developments that do not involve a building pad, (e.g. additional asphalt parking area).

- **Ontario Ranch** - Adopt Schedule 6.4 for the nine land-uses and the *Cost Distribution per Acre* figure (from the third column from the right side of Schedule 6.4) for developments that do not involve a building pad, (e.g. additional asphalt parking area) or cases where the unit density varies significantly from Schedule 6.4

END OF CHAPTER TEXT

Schedule 6.1

City of Ontario
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Storm Drainage Collection System Facilities

Line #	Project Title	Estimated Cost	Construction Needs Supported by Other Resources		Construction Needs Generated by New Development in OR		Construction Needs Generated by New Development in GC	
			Percent Need	Apportioned Dollar Cost	Percent Need	Apportioned Dollar Cost	Percent Need	Apportioned Dollar Cost
SD-001	Euclid Avenue, Riverside To Merrill	$9,631,342	0.00%	$0	100.00%	$9,631,342	0.00%	$0
SD-002	Grove Avenue, Grove Basin To Merrill	$12,233,373	0.00%	$0	100.00%	$12,233,373	0.00%	$0
SD-003	Project Completed or No Longer Needed	$0	0.00%	$0	0.00%	$0	0.00%	$0
SD-004	Project Completed or No Longer Needed	$0	0.00%	$0	100.00%	$0	0.00%	$0
SD-005	Merrill Avenue, Euclid To Bon View	$7,046,489	0.00%	$0	100.00%	$7,046,489	0.00%	$0
SD-006	Campus Avenue, 920' N/O Eucalyptus To Merrill	$1,607,718	0.00%	$0	100.00%	$1,607,718	0.00%	$0
SD-007	Bon View, 1,320' N/O Chino To Merrill	$8,511,617	0.00%	$0	100.00%	$8,511,617	0.00%	$0
SD-008	Euclid Avenue Laterals	$6,659,804	0.00%	$0	100.00%	$6,659,804	0.00%	$0
SD-009	Project Completed or No Longer Needed	$0	0.00%	$0	0.00%	$0	0.00%	$0
SD-010	Project Completed or No Longer Needed	$0	0.00%	$0	0.00%	$0	0.00%	$0
SD-011	Project Completed or No Longer Needed	$0	0.00%	$0	0.00%	$0	0.00%	$0
SD-012	Project Completed or No Longer Needed	$0	0.00%	$0	0.00%	$0	0.00%	$0
SD-013	Walker Avenue, Merrill To Chino	$7,125,547	0.00%	$0	100.00%	$7,125,547	0.00%	$0
SD-014	Merrill Avenue, Vineyard to 1420' W/O Walker	$7,114,980	0.00%	$0	100.00%	$7,114,980	0.00%	$0
SD-015	Ontario Ranch Road, Walker to 880' E/O Walker	$1,180,896	0.00%	$0	100.00%	$1,180,896	0.00%	$0
SD-016	Schaefer Avenue, Walker To 1,950' E/O Walker	$1,193,236	0.00%	$0	100.00%	$1,193,236	0.00%	$0
SD-017	Project Completed or No Longer Needed	$0	0.00%	$0	0.00%	$0	0.00%	$0
SD-018	Project Completed or No Longer Needed	$0	0.00%	$0	0.00%	$0	0.00%	$0
SD-019	Project Completed or No Longer Needed	$0	0.00%	$0	0.00%	$0	0.00%	$0
SD-020	Hellman Avenue, Chino Avenue To 1,500' N/O Chino	$577,059	0.00%	$0	100.00%	$577,059	0.00%	$0
SD-021	Project Completed or No Longer Needed	$0	0.00%	$0	100.00%	$0	0.00%	$0
SD-022	Eucalyptus Avenue, Archibald To 1,300' E/O Archibald (P)	$1,010,627	0.00%	$0	100.00%	$1,010,627	0.00%	$0
SD-023	Project Completed or No Longer Needed	$0	0.00%	$0	100.00%	$0	0.00%	$0
SD-024	Project Completed or No Longer Needed	$0	0.00%	$0	0.00%	$0	0.00%	$0
SD-025	Turner Avenue, Riverside To County Line Channel (P)	$1,635,875	0.00%	$0	100.00%	$1,635,875	0.00%	$0
SD-026	Turner Avenue Laterals	$1,263,485	0.00%	$0	100.00%	$1,263,485	0.00%	$0
SD-027	Haven Avenue, Riverside To County Line Channel (P)	$2,788,957	0.00%	$0	100.00%	$2,788,957	0.00%	$0
SD-028	Ontario Ranch Road, Between Haven And Mill Creek (P)	$332,068	0.00%	$0	100.00%	$332,068	0.00%	$0
SD-029	Haven Avenue Laterals E/O Haven And N/O Schaefer	$2,180,511	0.00%	$0	100.00%	$2,180,511	0.00%	$0
SD-030	Haven Avenue Laterals	$339,199	0.00%	$0	100.00%	$339,199	0.00%	$0
SD-031	Project Completed or No Longer Needed	$0	0.00%	$0	0.00%	$0	0.00%	$0

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			Construction Needs Supported by Other Resources		Construction Needs Generated by New Development in OR		Construction Needs Generated by New Development in GC	
Line #	Project Title	Estimated Cost	Percent Need	Apportioned Dollar Cost	Percent Need	Apportioned Dollar Cost	Percent Need	Apportioned Dollar Cost
SD-032	Mill Creek, Chino To County Line Channel (P)	$9,556,477	0.00%	$0	94.00%	$8,983,088	6.00%	$573,389
SD-033	Eucalyptus Avenue Between Mill Creek And Milliken	$388,556	0.00%	$0	100.00%	$388,556	0.00%	$0
SD-034	Eucalyptus Avenue Between Haven And Mill Creek	$693,363	0.00%	$0	100.00%	$693,363	0.00%	$0
SD-035	Project Completed or No Longer Needed	$0	0.00%	$0	100.00%	$0	0.00%	$0
SD-036	Schaefer Avenue Between Mill Creek And Milliken	$1,818,996	0.00%	$0	100.00%	$1,818,996	0.00%	$0
SD-037	Hellman Avenue, Schaefer To Ontario Ranch Road And Laterals	$4,986,124	0.00%	$0	100.00%	$4,986,124	0.00%	$0
SD-038	Project Completed or No Longer Needed	$0	0.00%	$0	0.00%	$0	0.00%	$0
SD-039	Ontario Ranch-Hellman/Vineyard, Hellman-OR/Merrill To C. Creek	$4,889,904	0.00%	$0	100.00%	$4,889,904	0.00%	$0
SD-040	Eucalyptus Avenue, Hellman To Cucamonga Channel	$1,232,619	0.00%	$0	100.00%	$1,232,619	0.00%	$0
SD-041	Merrill Avenue, Cucamonga Channel To Walker	$14,553,658	0.00%	$0	100.00%	$14,553,658	0.00%	$0
SD-042	Project Completed or No Longer Needed	$0	0.00%	$0	0.00%	$0	0.00%	$0
SD-043	Project Completed or No Longer Needed	$0	0.00%	$0	0.00%	$0	0.00%	$0
SD-044	Project Completed or No Longer Needed	$0	0.00%	$0	0.00%	$0	0.00%	$0
SD-045	Eucalyptus Avenue, Cucamonga Channel To W/O Archibald	$724,868	0.00%	$0	100.00%	$724,868	0.00%	$0
SD-046	Ontario Ranch Road Laterals E/O Cucamonga Channel	$1,144,929	0.00%	$0	100.00%	$1,144,929	0.00%	$0
SD-047	Project Completed or No Longer Needed	$0	0.00%	$0	0.00%	$0	0.00%	$0
SD-048	Chino Avenue, Cucamonga Channel To N/O Chino	$595,564	0.00%	$0	100.00%	$595,564	0.00%	$0
SD-049	Milliken Avenue, Riverside To County Line Channel (P)	$2,517,255	0.00%	$0	100.00%	$2,517,255	0.00%	$0
SD-050	Offsite Euclid Avenue Storm Drain	$21,110,125	0.00%	$0	100.00%	$21,110,125	0.00%	$0
SD-051	Project Completed or No Longer Needed	$0	0.00%	$0	0.00%	$0	0.00%	$0
SD-052	Project Completed or No Longer Needed	$0	100.00%	$0	0.00%	$0	0.00%	$0
SD-053	Project Completed or No Longer Needed	$0	0.00%	$0	0.00%	$0	100.00%	$0
SD-054	Project Completed or No Longer Needed	$0	0.00%	$0	0.00%	$0	100.00%	$0
SD-055	Project Completed or No Longer Needed	$0	0.00%	$0	0.00%	$0	100.00%	$0
SD-056	Sixth Street, Glenn To Cucamonga Channel	$7,780,102	0.00%	$0	0.00%	$0	100.00%	$7,780,102
SD-057	G Street, Berlyn to West Cucamonga Channel & Various Streets	$6,732,172	0.00%	$0	0.00%	$0	100.00%	$6,732,172
SD-058	Grove Avenue, 60 Freeway To Riverside Drive	$2,205,860	0.00%	$0	0.00%	$0	100.00%	$2,205,860
SD-059	Campus Avenue, Cedar To Riverside	$3,681,523	0.00%	$0	0.00%	$0	100.00%	$3,681,523
SD-060	D and I Streets, Grove To West Cucamonga Channel	$1,432,227	100.00%	$1,432,227	0.00%	$0	0.00%	$0
SD-061	Inland Empire Blvd., Vineyard To Cucamonga Channel	$704,711	0.00%	$0	0.00%	$0	100.00%	$704,711
SD-062	Sultana Avenue, Phillips To Philadelphia	$4,342,519	0.00%	$0	0.00%	$0	100.00%	$4,342,519

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Line #	Project Title	Estimated Cost	Construction Needs Supported by Other Resources		Construction Needs Generated by New Development in OR		Construction Needs Generated by New Development in GC	
			Percent Need	Apportioned Dollar Cost	Percent Need	Apportioned Dollar Cost	Percent Need	Apportioned Dollar Cost
SD-063	Fourth Street, El Dorado To Cucamonga Creek	$2,489,751	0.00%	$0	0.00%	$0	100.00%	$2,489,751
SD-064	Baker, Vineyard, Carlos, Hellman - Acacia to Philadelphia	$2,730,804	100.00%	$2,730,804	0.00%	$0	0.00%	$0
SD-065	Bon View Avenue, 60 Freeway To Riverside (P)	$2,572,056	0.00%	$0	0.00%	$0	100.00%	$2,572,056
SD-066	Cucamonga Avenue, 60 Freeway To Riverside	$2,482,871	0.00%	$0	0.00%	$0	100.00%	$2,482,871
SD-067	Bon View Avenue, Mission To Francis	$3,678,744	100.00%	$3,678,744	0.00%	$0	0.00%	$0
SD-068	Cucamonga Avenue, Phillips To Francis	$2,273,929	100.00%	$2,273,929	0.00%	$0	0.00%	$0
SD-069	Storm Drainage Maintenance Vehicles	$578,539	0.00%	$0	55.03%	$318,364	44.97%	$260,175
SD-070	Boulder Avenue, I Street To State	$12,939,211	100.00%	$12,939,211	0.00%	$0	0.00%	$0
SD-071	Benson Avenue, State To I Street	$4,090,142	100.00%	$4,090,142	0.00%	$0	0.00%	$0
SD-072	Mountain Avenue, Philadelphia To Phillips	$7,791,496	0.00%	$0	0.00%	$0	100.00%	$7,791,496
SD-073	San Antonio Avenue, Francis To Cypress Channel	$10,490,213	0.00%	$0	0.00%	$0	100.00%	$10,490,213
SD-074	San Sevaine Channel	$1,875,549	0.00%	$0	0.00%	$0	100.00%	$1,875,549
SD-075	Storm Drain Master Plan (P)	$484,000	0.00%	$0	55.03%	$266,340	44.97%	$217,660
SD-076	Project Completed or No Longer Needed	$0	0.00%	$0	0.00%	$0	0.00%	$0
SD-077	Campus Avenue, State to Francis (Phase 2 Of SD-053)	$4,291,433	0.00%	$0	0.00%	$0	100.00%	$4,291,433
SD-078	Parco Avenue, Philadelphia to 60 Freeway (Phase 2 Of SD-055)	$921,951	100.00%	$921,951	0.00%	$0	0.00%	$0
SD-079	Grove Avenue, Francis to 60 Freeway (Phase 2 Of SD-058)	$1,423,685	100.00%	$1,423,685	0.00%	$0	0.00%	$0
SD-080	Sultana Avenue, State to Phillips (Phase 2 Of SD-062)	$3,436,111	100.00%	$3,436,111	0.00%	$0	0.00%	$0
SD-081	Bon View Avenue, 60 Freeway To Francis (Phase 2 Of SD-065)	$1,613,962	100.00%	$1,613,962	0.00%	$0	0.00%	$0
SD-082	Cucamonga Avenue, Francis to 60 FWY (Phase 2 Of SD-066)	$1,278,352	100.00%	$1,278,352	0.00%	$0	0.00%	$0
SD-083	Mountain & Boulder, I-10 to I Street (Phase 2 Of SD-070)	$5,899,391	100.00%	$5,899,391	0.00%	$0	0.00%	$0
SD-084	Benson Avenue Laterals (Phase 2 Of SD-071)	$4,406,951	100.00%	$4,406,951	0.00%	$0	0.00%	$0
SD-085	Mountain Avenue, State to Phillips (Phase 2 Of SD-072)	$2,230,596	100.00%	$2,230,596	0.00%	$0	0.00%	$0
SD-086	San Antonio & Phillips, Euclid to Francis (Phase 2, SD-073)	$5,762,052	0.00%	$0	0.00%	$0	100.00%	$5,762,052
SD-087	Oakland Avenue, State to Phillips (Phase 2 Of SD-074)	$7,214,086	100.00%	$7,214,086	0.00%	$0	0.00%	$0
SD-088	Walker Avenue, 60 Freeway To Riverside And Lateral	$1,933,241	100.00%	$1,933,241	0.00%	$0	0.00%	$0
SD-089	Baker Avenue And Riverside Drive, S/O 60 Freeway	$2,731,268	100.00%	$2,731,268	0.00%	$0	0.00%	$0
SD-090	G Street, Corona To Del Norte	$2,854,437	100.00%	$2,854,437	0.00%	$0	0.00%	$0
SD-091	Del Norte and Imperial Avenues From I Street To G Street	$1,259,756	100.00%	$1,259,756	0.00%	$0	0.00%	$0
SD-092	Vine Avenue, G Street To State	$3,760,467	100.00%	$3,760,467	0.00%	$0	0.00%	$0
SD-093	Vine Avenue, Sixth To G Street	$3,951,911	100.00%	$3,951,911	0.00%	$0	0.00%	$0

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Line #	Project Title	Estimated Cost	Construction Needs Supported by Other Resources: Percent Need	Construction Needs Supported by Other Resources: Apportioned Dollar Cost	Construction Needs Generated by New Development in OR: Percent Need	Construction Needs Generated by New Development in OR: Apportioned Dollar Cost	Construction Needs Generated by New Development in GC: Percent Need	Construction Needs Generated by New Development in GC: Apportioned Dollar Cost
SD-094	Sultana Avenue, Fifth To Holt	$6,755,724	100.00%	$6,755,724	0.00%	$0	0.00%	$0
SD-095	Benson Avenue And Laterals	$2,268,234	100.00%	$2,268,234	0.00%	$0	0.00%	$0
SD-096	Benson Avenue, Francis To Philadelphia	$3,010,954	100.00%	$3,010,954	0.00%	$0	0.00%	$0
SD-097	Mission, Benson, Phillips & Oaks, W/O Magnolia	$4,834,304	100.00%	$4,834,304	0.00%	$0	0.00%	$0
SD-098	Holt Boulevard, Convention Center To Cucamonga Channel	$1,120,942	100.00%	$1,120,942	0.00%	$0	0.00%	$0
SD-099	Mission Boulevard, Proforma To Turner	$1,039,219	100.00%	$1,039,219	0.00%	$0	0.00%	$0
SD-100	6th Street, West Cucamonga Creek To Grove	$546,474	100.00%	$546,474	0.00%	$0	0.00%	$0
SD-101	Archibald Avenue, Inland Empire To Airport Drive	$2,250,187	0.00%	$0	0.00%	$0	100.00%	$2,250,187
SD-102	Fifth Street, Balboa To Cucamonga Channel	$1,424,679	0.00%	$0	0.00%	$0	100.00%	$1,424,679
SD-103	Share of Specific/Common City Yard Improvements	$1,739,460	0.00%	$0	55.03%	$957,206	44.97%	$782,254
SD-104	Project Completed or No Longer Needed	$0	0.00%	$0	100.00%	$0	0.00%	$0
SD-105	Ontario Ranch Storm Drain Study	$1,053,500	0.00%	$0	100.00%	$1,053,500	0.00%	$0
	Sub-Total General Plan Total New Projects	$299,014,967	30.65%	$91,637,073	46.37%	$138,667,242	22.98%	$68,710,652
	FINANCIAL ADJUSTMENTS:							
	Ontario Ranch - Local Storm Drainage Outstanding Credits	$10,219,358	0.00%	$0	100.00%	$10,219,358	0.00%	$0
	Ontario Ranch - Regional Storm Drainage Outstanding Credits	$19,429,696	0.00%	$0	100.00%	$19,429,696	0.00%	$0
	Ontario Ranch - Development Impact Fee Fund Balance	($10,614,169)	0.00%	$0	100.00%	($10,614,169)	0.00%	$0
	General City - Storm Drainage Outstanding Credits	$2,694,792	0.00%	$0	0.00%	$0	100.00%	$2,694,792
	General City - Development Impact Fee Fund Balance	($9,726,169)	0.00%	$0	0.00%	$0	100.00%	($9,726,169)
	Total Fund Balance/Outstanding Credits	$12,003,508	0.00%	$0	158.58%	$19,034,885	-58.58%	($7,031,377)
	Total Net General Plan Project Costs	$311,018,475	29.46%	$91,637,073	50.71%	$157,702,127	19.83%	$61,679,275
					Forward to Schedule 6.4		Forward to Schedule 6.2	

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NOTES:
(1). All developer-held "credits" under FINANCIAL ADJUSTMENTS will appear as a positive indicating an additional Infrastructure Fund obligation that will be redeemed (in lieu of a DIF payment) at some point in the future.
(2). A negative figure under FINANCIAL ADJUSTMENTS indicates a positive Fund Balance mitigating the project total. A positive figure indicates an amount that needs to be recovered by DIFs.
(3). Costs distribution based upon Coefficient of Drainage statistics.

Schedule 6.2

City of Ontario
2021-22 Development Impact Cost Calculation Update
General City (GC) - Minimum Capital Needs-based Impact Costs
Storm Drainage Collection System Facilities

Proposed Land Use	Undeveloped Acres	Undeveloped Units	Run-off Coefficient Index Rate	Total Added Impervious Acres	Run-off Coefficient Percentage	Allocation of Expansion Costs	Cost Distribution Per Acre	Average Units or Square Feet/Acre	Development Impact Fee per Unit or Square Foot
Detached Dwellings	262	1,131	0.775	203.05	6.24%	$3,847,370	$14,685	4.32	*$3,402 per Unit*
Attached Dwellings	183	2,688	0.810	148.23	4.55%	$2,808,646	$15,348	14.69	*$1,045 per Unit*
High Density Dwellings	598	21,807	0.900	538.20	16.53%	$10,197,756	$17,053	36.47	*$468 per Unit*
Mobile Home Dwellings	14	95	0.800	11.20	0.34%	$212,216	$15,158	6.79	*$2,234 per Unit*
Commercial Lodging Units	3	150	0.900	2.70	0.08%	$51,159	$17,053	50.00	*$341 per Unit*
Retail/Service Uses	992	8,164,415	0.900	892.80	27.43%	$16,916,679	$17,053	8,230	*$2.072 per S.F.*
Office Uses	822	20,895,746	0.900	739.80	22.73%	$14,017,651	$17,053	25,421	*$0.671 per S.F.*
Business Park Uses	341	6,969,626	0.875	298.38	9.17%	$5,653,577	$16,579	20,439	*$0.811 per S.F.*
Industrial Uses	441	30,650,125	0.950	418.95	12.87%	$7,938,220	$18,000	69,501	*$0.259 per S.F.*
Private Institutional Use	2	43,560	0.950	1.90	0.06%	$36,001	$18,000	21,780	*$0.826 per S.F.*
TOTAL	**3,658**	--	--	**3,255.21**	**100.00%**	**$61,679,275**	**in Total GC Storm Drainage General Plan Projects**		

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Schedule 6.3

City of Ontario
2021-22 Development Impact Cost Calculation Update
Existing Community Financial Commitment Comparison
Storm Drainage Collection System Facilities

Proposed Land Use	Developed Acres	Developed Units	Run-off Coefficient Index Rate	Total Existing Impervious Acres	Run-off Coefficient Percentage	Allocation of Expansion Costs	Cost Distribution Per Acre	Average Units or Square Feet/Acre	Development Impact Fee per Unit or Square Foot
Detached Dwellings	4,733.0	27,449	0.775	3,668.08	28.91%	$70,339,640	$14,862	5.80	***$2,563 per Unit***
Attached Dwellings	641.0	12,050	0.810	519.21	4.09%	$9,956,461	$15,533	18.80	***$826 per Unit***
High Density Dwellings	193.0	4,812	0.900	173.70	1.37%	$3,330,901	$17,259	24.93	***$692 per Unit***
Mobile Home Dwellings	204.0	2,097	0.800	163.20	1.29%	$3,129,551	$15,341	10.28	***$1,492 per Unit***
Commercial Lodging Units	143.0	5,810	0.900	128.70	1.01%	$2,467,973	$17,259	40.63	***$425 per Unit***
Retail/Service Uses	477.0	18,418,611	0.900	429.30	3.38%	$8,232,331	$17,259	38,613	***$0.447 per S.F.***
Office Uses	310.0	9,959,192	0.900	279.00	2.20%	$5,350,152	$17,259	32,126	***$0.537 per S.F.***
Business Park Uses	741.0	9,587,138	0.875	648.38	5.11%	$12,433,351	$16,779	12,938	***$1.297 per S.F.***
Industrial Uses	6,610.0	106,400,598	0.950	6,279.50	49.50%	$120,416,777	$18,217	16,097	***$1.132 per S.F.***
Private Institutional Use	419.0	2,318,711	0.950	398.05	3.14%	$7,633,076	$18,217	5,534	***$3.292 per S.F.***
TOTAL	**14,471.0**	--	--	**12,687.11**	**100.00%**	**$243,290,214**	**Total Storm Drainage Existing Assets**		
						$235,890,545	**in General Plan Storm Drainage System Pipe Assets**		
						$368,292	**in Storm Drainage Maintenance Vehicle Assets**		
						$9,726,169	**in GC Storm Drainage System DIF Fund Balance**		
						($2,694,792)	**in GC Storm Drainage System Developer Credits**		

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Schedule 6.4

City of Ontario
2021-22 Development Impact Cost Calculation Update
Ontario Ranch (OR) - Minimum Capital Needs-based Impact Costs
Storm Drainage Collection System Facilities

Proposed Land Use	Undeveloped Acres	Undeveloped Units	Run-off Coefficient Index Rate	Total Added Impervious Acres	Run-off Coefficient Percentage	Allocation of Expansion Costs	Cost Distribution Per Acre	Average Units or Square Feet/Acre	Development Impact Fee per Unit or Square Foot
Detached Dwellings	1,423	11,662	0.775	1,102.83	27.69%	$43,662,462	$30,683	8.20	*$3,744 per Unit*
Attached Dwellings	1,316	29,684	0.810	1,065.96	26.76%	$42,202,923	$32,069	22.56	*$1,422 per Unit*
High Density Dwellings	439	13,082	0.900	395.10	9.92%	$15,642,590	$35,632	29.80	*$1,196 per Unit*
Commercial Lodging	9	396	0.900	8.10	0.20%	$320,691	$35,632	44.00	*$810 per Unit*
Retail/Service Uses	279	5,751,595	0.900	251.10	6.30%	$9,941,418	$35,632	20,615	*$1.728 per S.F.*
Office Uses	114	2,670,188	0.900	102.60	2.58%	$4,062,085	$35,632	23,423	*$1.521 per S.F.*
Business Park Uses	428	9,953,243	0.875	374.50	9.40%	$14,827,005	$34,643	23,255	*$1.490 per S.F.*
Industrial Uses	669	16,981,679	0.950	635.55	15.96%	$25,162,358	$37,612	25,384	*$1.482 per S.F.*
Institutional Use	50	1,089,000	0.950	47.50	1.19%	$1,880,595	$37,612	21,780	*$1.727 per S.F.*
TOTAL	4,727	--	--	3,983.24	100.00%	$157,702,127	**in Total OR Storm Drainage General Plan Projects**		

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Chapter 7
Water Source, Storage and Distribution Facilities

Assuming that an adequate water supply with appropriate treatment facilities is available, the next critical component needed to accommodate development is an adequate water storage and distribution system. The City's water source, as presently constituted, cannot be expected to completely support the City's existing and future population, especially the near doubling of demand from the Ontario Ranch's over 5,500 acres of private development. In order to meet all future water demands, the City will need to collect sufficient monies for an adequate water supply as well as the construction of new storage reservoirs and distribution lines needed over the short and long term from the development community in order to continue to allow development.

Existing GC System. In addition to the City's distribution system with a replacement value of $496,870,839, the City has well capacities with a replacement value of $115,078,345 and reservoirs at $100,315,860. The City owns Water Facility Authority (WFA) and San Antonio water shares valued at roughly $19,172,187. The system also has PRV stations ($9,403,160), booster stations ($8,159,250), treatment facilities ($17,103,834), altitude valves ($624,668) and a share of the utility maintenance vehicles ($2,678,630). There is also a GC DIF fund balance of $19,923,578. The total assets are $789,330,351. Some of these assets will benefit the Ontario Ranch and the cost will be recovered from development within Ontario Ranch. This recovery will be discussed later.

GC Water Demands, by Land Use. Water use, for residential users was calculated (and planned for) on either a gallon per dwelling unit per day (GPD) basis for residential uses or gallons acre per day (GPAD) basis for business uses in the City's most recent Water Master Plan. Table 7-1 following, indicates the DIF Land-use Type averages that were used as the nexus in the DIF distribution model. Since the City does not have a regional recycled water program in the GC area for the watering of common areas, the capital-needs costs will be distributed over new development based upon potable water demands at the meter and will not include any distributed recycled water demands. The following GC water demands are from the 2012 Water Master Plan.

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Table 7-1
General City Water Demand by DIF Land Use Type
Demand in GPD or GPAD

DIF Land-use Type	Gallons (per Unit) per Day	Gallons per Acre per Day
Detached Dwelling Units	544	
Attached Dwelling Units	372	
High Density Dwelling Units	251	
Mobile Residences Dwelling Units	372	
Commercial Lodging Units	150	
Retail/Service Uses		2,200
Office Uses		3,400
Business Park Uses		2,200
Industrial Uses		2,000
Institutional Uses		2,200

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Based upon Table 7-2 and the land-use database, the City's water system currently has the capacity (on average) deliver about 40.1 million gallons/day to GC users. This does not include the water demands from public institutions, other non-private uses and system loss. Obviously this is an annual average and seasonal factors could be expected to affect use. Table 7-2, on the following page, indicates the demand for water (on average) for existing development within the City's GC boundaries.

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Table 7-2
Existing Community GC Water Demand
in Gallons per Day (rounded)

DIF Land-use Type	Existing Residential Units	Potential Business Acres	Water Demand in GPD or GPAD	Projected GPD Water Demand
Detached Dwellings	27,449		544/Unit	14,932,256
Attached Dwellings	12,050		372/Unit	4,482,600
High Density Dwellings	4,812		251/Unit	1,207,812
Mobile Residences Dwellings	2,097		372/Unit	780,084
Commercial Lodging Units	5,810		150/Unit	871,500
Retail/Service Uses		477	2,200/Acre	1,049,400
Office Uses		310	3,400/Acre	1,054,000
Business Park Uses		741	2,200/Acre	1,630,200
Industrial Uses		6,610	2,000/Acre	13,220,000
Institutional Uses		419	2,200/Acre	921,800
Total Gallons per Day	- - -	- - -	- - -	**40,149,652**

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Again using the GPD demand data from Table 7-1 and the land-use database, the City will be asked to deliver an additional net 13.8 million gallons per day (average) to new GC users. Table 7-3, following, indicates the demand for water (on average) for future development within the City's GC boundaries. The 13.8 million gallons daily figure results in a slightly lower actual daily total water demand due to the use of Master Plan land-use demand averages applied to the narrower ten DIF Land-use Types as opposed to the actual broad variety of business uses. This will hold true for Tables 7-2, 7-3 and 7-4. Each of these tables **Total Gallons per Day** will be slightly understated when compared to the Master Plan totals.

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Table 7-3
GC Development-generated Additional Water Demand
in Gallons per Day (rounded)

DIF land-use Type	Potential Residential Units	Potential Business Acres	Water Demand in GPD of GPAD	Projected GPD Water Demand
Detached Dwellings	544		544/Unit	615,254
Attached Dwellings	372		372/Unit	999,936
High Density Dwellings	251		251/Unit	5,473,557
Mobile Residences Dwellings	372		372/Unit	35,340
Commercial Lodging Units	150		150/Unit	22,500
Retail/Service Uses		992	2,200/Acre	2,182,400
Office Uses		822	3,400/Acre	2,794,800
Business Park Uses		341	2,200/Acre	750,200
Industrial Uses		441	2,000/Acre	882,000
Institutional Uses		2	2,200/Acre	4,400
Total Gallons per Day	- - -	- - -	- - -	**13,760,397**

The total average daily need (existing and future) water demand is as follows:

Table 7-4
Total General Plan GC Average Day Water Demand at General Plan Build-out (rounded)
in Gallons per Day (rounded)

DIF Land-use Type	Potential Residential Units	Potential Business Acres	Water Demand in GPD or GPAD	Projected GPD Water Demand
Detached Dwellings	28,580		544/Unit	15,547,520
Attached Dwellings	14,378		372/Unit	5,482,536
High Density Dwellings	26,619		251/Unit	6,681,369
Mobile Residences Dwellings	2,192		372/Unit	815,424
Commercial Lodging Units	5,960		150/Unit	894,000
Retail/Service Uses		1,469	2,200/Acre	3,231,800
Office Uses		1,132	3,400/Acre	3,848,800
Business Park Uses		1,082	2,200/Acre	2,380,400
Industrial Uses		7,051	2,000/Acre	14,120,000
Institutional Uses		421	2,200/Acre	926,200
Total Gallons per Day	- - -	- - -	- - -	**53,910,049**

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The total projected average daily demand from all GC Ontario privately held acreage at General Plan build-out is about 53.9 million gallons daily. However, build-out of all undeveloped property within the water basin may create water demands a little greater than the existing capacity. The expected increase in average daily demand may require the City to locate additional sources of water beyond the existing annual acre feet capacity or mandate water conservation efforts, including water recycling.

PROJECTS NEEDED FOR PROPER WATER DISTRIBUTION

Utility infrastructure such as water is unique among all City infrastructures. Water demand simply cannot be ignored for long period of times as can be police, fire, streets and park levels of service (LOS). Residents could be asked to allow the number of officers to remain static, or wait a little longer for fire fighters, or even put up with the more congested traffic or more crowded parks. However, a delivered water supply must be in evidence to even *consider* additional growth. Even though Table 7-4 (which does not even consider the significant needs of OR) applies average daily use rates and creates a total demand difficult to imagine, it is apparent that additional water distribution capability is necessary to allow for additional growth. Without adequate water distribution capabilities, development will grind to a stop. It is a prerequisite system.

Since a water distribution system is a prerequisite to development (i.e. there is no development without water), it tends to be a somewhat "front-ended" system, that is, the system develops earlier and the existing community tends to have built more of the system at any point in time than does the remainder of development. That is precisely the case with Ontario's water utility, the GC water system appears to have been front-ended by the existing community.

Schedule 7.1 identifies the water distribution system improvements needed to insure the continued adequate flow of water as needed to proposed development projects. There are 23 remaining water system related capital projects necessary for extending service to new development in GC and OR or maintaining service to existing GC water users with a total of just over $457,793,409 million. Staff has identified fifteen projects (or portions thereof) totaling some $98.7 million for funding by the existing GC water users as either replacements or benefitting only existing users. This figure will not be included in any impact fee calculation.

There is approximately $98.9 million in projects identified as benefitting new development in GC area of the City. This figure is reduced to $78.8 million when the positive fund balance of $19.9 is applied as mitigation factor and was used to calculate the GC DIF schedule.

Approximately $359.1 million in new projects have been identified as benefitting only OR. Added to this OR figure is $4,375,000 in reimbursements for past water system expenses borne by GC water users but benefitting the OR area for a total of $363..5 million. The $4.4 million in reimbursement expenses relate to the proportionate cost borne by the existing water users on the existing system which provides supplemental water supply to the OR under maximum day demand. The water system will have to absorb approximately $46.0 in outstanding developer credits that have been issued when individual developers have constructed projects that were identified on Schedule 7.1. Additionally there is a positive fund balance of $2.3 million in

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collection from previous OR DIF payments mitigating the total. The above estimates factors result in a net $407.1 million in projects yet to be completed in the OR area.

CALCULATION OF IMPACT COSTS

This Report identifies two methods of calculating potable and OR recycled water system delivery DIFs and imposing said fees. They are:

- *Standard (Average) DIF Land-use Type DIFs, similar to the other fees in this Report.*
- *An impact fee based upon the meter size needed to serve a development, if needed.*

Standard Use Category DIFs. Table 7-5, following, lists the ten major land uses based upon average water usage statistics, (see Schedule 7.2). Some $485.9 million in new water capital expansion is required in the GC and OR portions of the City. Approximately $78,813,042 of this cost has been identified for GC DIF funding. The $78.8 million is distributed pro-rata over the remaining under-built and totally vacant acreage in the City's General City area as demonstrated in Table 7-5 following.

Table 7-5
City of Ontario's General City Area
Basic Needs-based Water Distribution System
Development Impact Costs
by DIF Land-use Type

DIF Land-use Type	Allocation of Development Costs	Development Impact Cost Per Unit or Square Foot
Detached Dwelling Units	$3,523,941	$3,113/Unit
Attached Dwelling Units	$5,727,160	$2,130/Unit
High Density Dwelling Units	$31,349,944	$1,437/Unit
Mobile Home Dwelling Units	$202,411	$2,129/Unit
Commercial Lodging Units	$128,869	$859/Unit
Retail/Service Uses	$12,499,754	$1.531/S.F.
Office Uses	$16,007,292	$0.766/S.F.
Business Park Uses	$4,296,791	$0.617/S.F.
Industrial Uses	$5,051,679	$0.165/S.F.
Institutional Uses	$25,201	$0.579/S.F.

Cost and Financing of the Existing System. Typically a water system is the oldest service provided by any City. The City's engineering staff has identified the cost of the existing "spine" system, consisting of distribution pipe, wells, valves, reservoirs and shares of water rights to be

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$789,330,351. This figure does not include local (tract) lines and connections, estimated conservatively to be in the area of an additional $350.0 million. The system has been constructed from four sources, water user rates (more commonly known as monthly water bills), exactions, DIFs, and requirements of development approval. A portion of that nearly $789.3 million figure is the existing fund balance in the Water System DIF Fund of $19,923,578.

When this nearly $789.3 million in equity is distributed to the existing community based upon the same nexus used to distribute future costs by land use, (see Schedule 7.3) the results indicate that a detached dwelling has contributed, on average, an astounding $10,694 towards the water system. This distributed equity is clearly greater than the distributed *GC – Minimum Needs-based Impact Costs* exemplified in Table 7-5 (and Schedule 7.2) indicating there are no proportionality issues. Table 7-6 following demonstrates the distribution of existing assets.

Table 7-6
City of Ontario's General City Area
Existing Circulation System Community
Financial Commitment Comparison Data
(Not updated in 2017)

DIF Land-use Type	Allocation of Development Costs	Development Impact Cost Per Unit or Square Foot
Detached Dwelling Units	$293,563,762	$10,694/Unit
Attached Dwelling Units	$88,126,598	$7,313/Unit
High Density Dwelling Units	$23,745,229	$4,935/Unit
Mobile Home Units	$15,336,222	$7,313/Unit
Commercial Lodging Units	$17,133,434	$2,949/Unit
Retail/Service Uses	$20,630,895	$1.120/S.F.
Office Uses	$20,721,330	$2.081/S.F.
Business Park Uses	$32,049,253	$3.343/S.F.
Industrial Uses	$259,901,312	$2.443/S.F.
Institutional Uses	$18,122,317	$7.816/S.F.

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Necessity of DIF Financing. DIFs are necessary for the construction of the remainder of the water system for one significant reason. Initially, the storage and delivery of water has, for many years, been recognized by most public agencies as a utility. Utilities differ from general tax-supported services in that they are similar to private sector utility businesses. Potable water rates are elastic, within reason, and can be set to meet water delivery costs whereas taxes cannot. Therefore, general taxes must be protected and reserved for services that do not have any such an elastic revenue source such as public safety, park maintenance, storm drainage, and others.

The use of water (consumer benefit) can be measured, unlike many of the City's services. Water rates can, and should be, set to meet the Council's priorities and policies in terms of water use. As a result of the above, the use of general taxes, where no relationship between the rate of taxation and benefit exists, in support of any utility service would be inappropriate.

Recommended GC DIF Schedule. The adoption of Table 7-5, based upon Schedule 7.2 at the end of the chapter, as the water distribution DIFs would generate enough capital to construct the facilities needed by the new development. The DIFs contained on Schedule 7.2 also contain amounts less than the *Existing Community Financial Commitment Comparison* identified in Schedule 7.3 thus do not violate any proportionate requirements.

CREDITS AGAINST DEVELOPMENT IMPACT FEES

The City does not charge *stand-by* water rates. Vacant parcels are not charged water rates and therefore they have not contributed to the capital development of the water system. As a result there can be no credit for previous contributions to capital from vacant parcels, simply because there were none made. Additionally, there have been no General Fund expenditures on water projects.

Credit for Developer Constructed Improvements. Similar to roadway and storm drainage construction, it will likely be advantageous to have the developer construct certain public improvements contiguous to the private development. The adoption of the DIF schedules encourages such agreements. It is recommended that the City continue the process of agreeing to allow developers to construct water system capital improvements, identified within the City's Capital Financing Plan and part of the DIF calculation and then calculating a credit for that project contribution amount. The net DIF would be the amount per the adopted schedules less the credit for the capital constructed by the developer.

ALTERNATIVE GC DEVELOPMENT IMPACT FEE METHODOLOGIES

There are two alternatives to the ten basic GC area DIF categories. They are primarily applicable to the more specific demands by the multitude of differing business uses.

Equivalent EDU Based on Meter Size. The standard detached dwelling residence has a 3/4" meter at 15 gallons per minute normal (minimum-maximum) flow [11] which is defined as the **E**quivalent **D**welling **U**nit, or EDU. Schedule 7.2 indicates that the smallest meter size, 3/4", would cost $3,113 per connection, at the Minimum Needs based DIF schedule rate. The following Table 7-7 indicates the cost for larger meters based upon the normal flow demands, with again, the detached dwelling (detached) residence as the standard. A one inch meter is rated at 25 gallons per minute, which is 1.67 times larger than the 15 gallons per minute than is afforded by a 3/4" meter. Thus the one inch meter fee would be 1.67 times higher ($5,189) than the $3,113 for the 3/4" meter. Other meter sizes are as follows:

11 *Meter Flow Ranges,* based upon *Minimum Maximum Continuous Flow Rates*, American Water Works Association.

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Table 7-7
Equivalent Water Meter Size Calculation
Based upon Minimum Needs-based Impact Fees

Water Meter Size	Normal Water Flow (GPM)	Water Demand Factor	Cost per E.D.U (3/4" Meter)	DIF Cost per Meter Size
¾" Meter	15	1.000	$3,113	$3,113
1' Meter	25	1.667	$3,113	$5,189
1 & ½" Meter	50	3.333	$3,113	$10,376
2" Meter	80	5.333	$3,113	$16,602
3" Meter	240	16.000	$3,113	$49,808
4" Meter	420	28.000	$3,113	$87,164
6" Meter	920	61.333	$3,113	$190,930
8" Meter	1,600	106.667	$3,113	$332,054
10" Meter	2,500	166.667	$3,113	$518,834
12" Meter	3,300	220.000	$3,113	$684,860

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ONTARIO RANCH WATER SYSTEM IMPACT FEE CALCULATION

Ontario Ranch will need a significant amount of water system improvements in order to accommodate the large scale development planned for the area. Initially, capital requirements consist of $359,056,789 in new wells, reservoirs, transmission mains and other general improvements needed. In addition, there is $4,375,000 in reimbursement to GC water users for system costs previously borne by General City water rate payers for system-wide improvements for which OR users will benefit. There are a total of $45,960,877 in outstanding developer credits to developers for in effect, "overbuilding" beyond their calculated financial responsibility has they simply paid their impact fees. Lastly, there is a small but positive fund balance of $2,344,443. Combined the total of $407,058,223 in costs will be spread over users generating demands of 29,928,527 gallons per day.

OR Water Demands, by Land Use. The 29.9 million gallons per day demand estimate for OR General Plan build-out water use was based upon (and planned for) a gallon per dwelling (GPD) unit per day basis for residential uses or gallons per acre per day (GPAD) basis for business uses per the City's most recent Water Master Plan. Table 7-8 following indicates the DIF Land-use Type averages that were used in the DIF distribution model. The demand rates are based upon the combined potable water required on-site (meter) and the recycled water used for common parkways, parks, neighborhood edges and other suitable uses. It is important to note that while all efforts are being undertaken by the various developers to limit the demand for potable water by residential dwellings and business uses, the amount of recycled water cannot be ignored in the per unit nexus. Those efforts are demonstrated in the "Potable Water Demands" column in Table 7-8 following. However, to meet the potable water needs, the

Master Plan also identified OR projects necessary to maximize that potable use by expanding opportunities to use the recycled water in as many locations as possible. As a result the nexus distribution in Schedule 7.4 is based upon the combined potable and recycled water demand. Table 7-8 follows.

Table 7-8
Ontario Ranch Water Demand by Land Use
Demand in GPD or GPAD

DIF Land-use Type	Potable Water Demands	Recycled Water Demands	Total Gallons per Day (per Unit)	Total Gallons per Acre per Day
Detached Dwelling Units	526	188	714	
Attached Dwelling Units	323	69	392	
High Density Dwelling Units	152	56	208	
Commercial Lodging Units	150	150	300	
Retail/Service Uses	2,200	2,632		4,832
Office Uses	3,400	1,563		4,963
Business Park Uses	2,200	2,045		4,245
Industrial Uses	2,000	2,795		4,795
Institutional Uses	2,200	1,545		3,745

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The results are detailed in Schedule 7.4 and (identified in Table 7-9) following and are recommended as the OR Water Source, Storage and Distribution System DIF schedule.

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Table 7-9
City of Ontario's Ontario Ranch Area
Basic Needs-based Water Distribution System
Development Impact Costs by DIF Land-use Type

DIF Land-use Type	Allocation of Development Costs	Development Impact Cost Per Unit or Square Foot
Detached Dwelling Units	$113,251,103	$9,711/Unit
Attached Dwelling Units	$158,263,104	$5,332/Unit
High Density Dwelling Units	$37,009,112	$2,829/Unit
Commercial Lodging Units	$1,615,800	$4,080/Unit
Retail/Service Uses	$18,335,904	$3.188/S.F.
Office Uses	$7,695,207	$2.882/S.F.
Business Park Uses	$24,711,133	$2.483/S.F.
Industrial Uses	$43,630,071	$2.569/S.F.
Institutional Uses	$2,546,789	$2.339/S.F.

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ALTERNATIVE OR DEVELOPMENT IMPACT FEE METHODOLOGIES

There are two alternatives to the nine basic OR area DIF categories. They are primarily applicable to the more specific demands by the multitude of differing business uses.

Equivalent EDU Based on Meter Size. The standard detached dwelling residence has a 3/4" meter at 15 gallons per minute normal (minimum-maximum) flow [12] which is defined as the **E**quivalent **D**welling **U**nit, or EDU. Schedule 7.4 indicates that the smallest meter size, 3/4", would cost $9,711 per connection, at the Minimum Needs based DIFs rate. The following Table 7-10 indicates the cost for larger meters based upon the normal flow demands, with again, the detached dwelling (detached) residence as the standard. A one inch meter is rated at 25 gallons per minute, which is 1.67 times larger than the 15 gallons per minute than is afforded by a 3/4" meter. Thus the one inch meter fee would be 1.67 times higher ($16,188 than the $9,711 for the 3/4" meter. Other meter sizes are as follows in Table 7-10:

[This space left vacant in order to place the following table on a single page].

12 *Meter Flow Ranges* based upon Minimum Maximum Continuous Flow Rates, American Water Works Association.

Table 7-10
Equivalent Water Meter Size Calculation
Based upon Minimum Needs-based Impact Fees

Water Meter Size	Normal Water Flow (GPM)	Water Demand Factor	Cost per E.D.U (3/4" Meter)	DIF Cost per Meter Size
¾" Meter	15	1.000	$9,711	$9,711
1' Meter	25	1.667	$9,711	$16,188
1 & ½" Meter	50	3.333	$9,711	$32,367
2" Meter	80	5.333	$9,711	$51,789
3" Meter	240	16.000	$9,711	$155,376
4" Meter	420	28.000	$9,711	$271,908
6" Meter	920	61.333	$9,711	$595,605
8" Meter	1,600	106.667	$9,711	$1,035,843
10" Meter	2,500	166.667	$9,711	$1,618,503
12" Meter	3,300	220.000	$9,711	$2,136,420

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RECAP OF RECOMMENDED WATER SYSTEM IMPROVEMENTS IMPACT FEES

- **General City** – Adopt:
  A. Schedule 7.2 for the ten basic DIF categories,
  B. Table 7-7, Equivalent Water Meter Size Calculation Based upon *Minimum Needs-based Development Impact Fees*, and:

- **Ontario Ranch** – Adopt:
  A. Schedule 7.4 for the nine basic DIF categories,
  B. Table 7-10, Equivalent Water Meter Size Calculation Based upon *Minimum Needs-based Development Impact Fees*, and:

END OF CHAPTER TEXT

Schedule 7.1

City of Ontario
2021-22 Development Impact Cost Calculation Update
Allocation of Project Cost Estimates
Water Source, Storage and Distribution Facilities

Line #	Project Title	Remaining Project Cost Estimate	Construction Needs Supported by Other Resources		Construction Needs Generated by New Development in OR		Construction Needs Generated by New Development in GC	
			Percent Need	Apportioned Dollar Cost	Percent Need	Apportioned Dollar Cost	Percent Need	Apportioned Dollar Cost
WT-001	Phillips Street 1010' Zone Well	$764,470	0.00%	$0	0.00%	$0	100.00%	$764,470
WT-002	Eighth Street 1212' Zone Wells	$14,638,349	0.00%	$0	42.09%	$6,161,281	57.91%	$8,477,068
WT-003	Project Completed or No Longer Needed	$0	0.00%	$0	0.00%	$0	0.00%	$0
WT-004	Eighth Street 1212' Zone Transmission Lines	$51,199,636	25.00%	$12,799,909	0.00%	$0	75.00%	$38,399,727
WT-005	Eighth Street 1212' Zone Reservoir Site Purchase	$4,800,000	25.00%	$1,200,000	0.00%	$0	75.00%	$3,600,000
WT-006	Eighth Street 1212' Zone Reservoir Construction	$34,239,271	25.00%	$8,559,818	0.00%	$0	75.00%	$25,679,453
WT-007	Francis Street 925' Zone Wells	$54,967,749	0.00%	$0	100.00%	$54,967,749	0.00%	$0
WT-008	Phillips Street 1010' Zone Wells	$5,536,808	0.00%	$0	100.00%	$5,536,808	0.00%	$0
WT-009	Phillips Street 1010' Zone Extension Mains Extension	$10,367,176	9.65%	$1,000,432	83.56%	$8,662,812	6.79%	$703,931
WT-010	Francis Street 925' Zone Transmission Lines	$26,110,371	0.00%	$0	100.00%	$26,110,371	0.00%	$0
WT-011	Francis Street 925' Zone Distribution Mains	$35,243,908	0.00%	$0	100.00%	$35,243,908	0.00%	$0
WT-012	Francis Street 925' Zone Well Collection System	$11,944,714	0.00%	$0	100.00%	$11,944,714	0.00%	$0
WT-013	Pressure Reducing Station, Potable Water System (1010' - 925')	$1,830,000	0.00%	$0	100.00%	$1,830,000	0.00%	$0
WT-014	Francis Street 925' Zone Reservoirs	$49,151,462	0.00%	$0	100.00%	$49,151,462	0.00%	$0
WT-015	Phillips Street 1010' Zone Reservoirs	$3,747,521	0.00%	$0	100.00%	$3,747,521	0.00%	$0
WT-016	Recycled Water System	$67,414,419	0.00%	$0	86.35%	$58,212,351	13.65%	$9,202,068
WT-017	Back-Up Power Supply	$3,475,262	65.23%	$2,266,913	27.52%	$956,392	7.25%	$251,956
WT-018	Reservoir 1010' (2B) Landscaping	$248,268	0.00%	$0	0.00%	$0	100.00%	$248,268
WT-019	Project Completed or No Longer Needed	$0	0.00%	$0	0.00%	$0	0.00%	$0
WT-020	Project Completed or No Longer Needed	$0	0.00%	$0	0.00%	$0	0.00%	$0
WT-021	Distribution System Pressure, Size And Age Improvements	$146,132,182	100.00%	$146,132,182	0.00%	$0	0.00%	$0
WT-022	Miscellaneous Up-Sized Facilities	$5,307,264	0.00%	$0	0.00%	$0	100.00%	$5,307,264
WT-023	Abandon Existing General City Wells	$525,052	100.00%	$525,052	0.00%	$0	0.00%	$0
WT-024	Project Completed or No Longer Needed	$0	0.00%	$0	0.00%	$0	0.00%	$0
WT-025	Decommission Galvin Treatment Plant/Abandon 1212-3 Reservoir	$2,474,310	100.00%	$2,474,310	0.00%	$0	0.00%	$0
WT-026	Seismic Upgrades And Replacements	$13,848,736	100.00%	$13,848,736	0.00%	$0	0.00%	$0
WT-027	Water Master Plan Updates	$1,564,143	0.00%	$0	82.87%	$1,296,205	17.13%	$267,938
WT-028	Water System Maintenance Vehicle/Equipment Fleet	$1,367,350	0.00%	$0	82.87%	$1,133,123	17.13%	$234,227
WT-029	Project Completed or No Longer Needed	$0	0.00%	$0	100.00%	$0	0.00%	$0
WT-030	Project Completed or No Longer Needed	$0	0.00%	$0	100.00%	$0	0.00%	$0
WT-031	JCSD/Ontario Reservoir (Phillips Street 1010" Zone)	$431,798	40.00%	$172,719	50.00%	$215,899	10.00%	$43,180
WT-032	Water Treatment	$52,190,676	47.46%	$24,769,695	52.54%	$27,420,981	0.00%	$0
WT-033	Project Completed or No Longer Needed	$0	100.00%	$0	0.00%	$0	0.00%	$0
WT-034	Water Source Supply	$62,549,323	0.00%	$0	93.71%	$58,614,971	6.29%	$3,934,352
WT-035	General System Reliability Improvements	$1,863,936	100.00%	$1,863,936	0.00%	$0	0.00%	$0

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Schedule 7.1

City of Ontario
2021-22 Development Impact Cost Calculation Update
Allocation of Project Cost Estimates
Water Source, Storage and Distribution Facilities

Line #	Project Title	Remaining Project Cost Estimate	Construction Needs Supported by Other Resources: Percent Need	Construction Needs Supported by Other Resources: Apportioned Dollar Cost	Construction Needs Generated by New Development in OR: Percent Need	Construction Needs Generated by New Development in OR: Apportioned Dollar Cost	Construction Needs Generated by New Development in GC: Percent Need	Construction Needs Generated by New Development in GC: Apportioned Dollar Cost
WT-036	Fourth Street 1074' Zone Transmission Improvements	$3,010,563	100.00%	$3,010,563	0.00%	$0	0.00%	$0
WT-037	Share of Specific/Common City Yard Improvements	$9,472,959	0.00%	$0	82.87%	$7,850,241	17.13%	$1,622,718
WT-038	Project Completed or No Longer Needed	$0	100.00%	$0	0.00%	$0	0.00%	$0
	Sub-Total General Plan Total New Projects	$676,417,676	32.32%	$218,624,265	53.08%	$359,056,789	14.60%	$98,736,620
	OR Reimbursement for Water System	$4,375,000	0.00%	$0	100.00%	$4,375,000	0.00%	$0
	Less: OR Reimbursement for Previous GC Expenses	-$4,375,000	100%	$ (4,375,000)	0.00%	0.00%	0.00%	$0
	FINANCIAL ADJUSTMENTS:							
	Ontario Ranch - Local Water Outstanding Credits	$8,026,039	0.00%	$0	100.00%	$8,026,039	0.00%	$0
	Ontario Ranch - Regional Water Outstanding Credits	$37,934,838	0.00%	$0	100.00%	$37,934,838	0.00%	$0
	Ontario Ranch - Development Impact Fee Fund Balance	($2,334,443)	0.00%	$0	100.00%	-$2,334,443	0.00%	$0
	General City Development Impact Fee Fund Balance	($19,923,578)	0.00%	$0	0.00%	$0	100.00%	-$19,923,578
	Total Fund Balance/OutstandingCredits	$23,702,856	0.00%	$0	184.06%	$43,626,434	-84.06%	-$19,923,578
	Total Net General Plan Project Costs	$700,120,532	30.60%	$214,249,265	58.14%	$407,058,223	11.26%	$78,813,042
					Forward to Schedule 7.4		**Forward to Schedule 7.2**	

NOTES:

(1). All developer-held "credits" under FINANCIAL ADJUSTMENTS will appear as a positive indicating an additional Infrastructure Fund obligation that will be redeemed (in lieu of a DIF payment) at some point in the future.

(2). A negative figure under FINANCIAL ADJUSTMENTS indicates a positive Fund Balance mitigating the project total. A positive figure indicates an amount that needs to be recovered by DIFs.

(3). Costs distribution based upon the water allocation factors from the Water Master Plan.

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Schedule 7.2

City of Ontario
2021-22 Development Impact Cost Calculation Update
General City (GC) - Minimum Capital Needs-based Impact Costs
Water Source, Storage and Distribution Facilities

Proposed Land Use	*Undeveloped*		*GC Water Allocation Rate GPD (1)*	*Cumulative New Water Allocation*	*Percentage of Added Water Allocation*	*Allocation of Expansion Costs*	*Cost Distribution Per Acre*	*Average Units or Square Feet/Acre*	*Development Impact Fee per Unit or Square Foot*
	Acres	*Units*							
Detached Dwellings	262	1,131	544	615,264	4.47%	$3,523,941	$13,450	4.32	*$3,113 per Unit*
Attached Dwellings	183	2,688	372	999,936	7.27%	$5,727,160	$31,296	14.69	*$2,130 per Unit*
High Density Dwellings	598	21,807	251	5,473,557	39.78%	$31,349,944	$52,425	36.47	*$1,437 per Unit*
Mobile Home Dwellings	14	95	372	35,340	0.26%	$202,411	$14,458	6.79	*$2,129 per Unit*
Commercial Lodging Units	3	150	150	22,500	0.16%	$128,869	$42,956	50.00	*$859 per Unit*
Retail/Service Uses	992	8,164,415	2,200	2,182,400	15.86%	$12,499,754	$12,601	8,230	*$1.531 per S.F.*
Office Uses	822	20,895,746	3,400	2,794,800	20.31%	$16,007,292	$19,474	25,421	*$0.766 per S.F.*
Business Park Uses	341	6,969,626	2,200	750,200	5.45%	$4,296,791	$12,601	20,439	*$0.617 per S.F.*
Industrial Uses	441	30,650,125	2,000	882,000	6.41%	$5,051,679	$11,455	69,501	*$0.165 per S.F.*
Private Institutional Use	2	43,560	2,200	4,400	0.03%	$25,201	$12,601	21,780	*$0.579 per S.F.*
TOTAL	**3,658**	--	--	**13,760,397**	**100.00%**	**$78,813,042**	**in Total GC Water System General Plan Projects**		
ALTERNATE FEE METHODOLOGY				**13,760,397**		**$78,813,042**	**$5.728 Per Gallon Demand**		

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Schedule 7.3

City of Ontario
2021-22 Development Impact Cost Calculation Update
Existing Community Financial Commitment Comparison
Water Source, Storage and Distribution Facilities

Proposed Land Use	Undeveloped Acres	Undeveloped Units	GC Water Allocation Rate GPD (1)	Cumulative Existing Water Allocation	Percentage of Existing Water Allocation	Allocation of ExistingSystem Costs	Cost Distribution Per Acre	Average Units or Square Feet/Acre	Development Impact Fee per Unit or Square Foot
Detached Dwellings	4,733	27,449	544	14,932,256	37.19%	$293,563,762	$62,025	5.80	***$10,694 per Unit***
Attached Dwellings	641	12,050	372	4,482,600	11.16%	$88,126,598	$137,483	18.80	***$7,313 per Unit***
High Density Dwellings	193	4,812	251	1,207,812	3.01%	$23,745,229	$123,032	24.93	***$4,935 per Unit***
Mobile Home Dwellings	204	2,097	372	780,084	1.94%	$15,336,222	$75,178	10.28	***$7,313 per Unit***
Commercial Lodging Units	143	5,810	150	871,500	2.17%	$17,133,434	$119,814	40.63	***$2,949 per Unit***
Retail/Service Uses	477	18,418,611	2,200	1,049,400	2.61%	$20,630,895	$43,251	38,613	***$1.120 per S.F.***
Office Uses	310	9,959,192	3,400	1,054,000	2.63%	$20,721,330	$66,843	32,126	***$2.081 per S.F.***
Business Park Uses	741	9,587,138	2,200	1,630,200	4.06%	$32,049,253	$43,251	12,938	***$3.343 per S.F.***
Industrial Uses	6,610	106,400,598	2,000	13,220,000	32.93%	$259,901,312	$39,319	16,097	***$2.443 per S.F.***
Private Institutional Use	419	2,318,711	2,200	921,800	2.30%	$18,122,317	$43,251	5,534	***$7.816 per S.F.***
TOTAL	**14,471**	--	--	**40,149,652**	**100.00%**	**$789,330,351**	**Total Existing Water System Inventory**		

$496,870,839	**in Water Distribution System Assets**
$100,315,860	**in Water Storage Reservoir Assets**
$115,078,345	**In Water Well Assets**
$19,172,187	**in Water Shares Assets**
$9,403,160	**in Pressure Reducing Stations (PRVs) Assets**
$8,159,250	**In Booster Station Assets**
$17,103,834	**in Treatment Facilities Assets**
$2,678,630	**in Water Maintenance Vehicles/Equipment Assets**
$624,668	**in Altitude Valve Assets**
$19,923,578	**in Water System DIF Fund Balance**

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Schedule 7.4

City of Ontario
2021-22 Development Impact Cost Calculation Update
Ontario Ranch (OR) - Minimum Capital Needs-based Impact Costs
Water Source, Storage and Distribution Facilities

Proposed Land Use	Undeveloped Acres	Undeveloped Units	OR Water Allocation Rate (1)	Cumulative New Water Allocation	Percentage of Added Water Allocation	Allocation of Expansion Costs	Cost Distribution Per Acre	Average Units or Square Feet/Acre	Development Impact Fee per Unit or Square Foot
Detached Dwellings	1,423	11,662	714	8,326,668	27.82%	$113,251,103	$79,586	8.20	*$9,711 per Unit*
Attached Dwellings	1,316	29,684	392	11,636,128	38.88%	$158,263,104	$120,261	22.56	*$5,332 per Unit*
High Density Dwellings	439	13,082	208	2,721,056	9.09%	$37,009,112	$84,303	29.80	*$2,829 per Unit*
Commercial Lodging	9	396	300	118,800	0.40%	$1,615,800	$179,533	44.00	*$4,080 per Unit*
Retail/Service Uses	279	5,751,595	4,832	1,348,128	4.50%	$18,335,904	$65,720	20,615	*$3.188 per S.F.*
Office Uses	114	2,670,188	4,963	565,782	1.89%	$7,695,207	$67,502	23,423	*$2.882 per S.F.*
Business Park Uses	428	9,953,243	4,245	1,816,860	6.07%	$24,711,133	$57,736	23,255	*$2.483 per S.F.*
Industrial Uses	669	16,981,679	4,795	3,207,855	10.72%	$43,630,071	$65,217	25,384	*$2.569 per S.F.*
Institutional Use	50	1,089,000	3,745	187,250	0.63%	$2,546,789	$50,936	21,780	*$2.339 per S.F.*
TOTAL	4,727	--	--	29,928,527	100.00%	$407,058,223	in Total OR Water System General Plan Projects		
ALTERNATE FEE METHODOLOGY				**29,928,527**		**$407,058,223**	**$13.601 Per Gallon Demand**		

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Chapter 8
Sewer Collection Facilities

As was mentioned in the prior chapter and will be reiterated here, a city or public agency experiencing dramatic growth may put off the construction of needed parks, roads storm drainage projects and the like and still function, perhaps minimally. However, nothing stops development in its tracks any faster than the lack of a water distribution system and a sewage collection system. These two systems were some of the earliest calculated DIFs, although they were generally called "hook up" fees [13]. In short, a residence or business cannot exist without these important connections.

Growth will continue to impact City services in two ways. The first is development within areas already served by the sewer collection system which, if not properly sized at construction, could overwhelm the existing capacity of the pipe. Such is the case with GC. The second way growth impacts the City is by development proposals in areas where the system improvements do not yet exist as with the OR area. A properly undertaken Master Plan will eliminate the first problem, but it will take money to construct the additionally needed lines. It is a commonly accepted principle in both water and sewer expansion that DIF receipts can finance the expansions as needed and required. If a development wanted to connect and there were no close-by lines, the developer would finance the expansion with perhaps a reimbursement agreement if appropriate.

The principle remains the same with these DIFs. This Chapter will calculate a fee schedule that represents the proportional expense per unit of growth by DIF Land-use Type, i.e., a detached dwelling unit, a commercial lodging unit or 1,000 square feet of business space.

Similar to the circulation, storm drainage and water DIFs, sewer collection infrastructure will require separate DIF schedules for GC and OR in order to insure that existing GC users are not placed in the position of subsidizing OR area development. The GC DIF calculation and general sewer collection discussion will be in the beginning of the Chapter and the OR calculation will follow at the end of the chapter.

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EXISTING SEWER GC COLLECTION SYSTEM

The City's major line sewer collection system currently consists of an identified 468,723 linear feet of various sized (10" to 48") reinforced concrete pipe, over 1,875 manholes and various backfill, road base and asphalt. The current cost of duplicating the entire system of laterals, locals and collectors, would be approximately $346,761,523. There are also a number of pump stations with a replacement value $750,000. There is $1,610,053 in specialty equipment and vehicles dedicated to sewer collection system maintenance. There is an existing negative GC DIF fund balance of $4,052,853. These individual assets create sewer collection system investment of $345,068,723.

[13] Not to be confused with a "connection" fee which is a reimbursement for the actual costs of having a city-worker either set the water meter or connect the privately owned sewer pipe from the home to the City's later sewer pipe.

GENERAL CITY SEWER COLLECTION SYSTEM DEVELOPMENT IMPACT FEES

Schedule 8.1 identifies 38 sewer collection capital projects, (after fourteen of the original 52 have been completed and removed from the total), necessary to accommodate the remaining growth in the GC part of the City and also maintain the existing system. GC development will be responsible for some portion of 25 of the remaining 38 projects. OR had some (or all) of the responsibility for 14 of the projects. Twenty-two of the projects have some portion (or all) of the costs related to maintenance of the existing system and thus these portions are not allocated to development. Combined, they will cost an estimated $137,148,405 to design, construct and inspect, or acquire. The combined GC and OR DIF positive fund balances of $5,184,412 and reduce that figure the $5,422,835 in outstanding developer credits slightly increases the total $137,386,829.

The Schedule 8.1 projects were identified by the City's Engineering Staff, and they were based upon the *General City and Ontario Ranch Sewer Master Plan of 2012*.

The project costs related to GC growth needs were then distributed to the development categories within GC by the system design flows, or gallons per day/acre flow rates (GPAD) for business development or gallons per day (GPD) for residential construction. The OR sewer design flow rates are based upon the previously mentioned Sewer Master Plan and are as follows in Table 8-1:

Table 8-1
General City Sewer Flow Rate
Demand by Land Use
Demand in GPD or GPAD

DIF Land-use Type	Gallons (per Unit) per Day	Gallons per Acre per Day
Detached Dwelling Units	240	
Attached Dwelling Units	210	
High Density Dwelling Units	180	
Mobile Residences Dwelling Units	210	
Commercial Lodging Units	140	
Retail/Service Uses		900
Office Uses		3,000
Business Park Uses		1,200
Industrial Uses		1,600
Institutional Uses		1,500

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DISTRIBUTION OF CAPTAL COSTS

Table 8-2, following, is extracted from Schedule 8.2 and demonstrates the results of distributing the $26,077,681 in GC sewer system expansion costs over the remaining undeveloped parcels in GC.

Table 8-2
City of Ontario's General City Area
Basic Needs-based Sewer Collection System
Development Impact Costs
by DIF Land-use Type

DIF Land-use Type	Allocation of Development Costs	Development Impact Cost Per Unit or Square Foot
Detached Dwelling Units	$652,617	$577/Unit
Attached Dwelling Units	$1,357,443	$505/Unit
High Density Dwelling Units	$9,438,736	$433/Unit
Mobile Home Units	$47,970	$505/Unit
Commercial Lodging Units	$50,424	$336/Unit
Retail/Service Uses	$2,146,830	$0.263/S.F.
Office Uses	$5,929,777	$0.284/S.F.
Business Park Uses	$983,945	$0.141/S.F.
Industrial Uses	$1,696,581	$0.055/S.F.
Institutional Uses	$7,140	$0.164/S.F.

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The results indicate that the varying types of residential dwellings will need to contribute anywhere from a low of $433 for a high density dwelling unit to a high of $577 for a detached dwelling unit in either DIF payments or in contributed capital in the form of off-site sewer lines (to the same amount).

Existing Contribution. Table 8-3, on the following page, distributes the current replacement cost, or long-term investment of the existing system distributed over those who have contributed to the existing sewer system, the current users and rate payers. This has been done in the same manner as the future costs were distributed against the future users, by the same average demand statistics used for modeling master plans. The results indicate that the average high density dwelling unit has contributed $2,516 per unit and a detached dwelling unit has contributed about $3,354 per unit.

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Table 8-3
Existing Sewer Collection System Community
Financial Commitment Comparison Data

DIF Land-use Type	Allocation of Development Costs	Development Impact Cost Per Unit or Square Foot
Detached Dwelling Units	$92,067,786	$3,354/Unit
Attached Dwelling Units	$35,366,093	$2,935/Unit
High Density Dwelling Units	$12,105,011	$2,516/Unit
Mobile Home Units	$6,156,026	$2,936/Unit
Commercial Lodging Units	$11,366,564	$1,956/Unit
Retail/Service Uses	$6,000,745	$0.326/S.F.
Office Uses	$12,998,739	$1.305/S.F.
Business Park Uses	$12,425,925	$1.296/S.F.
Industrial Uses	$147,803,286	$1.389/S.F.
Institutional Uses	$8,781,999	$3.787/S.F.

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PROPORTIONATE SHARE ANALYSIS

Necessity for DIFs. DIFs are necessary and appropriate for the construction of the remainder of the sewer collection system for one significant reason. Similar to the distribution of water, the collection and treatment of sewage has long since been recognized by most public agencies as a utility. Utilities differ from general tax-supported services in that they are similar to private sector utility businesses and are financed by utility rates. Sewer collection rates are relatively elastic, within reason, and can be set to meet sewage collection costs whereas taxes for general municipal services cannot. As a result, general taxes must be protected and reserved for services that do not have any such an elastic revenue source such as public safety, park maintenance, storm drainage, and others. Additionally, as long as the existing sewer users have an adequate system for their needs, they would have little interest in having sewer rates rise for any reason other than operating costs as opposed to meeting the cost of adding new users. Clearly, the cost of adding to the system infrastructure to accommodate additional private development demands should be imposed upon that same private development.

The contribution to the sewer collection system (benefit) can be measured, unlike many of the City's services. Sewer rates can, and should be, set to meet the Council's priorities and policies in terms of the sewer system use. The use of general taxes, where no relationship between the rate of taxation and benefit exists, in support of any utility service would be inappropriate.

Recommended GC Area DIF Schedule. The adoption of Schedule 8.2 at the end of the Chapter text (as summarized in table 8-2), as the Sewer Collection Facilities DIF schedule is both reasonable and would generate enough capital to construct the infrastructure facilities needed by the new development. The DIFs contained in Schedules 8.2 also contain amounts lesser than the financial commitment fees identified in Schedule 8.3 thus Schedule 8.2 does not violate any proportionate requirements.

CREDITS AGAINST DEVELOPMENT IMPACT FEES

Like the water utility, there are no *stand-by* sewer collection rates. Vacant parcels are not charged sewer rates and therefore they have not contributed to the capital development of the sewer system. As a result there can be no allowance for previous contributions to capital from vacant parcels, simply because there were none. Additionally, there have been no General Fund expenditures on sewer projects.

Credit for Developer Constructed Improvements Contained Within the City's MFP and Impact Fee Calculation. Similar to other infrastructure construction, it may be advantageous to have the developer construct certain public improvements contiguous to the private development. The adoption of DIFs should not preclude such agreements. Thus it is recommended that the City continue the process of agreeing to allow developers to make sewer system capital improvements that are identified within the City's MFP and that are part of the impact fee calculation, and receive a credit for that constructed amount. The net DIF would be the amount per the adopted schedules less the credit for the capital constructed by the developer.

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ONTARIO RANCH SEWER COLLECTION SYSTEM IMPACT FEE

Ontario Ranch will need a significant amount of sewer collection system improvements in order to accommodate the large scale development planned for the area. There is some $73,398,698 in remaining collection trunk mains and other general improvements. In addition, there is the $681,912 in costs for a proportional expansion of the sewer maintenance fleet and $2,858,406 as the sewer operations share of the City maintenance yard improvements. There is a $561,012 portion of a Master Plan costs. The total of all these project and financial adjustments is $77,500,028. There is a net negative $4,291,276 in a combination of positive developer credits (increases total) and a positive Fund Balance (decreases total) will be spread over users developing on 4,727 vacant acres generating demands of 11,947,928 gallons per day. The project costs related to OR growth needs were then distributed to the development categories within OR by the system design flows, or gallons per day/acre flow rates (GPAD) for business development or gallons per day (GPD) for residential construction. The OR sewer design flow rates are based upon the previously mentioned Sewer Master Plan and also reflect the OR residential water conservation efforts. They are as follows in Table 8-4:

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Table 8-4
General City Sewer Flow Rate
Demand by Land Use
Demand in GPD or GPAD

DIF land-use Type	Gallons (per Unit) per Day	Gallons per Acre per Day
Detached Dwelling Units	240	
Attached Dwelling Units	182	
High Density Dwelling Units	110	
Commercial Lodging Units	140	
Retail/Service Uses		900
Office Uses		3,000
Business Park Uses		1,200
Industrial Uses		1,600
Institutional Uses		1,500

These distributed costs are recommended as the OR Sewer Collection System DIF Schedule per Table 8-5 (as summarized from Schedule 8.4), following:

Table 8-5
City of Ontario's Ontario Ranch Area
Basic Needs-based Sewer Collection System
Development Impact Costs
by DIF Land-use Type

DIF Land-use Type	Allocation of Development Costs	Development Impact Cost Per Unit or Square Foot
Detached Dwelling Units	$19,160,431	$1,642/Unit
Attached Dwelling Units	$36,983,574	$1,246/Unit
High Density Dwelling Units	$9,850,945	$753/Unit
Commercial Lodging Units	$379,512	$958/Unit
Retail/Service Uses	$1,719,253	$0.299/S.F.
Office Uses	$2,340,867	$0.877/S.F.
Business Park Uses	$3,516,208	$0.353/S.F.
Industrial Uses	$7,327,683	$0.431/S.F.
Institutional Uses	$513,949	$0.472/S.F.

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RECAP OF RECOMMENDED SEWER SYSTEM IMPROVEMENTS IMPACT FEES

- **General City** - Adopt Schedule 8.2 for the ten basic land-uses.
- **Ontario Ranch** - Adopt Schedule 8.4 for the nine basic land-uses.

END OF CHAPTER TEXT

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Schedule 8.1

City of Ontario
2021-22 Development Impact Cost Calculation Update
Allocation of Project Cost Estimates
Sewer Collection Facilities

Line #	Project Title	Estimated Remaining Cost	Construction Needs Supported by Other Resources		Construction Needs Generated by New Development in OR		Construction Needs Generated by New Development in GC	
			Percent Need	Apportioned Dollar Cost	Percent Need	Apportioned Dollar Cost	Percent Need	Apportioned Dollar Cost
SW-001	Eastern Trunk Sewer	$21,279,860	85.66%	$18,228,328	13.18%	$2,804,686	1.16%	$246,846
SW-002	Western Trunk Sewer	$36,174,154	0.00%	$0	100.00%	$36,174,154	0.00%	$0
SW-003	Eucalyptus East Trunk Sewer	$697,535	0.00%	$0	100.00%	$697,535	0.00%	$0
SW-004	Project Completed or No Longer Needed	$0	0.00%	$0	100.00%	$0	0.00%	$0
SW-005	Haven Trunk Sewer	$1,497,780	0.00%	$0	100.00%	$1,497,780	0.00%	$0
SW-006	Mill Creek Trunk Sewer	$11,064,313	0.00%	$0	100.00%	$11,064,313	0.00%	$0
SW-007	Project Completed or No Longer Needed	$0	0.00%	$0	0.00%	$0	0.00%	$0
SW-008	Walker Trunk Sewer	$986,909	0.00%	$0	100.00%	$986,909	0.00%	$0
SW-009	Grove Trunk Sewer	$4,903,394	0.00%	$0	100.00%	$4,903,394	0.00%	$0
SW-010	Bon View Trunk Sewer	$4,903,394	0.00%	$0	100.00%	$4,903,394	0.00%	$0
SW-011	Euclid Trunk Sewer	$4,903,394	0.00%	$0	100.00%	$4,903,394	0.00%	$0
SW-012	Project Completed or No Longer Needed	$0	0.00%	$0	0.00%	$0	0.00%	$0
SW-013	Project Completed or No Longer Needed	$0	0.00%	$0	0.00%	$0	0.00%	$0
SW-014	Project Completed or No Longer Needed	$0	0.00%	$0	0.00%	$0	0.00%	$0
SW-015	Plaza Serena Street, Granda Court To Vineyard Avenue	$30,097	0.00%	$0	0.00%	$0	100.00%	$30,097
SW-016	Philadelphia Between Parco And Vineyard	$6,146,285	85.00%	$5,224,342	0.00%	$0	15.00%	$921,943
SW-017	Holt Boulevard, West Of Imperial Avenue	$407,568	61.00%	$248,616	0.00%	$0	39.00%	$158,952
SW-018	Project Completed or No Longer Needed	$0	100.00%	$0	0.00%	$0	0.00%	$0
SW-019	Project Completed or No Longer Needed	$0	0.00%	$0	0.00%	$0	0.00%	$0
SW-020	Cherry Avenue, North Of G Street	$17,442	100.00%	$17,442	0.00%	$0	0.00%	$0
SW-021	Project Completed or No Longer Needed	$0	0.00%	$0	0.00%	$0	0.00%	$0
SW-022	Vineyard Avenue, South Of Cedar Et. Al.	$13,947,873	13.00%	$1,813,223	0.00%	$0	87.00%	$12,134,650
SW-023	Easement East Of Haven Street	$1,211,150	27.00%	$327,011	0.00%	$0	73.00%	$884,140
SW-024	Project Completed or No Longer Needed	$0	0.00%	$0	0.00%	$0	0.00%	$0
SW-025	Project Completed or No Longer Needed	$0	0.00%	$0	0.00%	$0	0.00%	$0
SW-026	Sewer Utility Maintenance Vehicles	$947,100	0.00%	$0	72.00%	$681,912	28.00%	$265,188
SW-027	Sewer Utility Master Plan	$779,184	0.00%	$0	72.00%	$561,012	28.00%	$218,172
SW-028	Project Completed or No Longer Needed	$0	0.00%	$0	0.00%	$0	0.00%	$0
SW-029	Carpenter Trunk Sewer	$5,463,139	0.00%	$0	100.00%	$5,463,139	0.00%	$0
SW-030	Project Completed or No Longer Needed	$0	0.00%	$0	0.00%	$0	0.00%	$0
SW-031	Easement N/O & S/O Hollowell, E/O Boulder Avenue	$102,306	100.00%	$102,306	0.00%	$0	0.00%	$0
SW-032	D Street Between Corona And Vineyard	$72,566	100.00%	$72,566	0.00%	$0	0.00%	$0
SW-033	Easement W/O Euclid From N/O J St To Easement S/O G St	$187,515	100.00%	$187,515	0.00%	$0	0.00%	$0
SW-034	Benson Avenue Between I Street and G Street	$133,473	100.00%	$133,473	0.00%	$0	0.00%	$0

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Schedule 8.1

City of Ontario
2021-22 Development Impact Cost Calculation Update
Allocation of Project Cost Estimates
Sewer Collection Facilities

Line #	Project Title	Estimated Remaining Cost	Construction Needs Supported by Other Resources		Construction Needs Generated by New Development in OR		Construction Needs Generated by New Development in GC	
			Percent Need	Apportioned Dollar Cost	Percent Need	Apportioned Dollar Cost	Percent Need	Apportioned Dollar Cost
SW-035	Virginia Avenue Between D Street and Nocta Street	$58,242	26.00%	$15,143	0.00%	$0	74.00%	$43,099
SW-036	Deer Creek Loop And Laurel Tree Drive	$809,492	99.00%	$801,397	0.00%	$0	1.00%	$8,095
SW-037	Hollowell, Boulder and Holt Avenue	$250,124	0.00%	$0	0.00%	$0	100.00%	$250,124
SW-038	Easement N/O Holt Blvd, E/O Allyn Avenue	$97,051	59.00%	$57,260	0.00%	$0	41.00%	$39,791
SW-039	Riverside Drive Between Sultana And Campus Avenues	$176,978	33.00%	$58,403	0.00%	$0	67.00%	$118,575
SW-040	Vineyard S/O Airport And Easement	$6,524,301	69.00%	$4,501,768	0.00%	$0	31.00%	$2,022,533
SW-041	Mills Circle N/O Mall Drive	$132,250	66.00%	$87,285	0.00%	$0	34.00%	$44,965
SW-042	Holt Boulevard E/O Vineyard Avenue	$420,132	52.00%	$218,469	0.00%	$0	48.00%	$201,663
SW-043	Bon View Avenue N/O Francis	$197,732	0.00%	$0	0.00%	$0	100.00%	$197,732
SW-044	Acacia, Easement, Locust And Parco	$1,736,460	19.00%	$329,927	0.00%	$0	81.00%	$1,406,533
SW-045	Turner Avenue, N/O Cedar Street	$132,250	19.00%	$25,128	0.00%	$0	81.00%	$107,123
SW-046	Holt Sewer Phase A	$960,447	83.00%	$797,171	0.00%	$0	17.00%	$163,276
SW-047	Holt Sewer Phase B	$37,442	99.00%	$37,068	0.00%	$0	1.00%	$374
SW-048	Share Of Common City Yard Improvements	$3,970,009	0.00%	$0	72.00%	$2,858,406	28.00%	$1,111,603
SW-049	Project Completed or No Longer Needed	$0	0.00%	$0	100.00%	$0	0.00%	$0
SW-050	Airport Drive Main, E/O Grove	$590,977	0.00%	$0	0.00%	$0	100.00%	$590,977
SW-051	Project Completed or No Longer Needed	$0	54.00%	$0	0.00%	$0	46.00%	$0
SW-052	Piedmonte Specific Densification Mitigation in Various Streets	$5,198,088	0.00%	$0	0.00%	$0	100.00%	$5,198,088
	Sub-Total General Plan Total New Projects	$137,148,406	24.27%	$33,283,841	56.51%	$77,500,028	19.22%	$26,364,539
	FINANCIAL ADJUSTMENTS:			$34,566,208		$78,789,386		$27,736,071
	Ontario Ranch - Local Sewer Outstanding Credits	$5,421,619	0.00%	$0	100.00%	$5,421,619	0.00%	$0
	Ontario Ranch - Regional Sewer Outstanding Credits	$1,216	0.00%	$0	100.00%	$1,216	0.00%	$0
	Ontario Ranch - Development Impact Fee Fund Balance	($1,131,559)	0.00%	$0	100.00%	($1,131,559)	0.00%	$0
	General City - Development Impact Fee Fund Balance	($4,052,853)	0.00%	$0	0.00%	$0	100.00%	($4,052,853)
	Tota Fund Balance/Outstanding Credits	$238,423	0.00%	$0		$4,291,276		($4,052,853)
	Total Net General Plan Project Costs	$137,386,829	24.23%	$33,283,841	59.53%	$81,791,304	16.24%	$22,311,686
					Forward to Schedule 8.4		**Forward to Schedule 8.2**	

NOTES:

(1). All developer-held "credits" under FINANCIAL ADJUSTMENTS will appear as a positive indicating an additional Infrastructure Fund obligation that will be redeemed (in lieu of a DIF payment) at some point in the future.

(2). A negative figure under FINANCIAL ADJUSTMENTS indicates a positive Fund Balance mitigating the project total. A positive figure indicates an amount that needs to be recovered by DIFs.

(3). Costs distribution based upon the Sewer allocation factors from the Sewer Master Plan.

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Schedule 8.2

City of Ontario
2021-22 Development Impact Cost Calculation Update
General City (GC) - Minimum Capital Needs-based Impact Costs
Sewer Collection Facilities

Proposed Land Use	Undeveloped Acres	Undeveloped Units	Gallons per Day Sewer Demand Rate	Cumulative New Sewer Demand	Percentage of Additional Sewer Demand	Allocation of Expansion Costs	Cost Distribution Per Acre	Average Units or Square Feet/Acre	Development Impact Fee per Unit or Square Foot
Detached Dwellings	262	1,131	240	271,440	2.93%	$652,617	$2,491	4.32	*$577 per Unit*
Attached Dwellings	183	2,688	210	564,480	6.08%	$1,357,443	$7,418	14.69	*$505 per Unit*
High Density Dwellings	598	21,807	180	3,925,260	42.30%	$9,438,736	$15,784	36.47	*$433 per Unit*
Mobile Home Dwellings	14	95	210	19,950	0.22%	$47,970	$3,426	6.79	*$505 per Unit*
Commercial Lodging Units	3	150	140	21,000	0.23%	$50,424	$16,808	50.00	*$336 per Unit*
Retail/Service Uses	992	8,164,415	900	892,800	9.62%	$2,146,830	$2,164	8,230	*$0.263 per S.F.*
Office Uses	822	20,895,746	3,000	2,466,000	26.58%	$5,929,777	$7,214	25,421	*$0.284 per S.F.*
Business Park Uses	341	6,969,626	1,200	409,200	4.41%	$983,945	$2,885	20,439	*$0.141 per S.F.*
Industrial Uses	441	30,650,125	1,600	705,600	7.60%	$1,696,581	$3,847	69,501	*$0.055 per S.F.*
Private Institutional Use	2	43,560	1,500	3,000	0.03%	$7,140	$3,570	21,780	*$0.164 per S.F.*
TOTAL	**3,658**	--	--	**9,278,730.00**	**100.00%**	**$22,311,686 in Total GC Sewer General Plan Projects**			

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Schedule 8.3

City of Ontario
2021-22 Development Impact Cost Calculation Update
Existing Community Financial Commitment Comparison
Sewer Collection Facilities

Proposed Land Use	*Undeveloped*		*Gallons per Day Sewer Demand Rate*	*Cumulative Existing Sewer Demand*	*Percentage of Existing Sewer Demand*	*Allocation of Expansion Costs*	*Cost Distribution Per Acre*	*Average Units or Square Feet/Acre*	*Development Impact Fee per Unit or Square Foot*
	Acres	*Units*							
Detached Dwellings	4,733.0	27,449	240	6,587,760	26.68%	$92,067,786	$19,452	5.80	***$3,354 per Unit***
Attached Dwellings	641.0	12,050	210	2,530,500	10.25%	$35,366,093	$55,173	18.80	***$2,935 per Unit***
High Density Dwellings	193.0	4,812	180	866,160	3.51%	$12,105,011	$62,720	24.93	***$2,516 per Unit***
Mobile Home Dwellings	204.0	2,097	210	440,370	1.78%	$6,156,026	$30,177	10.28	***$2,936 per Unit***
Commercial Lodging Units	143.0	5,810	140	813,400	3.29%	$11,366,564	$79,486	40.63	***$1,956 per Unit***
Retail/Service Uses	477.0	18,418,611	900	429,300	1.74%	$6,000,745	$12,580	38,613	***$0.326 per S.F.***
Office Uses	310.0	9,959,192	3,000	930,000	3.77%	$12,998,739	$41,931	32,126	***$1.305 per S.F.***
Business Park Uses	741.0	9,587,138	1,200	889,200	3.60%	$12,425,925	$16,769	12,938	***$1.296 per S.F.***
Industrial Uses	6,610.0	106,400,598	1,600	10,576,000	42.83%	$147,803,286	$22,361	16,097	***$1.389 per S.F.***
Private Institutional Use	419.0	2,318,711	1,500	628,500	2.55%	$8,781,999	$20,959	5,534	***$3.787 per S.F.***
TOTAL	**14,471.0**	--	--	**24,691,190**	**100.00%**	**$345,068,723**	**Total Sewer Capital Needs to Finish System**		
						$346,761,523	**in Sewer Collection System Assets**		
						$750,000	**in Sewer Collection Pump Station Assets**		
						$1,610,053	**In Sewer Maintenance Vehicle Assets**		
						-$4,052,853	**in Sewer System DIF Fund Balance**		

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Schedule 8.4

City of Ontario
2021-22 Development Impact Cost Calculation Update
Ontario Ranch (OR) - Minimum Capital Needs-based Impact Costs
Sewer Collection Facilities

Proposed Land Use	Undeveloped Acres	Undeveloped Units	*Gallons per Day Sewer Demand Rate*	*Cumulative New Sewer Demand*	*Percentage of Additional Sewer Demand*	Allocation of Expansion Costs	Cost Distribution Per Acre	Average Units or Square Feet/Acre	*Development Impact Fee per Unit or Square Foot*
Detached Dwellings	1,423	11,662	240	2,798,880	23.43%	$19,160,431	$13,465	8.20	*$1,642 per Unit*
Attached Dwellings	1,316	29,684	182	5,402,488	45.22%	$36,983,574	$28,103	22.56	*$1,246 per Unit*
High Density Dwellings	439	13,082	110	1,439,020	12.04%	$9,850,945	$22,440	29.80	*$753 per Unit*
Commercial Lodging	9	396	140	55,440	0.46%	$379,512	$42,168	44.00	*$958 per Unit*
Retail/Service Uses	279	5,751,595	900	251,100	2.10%	$1,719,253	$6,162	20,615	*$0.299 per S.F.*
Office Uses	114	2,670,188	3,000	342,000	2.86%	$2,340,867	$20,534	23,423	*$0.877 per S.F.*
Business Park Uses	428	9,953,243	1,200	513,600	4.30%	$3,516,208	$8,215	23,255	*$0.353 per S.F.*
Industrial Uses	669	16,981,679	1,600	1,070,400	8.96%	$7,327,683	$10,953	25,384	*$0.431 per S.F.*
Institutional Use	50	1,089,000	1,500	75,000	0.63%	$513,649	$10,273	21,780	*$0.472 per S.F.*
TOTAL	**4,727**	--	--	**11,947,928**	**100.00%**	**$81,791,304 in Total OR Sewer General Plan Projects**			

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Chapter 9
Refuse Collection Facilities and Equipment

This chapter contains a calculation of the demand from development upon the City's inventory of refuse collection equipment, storage and maintenance facilities. The existing refuse capacity is the result of existing customer rate and fee payments. The inventory is also needed to serve the existing inventory of residential and business space. New refuse customers will impact the City by requiring new refuse vehicles and various types of collection containers which in turn will increase demand upon the refuse collection system facilities and maintenance capacity.

Many cities simply include the cost of capital acquisition within their operating budget. Cities that choose to finance the expansion of their refuse fleet through monthly user charges, rather than DIFs, are in fact forcing the existing refuse customers to subsidize the costs of these new businesses and residences. However, these costs can legitimately be recovered through a DIF schedule in virtually the same manner as a circulation or sewer DIF.

The calculation of refuse collection DIFs depends on the type of service required by a particular development, be it a residential unit or a business. Schedule 9.1, sections A through G demonstrate the varying costs for the three types of refuse collection services offered by the City: side-loader, front-loader and roll-off. Tables 9-1 through 9-7 will identify the cost calculation for the direct capital acquisition costs of the collection vehicles and the collection bins required by each DIF use category.

Table 9-8 will apply the City's indirect costs of the Refuse operations share of common City Yard improvements. These costs are significant given the extraordinary demands upon fleet maintenance facilities, overnight parking and fueling of collection vehicles and bin storage. In addition the vehicles are CNG powered and thus each parking spot will require the slow fill CNG capability.

Detached Dwelling Unit Residential Side-loader service (Schedule 9.1-A) - A side-loader truck can service 700 barrels per day for five days per week for a total of 3,500 total barrels pick-up capacity. The residential side-loader truck costs $375,000 and thus it costs $107.14 to service each collection barrel.

On average, detached dwelling residential dwellings have 3.05 barrels as some (about one in twenty) have a second refuse, green waste or recycle bin. A collection barrel costs $55.31 each. The resulting cost is $495.00 (rounded) per detached dwelling unit for the 3.05 barrel collection weekly.

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Table 9-1
Refuse Collection
Development Impact Fee
for Detached Dwelling Units

	Cost per Item	Items Required	Total Cost
Collection Barrels	$55.31	3.05	$168.70
Portion of Side-loader Vehicle	$107.14	3.05	$326.78
Total (rounded)			**$495.00**

Commercial Front-loader for Attached Dwellings (Schedule 9.1-B) - A single front-loader truck, which serves large attached residential developments, commercial and industrial uses, costs $375,000. This cost is divided by the estimated 800 four cubic yard bins of refuse hauled per truck per week (160 per day for 5 days each) to derive at a cost of $468.75 per four cubic yard bin pick-up.

On average, it takes two - four cubic yard refuse bins and two - four cubic yard recycle bins to serve fifteen attached dwelling units. The bins, at $1,136 each, would cost $4,544. The cost for the truck to collect the four bins would be $1,875 (4 X $312.50). The combined bin and collection cost of $6,419.00, when divided by the fifteen detached units indicates a rounded cost of $428 per dwelling.

The high density units would require the same vehicle/bin combination costs of $6,419 but would serve twice as many (30) units resulting in a rounded cost of $214 per dwelling.

Table 9-2
Refuse Collection Development Impact Fee for
Residential Attached Dwellings
and High Density Dwelling Units

	Cost per Item	Items Required	Total Cost
Front-loader Vehicle Cost/Bin	$468.75	4	$1,875
Four Cubic Yard Bins	$1,136.00	4	$4,544
Total Cost for Vehicle & Bins			$6,419
Number of Units/Acre			15
Cost per Attached Dwelling Unit			**$428.00**
Total Cost for Vehicle & Bins			$6,419
Number of Units/Acre			30
Cost/High Density Dwelling Unit			**$214.00**

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Commercial Collection for Retail/Service and Business Park use Developments Schedule 9.1-C) - A typical one acre-based Retail/Service establishment with a building pad size of 10,949 square feet will have two - four cubic yard bins (one for refuse and one for recycling) picked up on average one and a half times a week. This is the same of a Business park use but that development will result in a lower FAR or average square feet per average acre. As with 9.1 - B above, one front-loader truck, which serves Retail/Service uses and Business Park uses, will cost $375,000. This cost is divided by the estimated 800 bins the truck can collect weekly to derive a cost of $703.13 per bin pick-up or $2,272, for the two bins, one and a half pick-ups per week. The bin cost is $2,272 each for a total of $3,678.25.

The total capital acquisition cost for serving the one acre of Retail/Service business is $3,678.25 based upon an average of 11,979 square feet pad yield per acre results in a $0.336/square foot cost. The total capital cost for serving the one acre of Business Park use is the same at $2,199.06 per acre but based upon a lower average of higher 22,206 square feet pad yield per acre generates a $0.167/square foot cost.

Table 9-3 following indicates the fee necessary to serve Retail/Service and Business Park establishments.

Table 9-3
Refuse Collection and Business Park
Development Impact Fee
for Retail/Service Establishments

	Cost per Item	Items Required	Total Cost
Front-loader Vehicle Cost/Bin	$703.13	2	$1,406.26
Four Cubic Yard Bins	$1,136	2	$2,272.00
Total Cost for Vehicle & Bins			$3,678.26
Retail/Service Square Feet/Acre			10,949
Cost per Square Foot			**$0.336**
Total Cost for Vehicle & Bins			$3,678.26
Business Park Square Feet/Acre			22,006
Cost per Square Foot			**$0.167**

Commercial Collection for Restaurants Units (Schedule 9.1 - D) - Restaurants differ from other retail establishments in that they require a higher frequency of collection due to the volume of food wastes and the problems that would be caused with heat over a less frequent pick-up schedule. The typical one acre-based restaurant establishment with a building pad size of 11,979 square feet will also require two - four cubic yard bins (one for refuse and one for recycling) but due to the food wastes restaurant waste bin collection is typically five days a week while the recycle bin collection is limited to twice a week. As with 9.1-B, one front-loader truck, which serves commercial retail uses, costs $375,000. When divided by the estimated 800 bins

the truck can collect weekly, a cost of $468.75 per bin per day pick-up is derived. The two combined bins will require seven bin pick-up days (five for refuse and two for recycle trash) for a capital capacity cost of $3,281.25. The two bins cost $1,136 each for a total of $272.00. The total capital cost for serving the one acre commercial restaurant business is $5,553.25. Based upon the average 11,979 square feet yield of business pad a per acre, an impact fee of $0.464 per square foot is required to acquire the capital capacity to serve that new restaurant without requiring existing customers to subsidize the expansion.

Table 9-4
Refuse Collection
Development Impact Cost
for Commercial Restaurant Establishments

	Cost per Item	Items Required	Total Cost
Front-loader Vehicle Cost/Bin	$468.75	7	$3,281.25
Four Cubic Yard Bins	$1,136.00	2	$2,272.00
Total Cost for Vehicle & Bins			$5,553.25
Restaurant Square Feet/Acre			11,979
Cost per Square Foot			**$0.464**

Commercial Collection for Commercial Lodging (hotel/motel) Units (Schedule 9.1-E) - A typical one acre can support 30 hotel/motel units and will require two - four cubic yard bins, one bin for refuse picked up three times a week and one bin for recycling picked up once a week. As with 9.1-B, one front-loader truck, which serves commercial retail uses, costs $375,000. This cost is divided by the estimated 800 bins the truck can collect weekly to derive a cost of $468.75 per bin pick-up or $1,875.00 for the four bin pick-ups per week. The two bins cost $1,136 each for a total of $2,272.00. The total capital cost required for serving the one acre of hotel/motel units is $4,147.00. There is an average of thirty commercial lodging units per acre resulting in an $138.00 cost per keyed commercial lodging unit. Table 9-5, following, indicates the fee calculation.

Table 9-5
Refuse Collection
Development Impact Fee
for Commercial Lodging Units

	Cost per Item	Number Required	Total Cost
Refuse Collection Vehicle Cost/Pick-up (4)	$468.75	4	$1,875.00
Four Cubic Yard Bin Cost	$1,136	2	$2,272.00
Total Cost for Vehicle(s) & Bin(s)			$4,147.00
Commercial Lodging Units/Acre			30
Cost/Commercial Lodging Unit			$138.00

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Commercial Collection for Office and Institutional Units (Schedule 9.1-F) - A typical one acre office establishment with a building pad size of 25,177 square feet [14] and an institutional use acre will, on average, result in 21,780 square feet. Both will require two - four cubic yard bins (one for refuse and one for recycling) picked up on average once a week. As with 9.1-B, one front-loader truck, which serves commercial retail uses, costs $468.75. This cost is divided by the estimated 800 bins the truck can collect weekly to derive a cost of $468.75 per bin pick-up or $937.50 for the two required pick-ups. The two bins cost $1,136 each for a total of $2,272.00. The total capital cost for serving the one acre commercial business is $3,209.50 or $1.27 per square foot for the office use and $0.147 per square foot for institutional uses. Table 9-6, following, indicates the fee calculation:

Table 9-6
Refuse Collection
Development Impact Fee
for Office and Institutional Uses

	Cost per Item	Items Required	Total Cost
Front-loader Vehicle Cost/Bin	$468.75	2	$937.50
Four Cubic Yard Bin	$1,136.00	2	$2,272.00
Total Cost for Vehicle & Bin			$3,209.50
Office Square Feet/Acre			25,177
Cost per Square Foot			**$0.127**
Total Cost for Vehicle & Bins			$3,209.50
Institutional Square Feet/Acre			21,780
Cost per Square Foot			**$0.147**

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Industrial Roll-Off Service (Schedule 9.1-G) - This service is very expensive to provide because a truck will have to make one trip to the landfill for every load picked-up, regardless of the size of the roll-off box (10, 20 or 40 cubic yards) being transported. A roll-off truck, costing some $299,724, will collect and transport approximately 50 loads per week, which generates a one-time capital cost of $5,994.48 for each load collected during the week. However, the City primarily uses 40 cubic yard boxes and finds that one 40 cubic yard box picked-up once a week can serve the needs of a five acre industrial business. A 40 cubic yard box has a cost of $12,128.

Recycling is also required of industrial uses and generally requires once a week service for a four cubic yard bin. To determine the total impact cost of a development which uses roll-off service, the cost of the roll-off vehicle is added to the purchase price for a roll-off bin. Thus, the fee for roll-off equipment for serving large industrial/manufacturing uses is calculated as follows:

14 Based upon 26,386,000 square feet on 583.65 acres.

Table 9-7
Roll-Off Refuse Collection
Development Impact Fee
for Industrial/Manufacturing Uses

	Cost per Item	Items Required	Total Cost
Front-loader Vehicle Cost/Bin	$468.75	1	$468.75
Four Cubic Yard Bin	$1,136.00	1	$1,136.00
Forty Cubic Yard Vehicle	$5,994.48	1	$5,994.48
Forty Cubic Yard Bin	$12,128.00	1	$12,128.00
Total Cost for Vehicle(s) & Bin(s)			$19,727.23
Industrial Square Feet Served/Five Acres			214,560
Cost Square Foot of Industrial Businesses			**$0.092**

Share of Common City Yard Improvements. Based upon the Table 2-1, the City refuse collection operation will need to acquire $42.4 million in various collection vehicles and bins of all sizes. This is based upon the General Plan supported Land-use Database. The Refuse Department's portion of the City Yard improvements is $17,965,667, or roughly a 9.1% surcharge on the $44.4 million City Yard capital acquisition cost, or a 42.3% addition to the basic truck, bins and barrels costs. To insure that the City can fully accommodate the refuse demands of new residents and businesses, the City needs to acquire both the direct (vehicles and bins) and indirect improvements (vehicle maintenance, parking and fueling capacity) and should do so without imposing those costs on the existing community. In short, a fleet of collection trucks without the capacity to maintain them will ultimately prove problematical. Table 9-8 following indicates the final DIF costs.

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Table 9-8
Application of Refuse Collection
Share of Common City yard Improvements
as an Overhead to Direct Costs

DIF Land-use Type	Direct Refuse Collection Costs	City Yard Improvements Cost Overhead	Total Development Impact Cost
Detached Dwelling Unit	$495.00	142.31%	$704.00
Attached Dwelling Unit	$428.00	142.31%	$609.00
High Density Dwelling Unit	$214.00	142.31%	$305.00
Retail Uses by S. F.	$0.336	142.31%	$0.478
Business Park Uses by S. F.	$0.167	142.31%	$0.238
Commercial Restaurants by S.F.	$0.464	142.31%	$0.660
Commercial Lodging Unit	$138.00	142.31%	$196.00
Office Uses by S.F.	$0.127	142.31%	$0.181
Institutional Use by S.F.	$0.147	142.31%	$2.009
Industrial Uses by S.F.	$0.092	142.31%	$0.131

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RECAP OF RECOMMENDED REFUSE COLLECTION DEVELOPMENT IMPACT FEES

- **General City** - Adopt Schedule 9.1 for the ten basic service collection types.
- **Ontario Ranch** -Adopt Schedule 9.1 for the ten basic service collection types.

However, the final DIF to be imposed on any given private development will be based upon the submitted design drawings. As an example, some attached dwelling units will require common bin service, but others may be better served by individual barrel collection service.

END OF CHAPTER TEXT

Schedule 9.1
2021-22 Development Impact Cost Calculation Update
City of Ontario
Refuse Collection Facilities and Vehicles

A. RESIDENTIAL SIDE-LOADER COLLECTION FOR DETACHED DWELLINGS

Daily Stops per Single Route	700	Barrel Stops per Day
Number of Days of Collection	5	Ten-hour Days per Week
Pick-up Capability of One Truck	3,500	Barrels per Week

Cost per Collection Vehicle	$375,000	per Side-Loader Truck
Pick-up Capability of One Vehicle	3,500	Barrels per Week
Cost per Barrel per Pick-up Stop	$107.14	per Barrel per Stop

	Truck Cost	Barrel Cost	Total Cost per Home
Refuse/Trash Collection Barrel	$107.14	$55.31	$162.45
Green Waste Collection Barrel	$107.14	$55.31	$162.45
Recycle Collection Barrel	$107.14	$55.31	$162.45
Average 2nd Barrel (5% of Homes)	$5.36	$2.77	$8.13
Total (rounded)	$326.78	$168.70	$495.00

B. COMMERCIAL COLLECTION FOR ATTACHED UNITS

Cost per Front-loader Truck	$375,000	per Front-loader Truck
Collection Capability of one Truck	800	Bins per Week
Cost per Bin Collection	$468.75	per Bin per Stop

	Truck Cost	Bin Cost	Total Cost
Four Cubic Yard Trash Bin	$468.75	$1,136.00	$1,604.75
Four Cubic Yard Trash Bin	$468.75	$1,136.00	$1,604.75
Four Cubic Yard Recycle Bin	$468.75	$1,136.00	$1,604.75
Four Cubic Yard Recycle Bin	$468.75	$1,136.00	$1,604.75
Total Cost per Standard Attached Acre			$6,419.00
Average Number of Attached Residential Units/Acre			15
Total Truck Cost per Attached Unit (rounded)			$428.00

Total Cost per High Density Attached Acre	$6,419.00
Average Number of High Density Residential Units/Acre	30
Total Truck Cost per High Density Unit (rounded)	$214.00

C. COLLECTION FOR RETAIL/SERVICE AND BUSINESS PARK UNITS

	Truck Cost	Bin Cost	Total Cost
Refuse Bin (1.5 Collections/Week, 4CY)	$703.13	$1,136.00	$1,839.13
Recycle Bin (1.5 Collections/Week, 4CY)	$703.13	$1,136.00	$1,839.13
Total Cost per Average General Retail/Service Acre			$3,678.25

Average Square Feet of Retail/Service Pad per Acre	10,949
Cost per Square Foot for Average Retail/Service Uses	$0.336

Average Square Feet of Business Park Pad per Acre	22,006
Cost per Square Foot for Average Business Park Uses	$0.167

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Schedule 9.1
2021-22 Development Impact Cost Calculation Update
City of Ontario
Refuse Collection Facilities and Vehicles

D. COMMERCIAL COLLECTION FOR RESTAURANTS
(Five day/week mandatory collection and two day/week recycling collection)

	Truck Cost	Bin Cost	Total Cost
Restaurant Waste, Five/Week	$2,343.75	$1,136.00	$3,479.75
Restaurant Recycle, Two/Week	$937.50	$1,136.00	$2,073.50
Total Cost per Average Restaurant Commercial Acre			$5,553.25
Average Square Feet of Restaurant Pad/Acre			11,979
Square Foot Cost per Five Days a Week Collection			$0.464

E. HOTEL/MOTEL UNITS COLLECTION (assumes thrice weekly)

	Truck Cost	**Bin Cost**	**Total Cost**
Commercial - General (Three/week)	$1,406.25	$1,136.00	$2,542.25
Commercial - Recycle (One/week)	$468.75	$1,136.00	$1,604.75
Total Cost per Average Hotel/Motel Acre			$4,147.00
Average Hotel/Motel Units per Acre			30
Cost per Hotel/Motel Unit (rounded)			$138.00

F. OFFICE AND INSTITUTIONAL USES

Office and Institutional Refuse	$468.75	$1,136.00	$1,604.75
Office and Institutional Recycle	$468.75	$1,136.00	$1,604.75
Total Cost per Average Retail, Office and Institutional Acre			$3,209.50
Average Square Feet of Office Pad/Acre			25,177
Cost per Square Foot			$0.127
Average Square Feet of Institutional Pad/Acre			21,780
Cost per Square Foot			$0.147

G. INDUSTRIAL ROLL-OFF COLLECTION FOR MISCELLANEOUS UNITS

Cost of Roll-off Boxes Collection Truck	$299,724
Units per Week	50
Collection Cost per Weekly Roll-off Stop	$5,994.48
Cost of a 40 Cubic Yard Roll-off Box	$12,128.00
Cost of Once/Week Front Loader Pick-up	$468.75
Cost of Four Cubic Yard Recycle Bin and Once/Week Pick-up	$1,136.00
Total Cost of Industrial Pick-up for Five Acres	$19,727.23
Square Feet of Pad In Five Acre Parcel	214,560
Cost per square Foot of Industrial/Manufacturing Pad per Acre	$0.092

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Schedule 9.1
2021-22 Development Impact Cost Calculation Update
City of Ontario
Refuse Collection Facilities and Vehicles

A. RESIDENTIAL SIDE-LOADER COLLECTION FOR DETACHED DWELLINGS				
	Detached Dwellings per Unit	$495.00	142.31%	$704
B. COMMERCIAL COLLECTION FOR ATTACHED UNITS				
	Attached Dwellings per Unit	$428.00	142.31%	$609
	High Density Dwellings per Unit	$214.00	142.31%	$305
C. COLLECTION FOR RETAIL/SERVICE AND BUSINESS PARK UNITS				
	Retail Uses, per Square Foot	$0.336	142.31%	$0.478
	Business Park Uses, per Square Foot	$0.167	142.31%	$0.238
D. COMMERCIAL COLLECTION FOR RESTAURANTS				
	Commercial Restaurants	$0.464	142.31%	$0.660
E. HOTEL/MOTEL UNITS COLLECTION (assumes thrice weekly)				
	Hotel Units, per Keyed Unit	$138.00	142.31%	$196
F. OFFICE AND INSTITUTIONAL USES				
	Office Uses, per Square Foot	$0.127	142.31%	$0.181
	Institutional Uses, per Square Foot	$0.147	142.31%	$0.209
G. INDUSTRIAL ROLL-OFF COLLECTION FOR MISCELLANEOUS UNITS				
	Industrial Roll-off Users per Square Foot	$0.092	142.31%	$0.131

H. ORGANIC FOOD WASTE COLLECTION PROGRAM (New in 2019)		
Cost per Front-loader Truck	$375,000	per Front-loader Truck
Collection Capability of one Truck	700	Bins per Week
Cost per Bin Collection	$535.71	per Bin per Stop

32 Gallon Food Waste Bin	$40
64 Gallon Food Waste Bin	$49
1.5 CY Bin Food Waste Bin	$751
3.0 CY Bin Food Waste Bin	$982

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Chapter 10
General Facilities, Vehicles and Equipment

The Existing System. General Facilities are generally limited to general office or work buildings and equipment used by City staff to undertake their daily duties. The City possesses (i.e., owns outright) a significant amount of general facilities square footage. The replacement costs are as follows:

City Hall Facilities and Annex	$33,438,307
Computer and Miscellaneous Equipment	$33,109,140
General Fund Portion of City Yard & Garage	$19,358,148
General Fund (pool and some maintenance) Vehicles	$4,150,800
General Facilities Impact Fee Fund balance	$4,255,805

The combined replacement cost of the structures, land, and equipment is $94,312,200. Land costs for numerous other facilities are not included because they are included in the park calculation.

Demand Upon Infrastructure Created by the Development of Underdeveloped or Undeveloped Parcels. As the City increases in both population and additional business ventures, the City Hall will gradually become overcrowded with a growing staff, even if major efforts are made to keep the number of municipal workers to a minimum. As a result the former 38,700 square foot Police station, with some renovation, will be able to absorb the increased City operations that have little contact with the public. The same will hold true for the City Maintenance Yard which can absorb some increased demand over the short term but over the long term near doubling of the City's residents and businesses, capacity will need to be expanded.

City pool vehicles generally made available to general employees assigned with general code enforcement, intra-city mail delivery, planning and engineering field inspection projects and other issues that require on-site review, as well as other travel by employees that do not have assigned City vehicles, will be checked-out on an increasing basis requiring some fleet additions.

Lastly, the City's centralized and personal desktop computer processing capability and storage space will also be impacted with greater amounts of data necessary to manage a larger city.

The **Purpose** of the Fee. The costs of extending the same level of service to the newly developing community as is provided to the existing community that has largely paid for the existing facilities can be calculated, a fee imposed and collected, and the fee used to expand the facilities necessary to extend that same level of services.

The **Use** of the Fee. The revenues that are raised from a properly calculated and supported General Facilities and Equipment Impact Fee would be limited to capital(ized) costs related to that growth. The fees would be used to construct additional general facilities. Conversely, the General Facilities, Vehicles and Equipment DIF receipts would not be used to repair or rehabilitate any existing general building (with the exception of reconfiguring City Hall Annex,

which would be far less expensive than constructing a new building). The improvements necessary to contend with increased demand resulting from additional residents and businesses would include the following:

- City Hall and the Annex reconfiguration.
- Expansion of the administrative pool car and general maintenance fleet.
- Up-sizing of the existing centralized computer system capacity.
- Completion of the City maintenance service center by financing the General Fund portion of the *Share of Common City Yard Improvements*.

Please note that GF-004, the Animal Holding Facility, has no estimate as the City does not have any specific plans in motion to construct such a facility. The project number is now a place-holder until such time as the City defines such a facility.

The *Common City Yard Improvements* project will be discussed further. In the earlier report, the full cost of the City Yard improvements was included in the General Facilities, Vehicles and Equipment infrastructure category. This report recognizes that differing municipal services require differing amounts of improvements. Refuse, for example, will directly need paved parking space and specialty CNG fueling stations for the many new refuse collection vehicles, while the Fire vehicles need additional fleet maintenance space for the temporary times that a fire engine needs either routine or extraordinary repairs.

The existing community has purchased sufficient space thus no land or parcel acquisitions are proposed. However, significant storage and workshop space will be needed to maintain the infrastructure the City will receive through dedication, as evidenced by the nearly $1.5 billion in development-generated infrastructure included in this document alone. Add to this figure an estimated additional $1.0 billion in *local* streets, storm drainage, and water distribution and sewer collection systems improvements included within the footprint of all developments that are not included in this Report.

Public facilities within the footprint of a development specifically benefit only those residences or businesses within that footprint. These improvements are required as a condition of approval and are not distributed to any other developer as part of a DIF distribution. However, all of these improvements are ultimately dedicated, accepted by and maintained in perpetuity by the City. It must be noted that the City's corporation maintenance yard is the first line of defense of maximizing the various infrastructure improvements and without proper sizing, the City would have little ability to maximize the life of the entirety of the City's infrastructure. The City has determined continued use of the city yard improvement costs from the previous DIF calculations until such time as a full City Yard Master Plan can be conducted and estimated.

These four separate costs were distributed to the various users based upon their demands upon the City Yard (see Appendix C for greater detail). The City Yard capacity expansion costs have been distributed as follows:

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City Service/infrastructure	Chapter Text	Improvement Allocation
Police Fleet Maintenance	Chapter 3	$2,365,388
Fire Fleet Maintenance	Chapter 4	$1,404,845
Circulation System Maintenance	Chapter 5	$1,915,576
Storm Drainage Maintenance	Chapter 6	$1,739,460
Water System Maintenance	Chapter 7	$9,472,959
Sewer System Maintenance	Chapter 8	$3,970,009
Refuse Collection Maintenance	Chapter 9	$17,965,667
General Facilities – Other	Chapter 10	$1,583,822
Public Use Facilities (in future)	Chapter 12	$0
Park Maintenance	Chapter 14	$4,047,273
FiberOptics System (in future)	Chapter 16	$0
Total Allocated Cost		**$44,464,999**

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The Relationship Between the Need for The Fee and The Type of Development Project. The need is based upon the recognition that additional developed parcels in the City will create the need for more building space and specialty equipment, largely within the arena of overhead space, i.e., administrative management, personnel, record keeping, financial accounting, etc. The costs are distributed on an equal acreage basis as the most direct index of demand relating to central management services.

The Relationship Between the use of the fee and the Type of Development paying the Fee. General management, City-wide and General Plan issues transcend type of land use and the use of the fee, as well as the need for the fee. Distribution will be based upon an equal benefit in terms of general management of the City.

Relationship Between the Amount of the Fee and the Cost of the Portion of the Facility Attributed to the Development Project. The fee would be based upon the size of the development. A fee has been determined for individual units, either residential dwelling units or business square feet. A development of twelve residential units would have to pay a fee twelve times larger than a single unit. No developer will be required to construct any portion of any general facility as a condition of development.

Resulting DIF Schedule. Table 10-1 following, summarizes the Minimum Needs-based General Facilities DIFs. The fees identified following represent the fees necessary to construct or acquire the facilities identified on Schedule 10.1.

Table 10-1
City of Ontario's Entire City Area
Basic Needs-based General Facilities, Vehicles and Equipment
Development Impact Costs
by DIF Land-use Type

DIF Land-use Type	Allocation of Development Costs	Development Impact Cost Per Unit or Square Foot
Detached Dwelling Units	$3,882,466	$303/Unit
Attached Dwelling Units	$3,453,897	$107/Unit
High Density Dwelling Units	$2,389,387	$68/Unit
Mobile Home Units	$32,258	$340/Unit
Commercial Lodging Units	$27,650	$51/Unit
Retail/Service Uses	$2,928,555	$0.210/S.F.
Office Uses	$2,156,670	$0.092/S.F.
Business Park Uses	$1,771,879	$0.105/S.F.
Industrial Uses	$2,557,589	$0.054/S.F.
Institutional Uses	$119,815	$0.106/S.F.

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It must be restated that the existing community has invested in and established the City Hall, City maintenance service center, General Fund fleet, and electronic equipment at a replacement value of $94,312,200. In short, the current community has created more than adequate staff facilities. As a result, the current community has amassed a significant equity position vis-a-vis future needs. Table 10-2, following, identifies the average "equity" position or ownership per unit or square foot.

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Table 10-2
Existing General Facilities, Vehicles and Equipment
Community Financial Commitment Comparison

DIF Land-use Type	Allocation of Development Costs	Development Impact Cost Per Unit or Square Foot
Detached Dwelling Units	$36,229,442	$1,132/Unit
Attached Dwelling Units	$4,133,637	$316/Unit
High Density Dwelling Units	$1,104,975	$230/Unit
Mobile Home Units	$1,167,953	$557/Unit
Commercial Lodging Units	$818,712	$141/Unit
Retail/Service Uses	$2,788,201	$0.151/S.F.
Office Uses	$1,774,830	$0.178/S.F.
Business Park Uses	$4,448,527	$0.433/S.F.
Industrial Uses	$39,447,038	$0.252/S.F.
Institutional Uses	$2,398,884	$1.035/S.F.

Of importance is the fact that the existing community will have contributed over 75% of the amount City's General Facilities needed at General Plan build-out.

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RECOMMENDED IMPACT FEES

The *Minimum Needs-based Impact Costs* should be adopted for the two broad land uses, per Schedule 10.2 and summarized in table 10-3. The *Existing Community Financial Commitment* indicates that the existing community has generated a great deal more infrastructure than will be asked of future development.

RECAP OF RECOMMENDED GENERAL FACILITIES ET. AL. IMPACT FEES

- **General City** - Adopt Schedule 10.3 for the ten basic land-uses.
- **Ontario Ranch** - Adopt Schedule 10.3 for the nine basic land-uses.

END OF CHAPTER TEXT

Schedule 10.1

City of Ontario
2021-22 Development Impact Cost Calculation Update
Allocation of Project Cost Estimates
General Facilities, Vehicles and Equipment

Line #	Project Title	Estimated Cost	Construction Needs Supported by Other Resources: Percent Need	Construction Needs Supported by Other Resources: Apportioned Dollar Cost	Construction Needs Generated by New Development - GC/OR: Percent Need	Construction Needs Generated by New Development - GC/OR: Apportioned Dollar Cost
GF-001	City Hall And Annex Reconfiguration	$11,636,848	20.00%	$2,327,370	80.00%	$9,309,478
GF-002	Expansion Of Administrative Pool Car Fleet	$585,750	0.00%	$0	100.00%	$585,750
GF-003	Electronic Specialty Equipment/Computer Hardware/Software	$12,096,920	0.00%	$0	100.00%	$12,096,920
GF-004	City Animal Holding Facility, No Specific Plans/Policy Decision for Facility	$0	0.00%	$0	100.00%	$0
GF-005	Share of Specific/Common City Yard Improvements	$1,583,822	0.00%	$0	100.00%	$1,583,822
	Sub-Total General Plan Total New Project Costs	$25,903,340	8.98%	$2,327,370	91.02%	$23,575,970
	FINANCIAL ADJUSTMENTS:					
	Development Impact Fee Fund Balance	-$4,255,805	0.00%	$0	100.00%	-$4,255,805
	Total General Plan Total New Project Costs	$21,647,535	10.75%	$2,327,370	89.25%	$19,320,165
						Forward to Schedule 10.2

NOTES:

(1). All developer-held "credits" under FINANCIAL ADJUSTMENTS will appear as a positive indicating an additional Infrastructure Fund obligation that will be redeemed (in lieu of a DIF payment) at some point in the future.

(2). A negative figure under FINANCIAL ADJUSTMENTS indicates a positive Fund Balance mitigating the project total. A positive figure indicates an amount that needs to be recovered by DIFs.

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Schedule 10.2

City of Ontario
2021-22 Development Impact Cost Calculation Update
Entire City - Minimal Needs-based Impact Costs
General Facilities, Vehicles and Equipment

Proposed Land Use	Undeveloped Acres	Undeveloped Units	Acre Distribution Factor	Acre Demand Factor	Percentage of Additional Demand	Allocation of Expansion Costs	Cost Distribution Per Acre	Average Units or Square Feet/Acre	Development Impact Fee per Unit or Square Foot
Detached Dwellings	1,685	12,793	1.000	1,685.00	20.10%	$3,882,466	$2,304	7.59	***$303*** *per Unit*
Attached Dwellings	1,499	32,372	1.000	1,499.00	17.88%	$3,453,897	$2,304	21.60	***$107*** *per Unit*
High Density Dwellings	1,037	34,889	1.000	1,037.00	12.37%	$2,389,387	$2,304	33.64	***$68*** *per Unit*
Mobile Home Dwellings	14	95	1.000	14.00	0.17%	$32,258	$2,304	6.79	***$340*** *per Unit*
Commercial Lodging Units	12	546	1.000	12.00	0.14%	$27,650	$2,304	45.50	***$51*** *per Unit*
Retail/Service Uses	1,271	13,916,010	1.000	1,271.00	15.16%	$2,928,555	$2,304	10,949	***$0.210*** *per S.F.*
Office Uses	936	23,565,934	1.000	936.00	11.16%	$2,156,670	$2,304	25,177	***$0.092*** *per S.F.*
Business Park Uses	769	16,922,869	1.000	769.00	9.17%	$1,771,879	$2,304	22,006	***$0.105*** *per S.F.*
Industrial Uses	1,110	47,631,804	1.000	1,110.00	13.24%	$2,557,589	$2,304	42,912	***$0.054*** *per S.F.*
Private Institutional Use	52	1,132,560	1.000	52.00	0.62%	$119,815	$2,304	21,780	***$0.106*** *per S.F.*
TOTAL	**8,385**	--	--	**8,385.00**	**100.00%**	**$19,320,165**	**in Total Equity in General Facilities Capital Needs**		

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Schedule 10.3

City of Ontario
2021-22 Development Impact Cost Calculation Update
Existing Community Financial Commitment Comparison
General Facilities, Vehicles and Equipment

Proposed Land Use	Developed Acres	Developed Units	Acre Distribution Factor	Acre Demand Service	Percentage of Existing Service Calls	Allocation of Infrastructure "Equity"	Distribution of "Equity" per Acre	Average Units or Square Feet/Acre	Current Financial Commitment per Unit or Square Foot
Detached Dwellings	6,328	31,997	1.000	6,328.00	38.41%	$36,229,442	$5,725	5.06	***$1,132 per Unit***
Attached Dwellings	722	13,097	1.000	722.00	4.38%	$4,133,637	$5,725	18.14	***$316 per Unit***
High Density Dwellings	193	4,812	1.000	193.00	1.17%	$1,104,975	$5,725	24.93	***$230 per Unit***
Mobile Home Dwellings	204	2,097	1.000	204.00	1.24%	$1,167,953	$5,725	10.28	***$557 per Unit***
Commercial Lodging Units	143	5,810	1.000	143.00	0.87%	$818,712	$5,725	40.63	***$141 per Unit***
Retail/Service Uses	487	18,522,286	1.000	487.00	2.96%	$2,788,201	$5,725	38,033	***$0.151 per S.F.***
Office Uses	310	9,959,192	1.000	310.00	1.88%	$1,774,830	$5,725	32,126	***$0.178 per S.F.***
Business Park Uses	777	10,271,628	1.000	777.00	4.72%	$4,448,527	$5,725	13,220	***$0.433 per S.F.***
Industrial Uses	6,890	112,134,057	1.000	6,890.00	41.83%	$39,447,038	$5,725	16,275	***$0.352 per S.F.***
Private Institutional Use	419	2,318,711	1.000	419.00	2.54%	$2,398,884	$5,725	5,534	***$1.035 per S.F.***
TOTAL	**16,473**	--	--	**16,473.00**	**100.00%**	**$94,312,200**	**in Total Existing General Facilities Capital Assets**		

$17,063,563	**in City Hall Land/Facilities**
$16,374,744	**In City Hall Annex land/Facilities**
$19,358,148	**in City Yard Facilities (General Fund Portion)**
$33,109,140	**in Equity in Existing Computer/Electronic Equipment**
$4,150,800	**in General Fund Vehicles**
$4,255,805	**in Existing General Facilities Impact Fee Fund Balance.**

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Chapter 11
Library Facilities and Collection Items

The Existing System. The City currently owns a 58,000 square foot library facility at the Civic Center and has paid for approximately 14,800 square feet of the Colony High School library which is open to the public during specific hours. The City also has approximately a net of $8,178,651, ($8,256,956 less $78,350 in outstanding redeemable development credits), in Library DIF fund balance which represents about 10,997 square feet of future library space and 46,237 collection items). When the total 83,797 square feet are divided by the current population of 182,004, a city-wide library facilities space standard of 0.460 square feet/person is established (83,797 square feet ÷182,004 residents).

Demand Upon Infrastructure Created by the Development of Underdeveloped or Undeveloped Parcels. Stated simply, the 83,797 square feet of Library space will only be able to accommodate a finite number of collection items and patrons. Additional development will increase the demand on the existing square feet of library pad and the collection.

The **Purpose** of the Fee. The purpose of the fee is to enable the City to construct additional library space and additional collection items when necessary to ensure that the City's citizens have access to and enjoyment of the library space and collection. Table 11-1, following, indicates that the remaining residential development and typical number of persons per type of residential dwelling will generate a need for an additional 115,599 square feet in order to maintain the existing library facility standard of 0.460 square feet per person.

Table 11-1
Square Feet Required to Maintain Existing Standard

Residential DIF land-use Type	Number of Units Anticipated	Persons per Dwelling	Population Generated
Detached Dwelling Units	12,793	3.806	48,690
Attached Dwelling Units	32,372	3.373	109,191
High Density Dwelling Units	34,889	2.669	93,119
Mobile Home Dwelling Units	95	3.175	302
Additional City Residents from Added Dwelling Units			251,302
Square Foot per Person Existing Standard			0.460
Square Feet of Library Space Required to Maintain Standard			**115,599**

The City also has an extensive inventory of books, tapes, subscriptions called a *collection* of volumes. The City currently has 352,336 volumes in its collection (306,099 in service and 46,237 represented in available Fund Balance). Again, divided by the existing population of 182,004, the resulting standard is 1.936 current volumes per person. Table 11-2, following, indicates the

additional number of residents to be served and the number of volumes required to maintain the existing standard. The City will need to acquire 486,521 volumes to maintain the existing 1.936 volumes per person in light of the additional 251,302, persons at General Plan build-out.

Table 11-2
Volumes Required to Maintain Existing Standard

DIF Land-use Type	Number of Units Anticipated	Persons per Dwelling	Population Generated
Detached Dwelling Units	12,793	3.806	48,690
Attached Dwelling Units	32,732	3.373	109,191
High Density Dwelling Units	34,899	2.669	93,119
Mobile Home Units	302	3.175	136
Additional City Residents from Added Dwelling Units			251,302
Collection Items per Person Existing Standard			1.936
Library Collection Items Required to Maintain Standard			**486,521**

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The **Use** of the Fee. The fee, if adopted, would be imposed, collected and expended on additional library facility space and on the number of volumes in the City Library's collection.

The Relationship Between the Need for The Fee and The Type of Development Project. The development of any acreage zoned for residential uses, increases the demand on the finite amount of library space and volumes. Thus, those residential land uses that generate higher amounts of residents (i.e., detached dwelling unit) will be charged a proportionally higher amount. There is no information available demonstrating a link or nexus between library use and local businesses.

The Relationship Between the Use of the Fee and the Type of Development Paying the Fee. Additional square feet will be constructed with the fees collected from residential development and additional volumes will be acquired for the collection. The fees cannot be used for any other purpose.

The Relationship Between the Amount of the Fee and the Cost of the Portion of the Facility Attributed to the Development Project. The cost of acquiring land for additional library space and construction is about $609.61 per square foot per Schedule 11.1. The 83,797 square feet of library space, when divided by the 182,004 existing citizens creates a standard of 0.460 square feet of library space per citizen. The standard of 0.460 square foot standard multiplied by the $609.61 per square foot of pad cost of library construction results in a charge of $280.42 per additional City resident.

Table 11-4
Establishment of the Library Facilities Standard
and Cost per Person to Maintain the Standard

City-owned (or generated) Library Square Feet	83,797
Current Population	182,004
Square Feet per Resident	0.460
Construction Cost of Library per Square Foot	$609.61
Space Cost per Additional Resident	**$280.42**

The cost of acquiring additional volumes, called the accession process (15) (per Schedule 11.1) is $31.90 per volume. The accession process cost has decreased greatly over the last 25 years due to contracting out this time intensive process. The 352,336 current volumes, when divided by the 182,004 existing citizens create a standard of 1.936 library collection items per City resident. The standard of 1.936 collection items multiplied by the $31.90 per volume results in a cost of $60.39 per additional City resident, in order to maintain the existing standard. Table 11-5 identifies this;

Table 11-5
Establishment of the Library Collection Standard
and Cost per Person to Maintain the Standard

City-owned (or generated) Collection Items	344,533
Current Population	182,004
Collection Items per Resident	1.936
Accessions Cost per Collection Item	$31.90
Collections Cost per Additional Resident	**$61.76**

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Resulting Library Space and Collection Items DIF Schedule. The combined cost per new resident is $342.18 ($280.42 for 0.460 square feet of library space and $61.76 for 1.936 additional collection items). Table 11-6, following indicates the amount required for pro-rata expansion of the library space per Schedule 11.1. If adopted and imposed on the remaining development, it would collect enough to acquire land for and construct an additional 115,599 square feet of library space and an additional 486,521 volumes.

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15 The accession process includes: need research, ordering, receipt, preparation, entering it into the computer and actual placement on the shelves.

Table 11-6
Summary of Library Space and Collection Impact Costs

DIF Land-use Type	Residents Per Dwelling	Cost per Resident	Impact Cost per Dwelling
Detached Dwelling Units	3.806	$342.18	$1,302
Attached Dwelling Units	3.373	$342.18	$1,154
High Density Dwelling Units	2.669	$342.18	$913
Mobile Home Dwelling Units	3.175	$342.18	$1,086

RECAP OF RECOMMENDED LIBRARY AND COLLECTION VOLUMES IMPACT FEES

- **General City** - Adopt Schedule 11.1 for the four basic residential dwelling types.
- **Ontario Ranch** - Adopt Schedule 11.1 for the three basic residential dwelling types in Ontario Ranch (detached, attached and high density dwelling units).

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END OF CHAPTER TEXT

Schedule 11.1

City of Ontario
2021-22 Development Impact Cost Calculation Update
Library Facilities and Collection Items

	Library Space	Collection Items	Total Resources
Ovitt Main Library	58,000	235,243	
Lewis Family Library	14,800	70,856	
Library Facilities Represented by Existing Fund Balance	10,997	46,237	
Existing Library Square Feet	83,797		
Existing Number of Collection Items		352,336	
Existing Standards:			
Current Population	182,004	182,004	
Square Foot of Library Space per Resident	0.460		
Collection Items per Resident		1.936	
Library Construction per Square Foot	$547.90		
Hardscape Improvements, @ 0.333 FAR	$13.50		
Land/Grading Cost @ 0.333 Floor Area Ratio	$48.21		
Land Acquisition and Construction per Square Foot	$609.61		
Accessions Cost per Collection Item		$31.90	
Cost per Facility Square Foot or Collection Item	$609.61	$31.90	
Existing Library Facilities and Collection Item Standard	0.460	1.936	
Library Facility Construction Cost per Resident	$280.42		
Collection Item Cost per Resident		$61.76	

Cost per Land Use Residential Dwelling Unit	Density per Dwelling Unit	Library Space	Collection Items	Total Resources
Detached Dwelling Unit	3.806	$1,067	$235	$1,302
Attached Dwelling Unit	3.373	$946	$208	$1,154
High Density Dwelling Unit	2.669	$748	$165	$913
Mobile Home Dwelling Unit	3.175	$890	$196	$1,086

FAR = Floor Area ratio

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Chapter 12
Public Use (Community Centers) Facilities

This important component of the City's offerings to its citizens is generally included in the Park Acquisition and Park Improvements DIF Schedule but was split out in the 2000-01 Report as a separate impact fee for three reasons.

First, few parks contain a community public use center.

Secondly, it is difficult to insure that the cost for such a facility is properly included in the average park development cost per acre.

Lastly and perhaps most importantly, it has been the experience of RCS staff, that when the cost for community centers is included as a cost of park development, these facilities simply do not get built. This is because the park impact fee revenues get used on the costly demand for turfed park acres with sports or passive-use park improvements.

The Existing System. The City has a number of facilities currently dedicated for public use facilities. Such facilities are available to community groups for meetings and other civic functions. This category of buildings differs from General Facilities which are those used by the City staff to undertake their municipal service duties (City Hall as an example).

The City owns some facilities dedicated to a specific use, such as the gymnasium, and one available for broader uses, the De Anza Community Center. Table 12-1 shows the City's existing public meeting facilities.

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Table 12-1
Inventory of Existing (Owned) Public Meeting Facilities

Public Use Meeting Facility	Square Feet
Armstrong Center	13,500
Dorothy A. Quesada Center	10,000
Civic Center Senior Center	13,964
Anthony Munoz Community Center	24,000
De Anza Community Center	23,683
City of Ontario Museum	19,478
Westwind Community Center & Gymnasium	26,260
Future Facilities S.F. in DIF Fund Balance	14,685
Total Public Use Square Feet	**145,570**

Since the last DIF Update Report update the Anthony Munoz Community Center was expanded from 5,103 square feet to 24,000 square feet. The amount of square feet represented by existing fund balance increased from 1,450 square feet to 14,685 indicating that the City is likely able to construct one or more additional public use facilities in the near future.

The City's Public Use Facilities impact fee fund balance of $8,951,931 (÷ $609.61) represents an additional 14,685 square feet but is dedicated for that purpose and cannot be used for any other purpose. As such it is an un-realized asset, yet to be constructed. The City may be waiting for an additional amount to construct a larger facility or has yet to determine what use the addition public use facility will serve.

Based upon an existing population of 182,004, the 145,570 square feet of public use facilities resources creates a standard of 0.800 square feet per resident. This standard indicates that the City maintains a substantial commitment to providing a community center or recreation space for public groups and individuals. Table 12-2, following, demonstrates the calculation establishing the square foot standard:

Table 12-2
Calculation of Public Use Facilities
Square Foot Standard

Public Meeting Space Square Feet	145,570
Current City Population	182,004
Square Foot per Resident Standard	0.800

Demand Upon Infrastructure Created by the Development of Underdeveloped or Undeveloped Parcels. Simply stated, additional residential dwelling units will increase the population, placing greater demands for use of the existing community centers. The construction of a detached dwelling unit will create, on average, 3.806 potential new community center users. The addition of a new attached dwelling will create on average 2.669 potential new users.

The **Purpose** of the Fee. The purpose of the fee is to determine the cost of expanding the community center and public-use type facilities by some 201,042 square feet to meet the added demands created by the construction of additional residential dwelling units. It should be noted that 201,042 square feet of public use facilities may not fully meet the needs of the build-out community and that square feet may be desired by the community. The reference to the 201,042 square feet indicates that is the amount of additional public use facilities square feet that could be financed by DIFs. Table 12-3, following, demonstrates the calculation of the number of additional square feet required to maintain the existing Public Use facilities standard:

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Table 12-3
Square Feet of Community Center Space
Required to Maintain Existing Standard

Residential DIF land-use Type	Number of Units Anticipated	Persons per Dwelling	Population Generated
Detached Dwelling Units	12,793	3.806	48,690
Attached Dwelling Units	32,372	3.373	109,191
High Density Dwelling Units	34,889	2.669	93,119
Mobile Home Units	95	3.175	302
Additional City Residents from Added Dwelling Units			251,302
Square Foot per Person Existing Standard			0.800
Community Center Space (SF) Required to Maintain Standard			**201,042**

The **Use** of the Fee. The fee, if adopted, would be imposed, collected, and spent on the construction of additional community center space that benefits City of Ontario residents, not rehabilitation of any existing public use facility.

The Relationship Between the Need for The Fee and The Type of Development Project. Different types of residential dwellings generally have differing amounts of people dwelling in them. Census data indicates the following occupancy statistics for the City:

Detached Dwelling Units.....3.806 Persons/Unit
Attached Dwelling Units.....3.373 Persons/Unit
High Density Dwelling Units.....2.669 Persons/Unit
Mobile Home Family Dwelling Units.....3.175 Persons/Unit

The Relationship Between the Use of the Fee and the Type of Development Paying the Fee. The fee will be used to expand the amount of community center square feet in proportions consistent with the average persons per dwelling. Community centers would be expanded in the following amounts following, by type of residential dwelling:

Detached Dwelling Unit..... 3.806 Persons per Unit X 0.800 Square Feet = 3.045 Square Feet
Attached Dwelling Unit..... 3.373 Persons per Unit X 0.800 Square Feet = 2.698 Square Feet
High Density Dwelling Unit..... 2.669 Persons per Unit X 0.800 Square Feet = 2.135 Square Feet
Mobile Home Dwelling Unit..... 3.175 Persons per Unit X 0.800 Square Feet = 2.540 Square Feet

The Relationship Between the Amount of the Fee and the Cost of the Portion of the Facility Attributed to the Development Project. The cost of adding 0.800 square feet of building space per person is roughly $487.69 based upon a $609.61 per square foot ($547.90 for construction, $48.21 for land acquisition (or $16.07 per square foot cost and a floor area ratio of 0.333) and parcel site hardscape improvements of $13.50.

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Resulting DIFs. Table 12-4, following, indicates the proposed Public Meeting DIF.

Table 12-4
Summary of Public Meeting Facilities Impact Fee

DIF Land-use Type	Impact Fee Per Unit
Detached Dwelling Unit	$1,856
Attached Dwelling Unit	$1,645
High Density Dwelling Unit	$1,302
Mobile Home Dwelling Unit	$1,548

RECAP OF RECOMMENDED PUBLIC USE FACILITIES IMPACT FEES

- **General City** - Adopt Schedule 12.1 for the four basic residential dwelling categories.
- **Ontario Ranch** - Adopt Schedule 12.1 for the three basic residential dwelling categories in Ontario Ranch (detached, attached and high density dwelling units).

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END OF CHAPTER TEXT

Schedule 12.1

City of Ontario
2021-22 Development Impact Cost Calculation Update
Public Use (Community Center) Facilities

	Land and Building	Total Cost
Armstrong Center	13,500	
Dorothy A. Quesada Center	10,000	
Civic Center Senior Center	13,964	
Anthony Munoz Community Center	24,000	
De Anza Community Center	23,683	
City of Ontario Museum	19,478	
Westwind Community Center and Gymnasium	26,260	
Facilities Represented in Existing DIF Fund Balance	14,685	
Existing City-owned Public Use Facilities Square Feet	145,570	
Current Population	182,004	
Square Foot per Resident Standard	0.800	
Average Public Use Facility Construction Cost/Square Foot	$547.90	
Hardscape Improvements, @ 0.333 FAR	$13.50	
Land/Grading Cost @ 0.333 Floor Area Ratio	$48.21	
Total Cost for a Single Square Foot of Public Use Space	$609.61	
Total Cost for One Square Foot of Public Use Space	$609.61	
Square Foot per Resident Standard	0.800	
Cost per New Resident	$487.69	

Cost per Land Use Residential Dwelling Unit	Density per Dwelling Unit	Total Public Use Resources	Total Cost
Detached Dwelling Unit	3.806	**$1,856**	$1,856
Attached Dwelling Unit	3.373	**$1,645**	$1,645
High Density Dwelling Unit	2.669	**$1,302**	$1,302
Mobile Home Dwelling Unit	3.175	**$1,548**	$1,548

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Chapter 13
Aquatics Facilities

This component of City infrastructure is also separated from the Park Land Acquisition and DIF for the same reasons described in the previous Chapter regarding Public Use (community center) Facilities.

The Existing System. The City owns four aquatics facilities consisting of a total of 6,668 square feet of swimming pool surface and 4,294 square feet of combination locker/utilities/office buildings. The De Anza Park Pool, listed in the previous Report, has been dismantled and is no longer included in the calculation of the standard. These remaining facilities are available to individuals and groups represented by the existing 182,004 residents for leisure and general fitness uses. Table 13-1, following, details the aquatics complexes and the current fund balance.

Table 13-1
Existing City Pools/Utility Buildings

Pool Facility	Pool Surface Capacity	Pool Support Facilities
Anthony Munoz Park Aquatics Center	1,225	424
Bon View Park Aquatics Center	1,369	412
Vineyard Park Aquatics Center	1,296	450
Westwind Park Aquatics Center	2,580	2,880
Square Feet Represented by Fund Balance	1,061	683
Total Square Feet	**7,531**	**4,849**

Demand Upon Infrastructure Created by the Development of Underdeveloped or Undeveloped Parcels. Simply stated, additional residential dwelling units will increase the population placing greater demands upon the City's existing aquatics centers. The construction of detached dwelling and attached dwellings will create, on average, 3.806 and 3.373 potential new potential pool users, respectively. A high density dwelling will generate approximately 2.669 residents. The addition of mobile residences in the unlikely event that any mobile home dwelling pads be applied for and approved) will create 3.175 potential new pool users each. Table 12-2 indicates the current *de-facto* standards are 0.0266 square feet of locker/office building per person and 0.0414 square feet of pool surface per person in the City.

Table 13-2
Calculation of Aquatics Facilities - Square Foot Standards

	Pool Surface	Support Space
Space Square Feet	7,531	4,849
Current City Population	182,004	182,004
Square Foot per Resident Standard	0.0414	0.0266

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The **Purpose** of the Fee. The purpose of the fee is to generate DIF revenue with which to expand the aquatics centers capacity to meet the added demands created by the construction of additional residential dwelling units. The City has preliminary plans on locating a $12.0 million aquatic facility in the City. The collected DIF revenue will only finance just over 68% of the facility as it is an increase in the existing standard. The remaining 32% will need to come from sources other than impact fees.

The **Use** of the Fee. The fee, if adopted, would be imposed, collected, and spent on the construction of additional aquatics centers that would benefit City of Ontario residents, but would not be spent on rehabilitation of the existing aquatic center.

The Relationship Between the Need for The Fee and The Type of Development Project. Different types of residential dwellings generally have differing numbers of people dwelling in them. United States Census 1990 data (see Table 2-3. page 23) was used to determine the occupancy density statistics for the City. They are summarized following:

Detached Dwelling Units	3.806 Persons/Unit
Attached Dwelling Units	3.373 Persons/Unit
High Density Dwelling Units	2.669 Persons/Unit
Mobile Home Dwelling Units	3.175 Persons/Unit

The Relationship Between the Use of the Fee and the Type of Development Paying the Fee. The fee will be used to expand the pool and aquatics center space in proportions consistent with the average persons per dwelling. The aquatic center pools and locker/utility buildings would be expanded in the amounts on the following page, by type of residential dwelling:

Detached Dwelling Units	0.1575 S.F. of locker space and 0.1014 S.F. of pool surface
Attached Dwelling Units	0.1396 S.F. of locker space and 0.0899 S.F. of pool surface
High Density Dwelling Units	0.1104 S.F. of locker space and 0.0711 S.F. of pool surface
Mobile Home Dwelling Units	0.1314 S.F. of locker space and 0.0846 S.F. of pool surface

The Relationship Between the Amount of the Fee and the Cost of the Portion of the Facility Attributed to the Development Project. Schedule 13.1 indicates the pool and locker building cost calculations. The pool construction costs are also based upon past pool construction costs received from previous agencies.

The two separate square foot costs above total about $29.44 per person for the pool expansion ($362.71/S.F. X 0.0414 = $15.01 per person) about $14.43 per person for the locker/service building expansion ($541.80/S.F. X 0.0266 = $14.43 per person) or $29.44 per person for both construction components. Thus a detached dwelling detached unit would incur impact costs of $112 (3.806 persons X $29.44, rounded). An attached dwelling unit would generate impact costs of about $100, (3.373 persons X $29.44, rounded). A high density dwelling unit requires aquatics facility expansion costs of $79 (2.669 persons X $29.44 rounded).

Resulting DIF Schedule. Schedule 13.1, as summarized by Table 13-2 following, indicates the proposed Aquatics Facilities DIF schedule.

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Table 13-3
Summary of Aquatics Facilities Impact Fee

DIF Land-use Type	Impact Fee Per Unit
Detached Dwelling Unit	$112
Attached Dwelling Unit	$100
High Density Dwelling Unit	$79
Mobile Home Dwelling Unit	$94

RECAP OF RECOMMENDED AQUATICS FACILITIES IMPACT FEES

- **General City** - Adopt Schedule 13.1 for the four basic residential land-uses.
- **Ontario Ranch** - Adopt Schedule 13.1 for the three basic residential land-uses in Ontario Ranch (detached, attached and high density dwelling units).

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END OF CHAPTER TEXT

Schedule 13.1

City of Ontario
2021-22 Development Impact Cost Calculation Update
Aquatics Facilities

	Pool Capacity in Surface Square Feet	Support Facilities in Square Feet
Anthony Munoz Park Aquatics Center	1,225	424
Dorothy A. Quesada Aquatics Center at Bon View Park	1,369	412
Vineyard Park Aquatics Center	1,296	450
Westwind Park Aquatics Center	2,580	2,880
Facilities Represented in Existing DIF Fund Balance	1,061	683
Current Pool Size (Surface Square Feet):	7,531	
Current Aquatics Building (Square Feet):		4,849
Current Population (1)	182,004	182,004
Existing Standards:		
Square Feet of Surface/Resident	0.0414	
Square Foot of Locker Building/Person		0.0266
Construction Costs		
Pool Cost per Surface Square Foot	$362.71	
Facilities Construction/Square Foot		$541.80
Existing Standards per Resident	0.0414	0.0266
Adjusted Pool Cost per Resident	$15.01	
Adjusted Facilities Cost per Resident		$14.43

Cost per Land Use Residential Dwelling Unit	Density per Dwelling Unit	Pool Surface	Support Facilities	Total Cost
Total Cost per Added Resident		$15.01	$14.43	$29.44
Detached Dwelling Unit	3.806	$57	$55	**$112**
Attached Dwelling Unit	3.373	$51	$49	**$100**
High Density Dwelling Unit	2.669	$40	$39	**$79**
Mobile Home Dwelling Unit	3.175	$48	$46	**$94**

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Chapter 14
Park Land Acquisition and Park Infrastructure Development

This Chapter summarizes the City's existing inventory of parks and identifies the ratio of park land per resident allowable under the Quimby Act (§66477 of the Government Code) [16] for residential developments involving the subdivision of land and the Mitigation Fee Act (§66000 of the Government Code) for the construction of residential developments not involving the subdivision of land. The existing per capita standard is then utilized to calculate the park dedication requirement for future residential development.

EXISTING PARKS AND RECREATION SYSTEM

Intensive parks and park recreational facilities constitute one of the City of Ontario's greatest challenges both with respect to facilities for both current residents and future citizens. The provision of a well-planned park system, with a variation in the size and nature of facilities offered, is an important amenity to residents of any city, the City of Ontario included. A mixture of passive and active uses and facilities and programs which appeal to a broad spectrum of potential park users is considered optimal in most urban cities. A city's park system is often a major factor in selection of a place to live. The current acres dedicated to park use will serve well to meet the City's current needs. However if the number of park acres remains static at 452.94 acres, they will not continue to meet recreational demands in light of a potential near doubling of the City's population.

Future residential development, by increasing the City's population, will impact the City's park system by requiring additional baseball fields and adequate space for various athletic activities. Given the magnitude of growth projected in this and other reports, the challenge facing the City will be to provide new facilities and park land to serve the recreational needs of these new residents. Without additional park land acquisition and continued development of currently owned but underutilized park land during the next twenty to thirty years, the City's parks will become overcrowded and overused, with the ultimate result becoming a negative experience for park users.

Existing Parks. Currently, the City owns approximately 452.94 acres of park land, most of it developed. John Galvin, Westwind, DeAnza, Anthony Munoz, Soccer Park and Homer Briggs parks are the largest developed parks. At a total of 121.4 acres, they represent over a quarter of the park system acreage (when only traditional parks are considered) and provide the greatest variety of sports and passive uses. There are an additional 18.58 acres of potential park land represented in Fund Balance for a total of 471.52 acres in existing or potential parks.

Table 14-1, on the following page, is an inventory of the existing park acreage.

16 Adoption of a Quimby Act Fee requires a park "plan".

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14-1
Inventory of Owned and Developed Park Land

Park or Space Name	Owned Park Acres	Developed Park Acres
Anthony Munoz Hall of Fame Park	15.80	15.80
Armstrong Community Center Park	1.14	1.14
Bon View Park	10.30	10.30
Celebration Park (North and South)	10.50	10.50
Centennial Park	4.60	4.60
Civic Center Conservation Park	1.00	1.00
Creekside Park	6.90	6.90
Cypress Park	4.70	4.70
De Anza Park	19.20	19.20
Del Rancho Park	4.80	4.80
Euclid Median Park	13.40	13.40
George Gibbs Park	2.70	2.70
Grove Park	3.10	3.10
Homer Briggs Park	14.40	14.40
James F. Bryant Park (L)	4.50	4.50
James Galanis Park	4.80	4.80
Jay Littleton Ballpark	9.70	9.70
John Galvin Park	25.60	25.60
Kimball Park	7.10	7.10
Nugent's Park	0.20	0.20
Ontario Motor Speedway Park	6.20	6.20
Ontario Soccer Park	23.40	23.40
Ontario Town Square Park	1.90	1.90
Ranch Park	1.80	1.80
Sam Alba Park	1.00	1.00
South Bon View Park	4.80	4.80
Veteran's Park	7.50	7.50
Vineyard Park	9.00	9.00
West Cucamonga Creek Trail	34.00	34.00
Westwind Park	23.00	23.00
Whispering Lakes Golf Course	176.30	176.30
Park Equivalent in Fund Balance	18.58	18.58
Total Park Acres	**471.52**	**471.52**

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City De Facto Park Standard. Table 14-2, following, is a comparison of the acreage of parks to the City of Ontario's current population and indicates that the City presently possesses a total standard of 2.59 acres of owned park land per 1,000 residents, (471.52 acres ÷ [182,004 residents ÷ 1,000], rounded). Of the 471.52 total acres, 18.58 acres are represented in Park Acquisition and Park Improvements DIF fund balance (yet to be built) and do not require maintenance. This is slightly following the benchmark of 3.0 acres per 1,000 persons contained in Section 66477 of the California Government Code relating to dedication of parks.

Table 14-2
Calculation of Actual City-owned Park Acres Standard

	Owned Acres	Developed Acres
Total Park Acres	471.52	471.52
Current City Population	182,004	182,004
Population Divided by 1,000	182.0	182.0
Park Acres per 1,000 Population	2.59	2.59

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However, the Quimby Act, to be discussed later, allows a minimum standard of 3.0 acres per thousand residents even if the City does not reach that standard. However, the *park acres owned* standard for the City of Ontario is 2.59 acres per 1,000 residents and thus the Quimby allowable minimum standard of 3.0 acres per 1,000 new residents will be used for *park land acquisition.*

The Quimby minimum of 3.0 acres per 1,000 residents has not been exceeded by the 2.59 acres per 1,000 residents and thus the Quimby allowable minimum of 3.0 acres per 1,000 will be used in the remainder of the Chapter for park *land acquisition and construction.* Though not relevant to the City of Ontario, the Quimby Act has a cap of 5.0 acres per thousand residents (Government Code §66447 (a) (2).

Planned Park Improvements. In addition to the on-going improvement of the existing 471.52 acres (17), the City will need to acquire 753.9 park acres, per Table 14-3, and develop these new parks to serve the additional 251,302 residents anticipated to live in both the General City and Ontario Ranch areas of the City at General Plan build-out. City staff has not proposed any specific improvements to existing parks or any new park configurations.

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Table 14-3

17 The Quimby Act does allow for the use of receipts raised by the adoption of a Quimby Act park Impact Fee to be used for rehabilitation of existing park configurations.

Calculation of Required
Park Acres per Allowable Standard

General Plan Anticipated Population Increase	251,302
Additional Population Divided by 1,000	251.3
Allowable Standard in Acres/1,000	3.0
Park Acres required to Maintain Standard	753.9

These general improvements are outlined in the MFP. The 753.9 acres could be constructed in some combination of the following park configurations:

Mini or "Pocket" Parks - This the smallest of the parks designations and though generally not planned due to higher maintenance costs, usually are the result of acquiring an unusual parcel of land sometimes with historical significance. Nugent's Park fits best into this category.

Local or Neighborhood Parks - These parks are generally five to ten acres and serve local (1/4 mile walk-in distance) users. Not surprisingly, the City has a number of these parks. Centennial Park, James Galanis and South Bon View Park are good examples of this category.

Community or Sport Parks - These parks are most functional when they are twenty acres or larger and are designed to meet the needs of the entire community. Often, ten to twenty acre parks are forced to act as community or sports parks. These needs include youth and adult sports organizations, clubs or associations and large scale community events such as 4th of July celebrations or festivals. Anthony Munoz Hall of Fame Park, the Ontario Soccer Park or De Anza Park are good an example of sports parks and John Galvin Park best depicts a broad-based use community park.

The park and recreation improvements that could be contained within the almost 754 needed acres and the existing standard (Table 14-1) are both consistent with the City's Park and Recreation Element of the General Plan. The City's 2.59 acres per 1,000 population standard comes close but falls short of three acre per 1,000 population standard that is a common but frequently unmet minimum target of municipalities and recreation and park special districts throughout Southern California.

CALCULATION OF PARK DEDICATION STANDARD

Unlike the other facilities discussed in this Report, the California Government Code contains enabling legislation for the acquisition and development of community and neighborhood parks by a City. This legislation, codified as Section 66477 of the Government Code and known commonly as the "Quimby Act", establishes criteria for charging new development for park facilities based on specific park standards. This Report will recommend the adoption of Quimby-style park fees over an AB 1600-style DIF for developments requiring the subdivision of land and an AB 1600 fee for non-subdivided land.

Allowable Park Standard As stated earlier, under §66477 of the Government Code, the City

may charge new residential development based on a standard of 3.0 acres per 1,000 residents even if the City does not presently possess a ratio of 3.0 acres per 1,000 for the existing population. The Government Code also enables a city to charge development based on a standard higher than 3.0 acres (to a maximum of 5.0 acres) if the City currently exceeds the minimum benchmark ratio of 3.0 acres per 1,000 residents.

The law states that "if the amount of existing neighborhood and community park area ... exceeds the [3 acres of park area per 1,000 person] limit ... the legislative body may adopt the calculated amount as a higher standard not to exceed 5 acres per 1,000 persons" [18]. Park fees may be required by the City provided that the City meets certain conditions including:

- The amount and location of land to be dedicated or the fees to be paid shall bear a reasonable relationship to the use of the park by the future inhabitants of the subdivision.
- The legislative body has adopted a general plan containing a recreational element, and the park and recreational facilities are in accordance with definite principles and standards contained therein.
- The city ... shall develop a schedule specifying how, when, and where it will use the land or fees, or both, to develop park or recreational facilities ... Any fees collected under the ordinance shall be committed within five years after the payment of such fees.

Determination of a Park Standard. The City desires to have a standard of 5.0 acres/1,000 persons park standard within the Ontario Ranch area [19]. As previously identified, the City currently has 2.59 acres of owned and developed park acres/1,000 residents. The Quimby Act allows the City to adopt a standard of 3.0 acres per thousand as the low-end threshold. However, the 3.0 acres per 1,000 residents standard is the highest standard that can be adopted under the Quimby Act, without actually maintaining a standard higher than 3.0 acres/1,000. The adoption of the 5.0 acres/1,000 standard in the Ontario Ranch General Plan Amendment is not sufficient for adoption of an impact fee that is based upon the costs of acquiring and developing five acres/1,000 new residents, the City must currently meet that 5.0 per 1,000 standard. A specific plan identifying the need for the five acre requirement may be sufficient and adequate for the higher standard. The fact remains then, that the City will need to find an alternative to acquire the remaining 2.0 acres/1,000 residents.

CALCULATION OF IMPACT COSTS

Once a per capita standard for parks is determined, the cost of residential development's impact on the City's park system can then be computed as follows.

Park Land Acquisition Costs. Land costs will vary significantly from one park to another. The

18 California Government Code, Title 7, Division 2, Section 66447 (b).
19 Policy 12.1.1 page 5-13, City of Ontario Ontario Ranch General Plan Amendment.

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park land to be acquired must be suitable for park construction and is conservatively estimated at approximately $761,490 per acre ($700,000/acre for the park land purchase and $61,490/acre for rough grading) which is used in the Park DIF calculation. This is consistent with the cost of some land suitable for residential dwelling development in Ontario Ranch.

Park Improvements Construction Costs. Park improvement construction costs are largely based upon the recent construction of the Ontario Soccer Park, the City's most recently constructed park. The park improvement construction cost of $560,200 per acre has been amended to recognize increases in park construction costs since that soccer facility was constructed. The City does not have any more recent park construction history. Community centers and aquatic centers were not included in the cost calculation (see Chapters 12 and 13).

Additional Park Infrastructure Impact Costs. The addition of park acres will increase maintenance costs, both in terms of demand upon the existing vehicles and then the maintenance of those vehicles and storage of park maintenance supplies. The City currently has $1,782,800 in existing park maintenance vehicles and equipment that deemed as adequate and sufficient for maintaining the existing amount of park acres. Based upon the 471.52 existing or potential park acres, the City has $3,983 in required maintenance vehicles per acre of developed park. Table 14-4 following demonstrates this.

Table 14-4
Calculation of Park Maintenance
Vehicles & Equipment Component

Existing Maintenance Vehicles Cost	$1,878,120
Total Existing Park Acres	471.52
Maintenance Vehicle Cost per Acre Maintained	$3,983
Acres/1,000 Park Acres/Resident Standard	3.0
Existing Vehicle Cost per Three Park Acres	$11,949
Divided by 1,000 New Residents	1,000
Maintenance Vehicle Cost per Additional Resident	$11.95

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Additionally, the Parks operation has been allocated $4,047,273 as its share of the $44.5 million in the common City Yard improvements required to provide the City Yard with capacity to maintain the ever-growing inventory of infrastructure. Based upon the 753.9 acres to be built, each acre of additional park will require $5,638 towards the Park maintenance operations $4,047,273 of the total $68.7 million required in City Yard improvements. Table 14-5 following demonstrates this.

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Table 14-5
Calculation of Park Maintenance
Share of Common City Yard improvements Component

City Yard Improvement Share	$4,047,273
Total New Park Acres Anticipated	753.9
Yard Improvement Cost per New Park Acre	$5,368
Park Acres Standard Acres/1,000 Residents	3.0
Yard Cost per Three Park Acres	$16,104
Yard Improvement Cost Divided by 1,000 Residents	1,000
Maintenance Yard Cost per Additional Resident	$16.10

Average Park Acquisition, Development and Maintenance Vehicles and Facilities Cost per Capita. The combined park land acquisition, park improvements development and support facilities cost is $1,331,041 per acre ($761,490/acre for land acquisition, $560,200 per acre for park improvements and $9,531 for the required maintenance vehicles and facilities). If the City were to charge development for the maximum allowable amount of park acreage as allowed in the Quimby Act and as recommended here, then the City would need to acquire 3.00 acres of new park land for every potential 1,000 new residents to the City. The 3.00 acres of land acquisition and development per 1,000 persons would be $3,993,122 or about $3,993.12 per new resident. Schedule 14.1 calculates the cost to develop 3.00 acres, which again represents the required park land cost for 1,000 persons.

Average Cost per Dwelling Unit. Schedule 14.1 further calculates the cost per dwelling unit based on the per person park land acquisition, development and maintenance vehicles cost of $3,993.12 (Schedule 14.1) and the average number of persons per unit for each category of housing. Detached dwelling residential housing has the highest number of persons per dwelling unit (@ 3.806 per unit) and consequently carries the highest impact fee, $15,198 per unit ($3,993.12 X 3.806 persons per unit, rounded). Attached dwelling units have an average of 3.373 persons per unit and would need to be assessed $13,470 ($3,993.12 X 3.373, rounded). Table 14-6, following, summarizes the calculated and recommended fees for each of these three residential categories. Schedule 14.1 provides greater park calculation detail and a complete schedule of Park Land Acquisition and Park Improvements DIFs for each of the four dwelling unit types.

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Table 14-6
Summary of Park Development Fees for
Residential Dwelling Construction

DIF Land-use Type	Development Impact Cost
Detached Dwelling Unit	$15,198/Unit
Attached Dwelling Unit	$13,470/Unit
High Density Dwelling Unit	$10,658/Unit
Mobile Home Dwelling Unit	$12,678/Unit

The DIFs for detached dwelling residential development involving the subdivision of land, as identified in Table 14-6, should be adopted under the auspices of the Quimby Act. The Residential dwelling units not requiring the sub-division of a privately-owned parcel will need to be adopted as a Government Code § 66000 supported DIF [20].

RECAP OF RECOMMENDED PARK LAND ACQUISITION AND PARK INFRASTRUCTURE DEVELOPMENT IMPACT FEES

- **General City** - Adopt Schedule 14.1 for the four basic residential land-uses.
- **Ontario Ranch** - Adopt Schedule 14.1 for the three basic residential land-uses in Ontario Ranch (detached, attached and high density dwelling units).

END OF CHAPTER TEXT

20 This is required because the Quimby Act is referenced in the State Subdivision Code

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Schedule 14.1

City of Ontario
2021-22 Development Impact Cost Calculation Update
Park Land Acquisition and Park Infrastructure Development
(Quimby and Mitigation Act Calculation)

Park Name	Acres Owned or LT Lease	Developed/ Constructed Acres	Park Maintenance Requirements	Total Park Expansion Costs
Anthony Munoz Hall of Fame Park	15.80	15.80		
Armstrong Community Center Park	1.14	1.14		
Bon View Park	10.30	10.30		
Celebration Park - North/South	10.50	10.50		
Centennial Park	4.60	4.60		
Civic Center Community Conservation Park	1.00	1.00		
Creekside Park	6.90	6.90		
Cypress Park	4.70	4.70		
De Anza Park	19.20	19.20		
Del Rancho Park	4.80	4.80		
Euclid Median Park	13.40	13.40		
George Gibbs Park	2.70	2.70		
Grove Memorial Park	3.10	3.10		
Homer Briggs Park	14.40	14.40		
James F. Bryant Park (LTL)	4.50	4.50		
James Galanis Park	4.80	4.80		
Jay Littleton Ballpark	9.70	9.70		
John Galvin Park	25.60	25.60		
Kimball Park	7.10	7.10		
Nugent's Park	0.20	0.20		
Ontario Motor Speedway Park	6.20	6.20		
Ontario Soccer Park	23.40	23.40		
Ontario Town Square	1.90	1.90		
Ranch Park	1.80	1.80		
Sam Alba Park	1.00	1.00		
South Bon View Park	4.80	4.80		
Veteran's Memorial Park	7.50	7.50		
Vineyard Park	9.00	9.00		
West Cucamonga Creek Trail	34.00	34.00		
Westwind Park	23.00	23.00		
Whispering Lakes Golf Course	175.90	175.90		
Park Equivalent in Fund Balance	18.58	18.58		
Total Acres (Owned/Developed)	471.52	471.52		
Current Population	182,004	182,004		
Population/1,000	182.00	182.00		
Current Standard	2.59	2.59		
Minimum Acres/1,000 Population Standard	3.000	3.000	3.000	
Construction Cost per Acre		$560,200		
Land Acquisition Cost per Acre	$700,000			
Rough Grading/Site Preparation	$61,490			
City Yard Improvements per Acre (1)			$5,368	
Additional Maintenance Fleet per Acre (2)			$3,983	
Total Cost per Acre	$761,490	$560,200	$9,351	

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Schedule 14.1

City of Ontario
2021-22 Development Impact Cost Calculation Update
Park Land Acquisition and Park Infrastructure Development
(Quimby and Mitigation Act Calculation)

Park Name	Acres Owned or LT Lease	Developed/ Constructed Acres	Park Maintenance Requirements	Total Park Expansion Costs
Minimum Acres/1,000 Population Standard	3.000	3.000	3.000	
Cost X 3.0 Acre/1,000 Residents Standard	$2,284,469	$1,680,600	$28,053	
Population Served by Standard	1,000.00	1,000.00	1,000.00	
Acquisition/Construction Cost per Resident	$2,284.47	$1,680.60	$28.05	

	Occupants/ Dwelling	Land Acquisition	Park Construction	Maintenance Requirements	Total Park Costs
Cost per Additional Resident		$2,284.47	$1,680.60	$28.05	$3,993.12
Detached Dwelling Unit	3.806	$8,695	$6,396	$107	$15,198
Attached Dwelling Unit	3.373	$7,706	$5,669	$95	$13,470
High Density Dwelling Unit	2.669	$6,097	$4,486	$75	$10,658
Mobile Home Dwelling Unit	3.175	$7,253	$5,336	$89	$12,678

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Chapter 15
Ontario Ranch Species, Habitat Conservation and Open Space Mitigation
(Chapter is static and will never change)

This chapter is intended to establish the legal and policy basis for the establishment and imposition of DIFs on new development in the City of Ontario's Ontario Ranch ("OR"). The purpose of the fees is to finance the purchase of land and conservation easements to mitigate the loss of open space, to protect endangered and threatened species and their habitat, to promote open space conservation and its inherent benefits, and to mitigate some of the more generalized adverse impacts to the environment associated with development of the OR.

EXISTING ENVIRONMENTAL AND BIOLOGICAL SETTING

Environmental Setting. The OR is currently used primarily for agricultural, dairy farm and related uses. Of the roughly 8,200 acres in the OR, approximately 5,537 acres are considered developable acres. While some land in the OR is presently devoted to residential development, it generally exists to provide living areas for dairy owners and their employees. The agricultural, dairy and related uses in the OR have provided valuable habitat areas for a variety of wildlife and plant species, some of which are endangered or threatened. At the same time, the open space areas necessarily left vacant by agricultural and related activities provide other benefits to the region in general and to the citizens of the City of Ontario in particular. These benefits include, but are not limited to: (1) species migration corridors; (2) unobstructed view corridors and aesthetics; (3) passive recreational opportunities; and (4) open space preservation.

The decreased viability of dairy and agricultural industries in this area, coupled with the demand for housing in the region, has placed tremendous development pressures on land in the OR. With the adoption of the Sphere of Influence ("SOI") General Plan Amendment ("GPA"), certification of the Environmental Impact Report ("EIR") in 1998, the City planned for the orderly transition of the OR from an area primarily devoted to agricultural and dairy operations to one that is predominantly residential, with supporting office, commercial, industrial, recreational and open space uses. In 1999 the City secured the annexation of the OR into its corporate limits.

Biological Setting. The existing agricultural and dairy operations in the OR support a variety of wildlife. As set forth in the SOI GPA and EIR, the area supports a diversity of wildlife, especially birds. The topography of the area and the existing passive open space uses provide for the accumulation of standing water used by migratory and resident birdlife, including varieties of cormorants, herons, egrets, ibises, kites, harriers, hawks, merlins, plovers, curlews, gulls, burrowing owls, shrikes, and blackbirds, all of which have been observed in field observations of the area. Many of these are a species of special concern, a candidate species, a threatened species or an endangered species under federal or state law. Dozens of other species of birds protected under the Migratory Bird Treaty Act are also present in the OR. The state-endangered western yellowbilled cuckoo and federally listed California gnatcatcher may also be present, or have historically inhabited the area.

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The current agricultural operations in the area provide a compatible land use for sensitive species since fields under cultivation and fallow areas collect surface run-off and flood waters. In addition, drainage patterns also influence the number and size of such ponds. In fact, there are numerous flood control channels, detention basins and creeks in the area. Wildlife, and particularly birds, relies upon these wetlands-watery areas as habitat and foraging areas.

Wildlife also inhabits the windrows, or tall vegetation, areas located in the OR. Of particular importance are the numerous species of raptors found in these trees, including red-tailed hawks and American kestrels. Wildlife also inhabits agricultural open fields. These fields are important to bird species. Fields act as an intermediate area between windrows and wet areas. Birds forage for rodents and other prey living in the fields. Indeed, fields are the most suitable habitat for mice and ground squirrels. The ferruginous hawk, a sensitive species, often roosts on the ground in these portions of the OR. Other birds perch on trees. Dairy operations and buildings also attract and provide nesting areas and other habitat for bird species and wildlife in the OR. Sparrows, rock doves, finches, egrets and blackbirds are more tolerant of human activity associated with such sites.

According to the United States Fish and Wildlife Service, portions of the OR could support one of the few remaining populations of the Delhi Sands Flower-Loving Fly ("DSF"), a federally listed endangered species in the Ontario Recovery Unit. The Ontario Recovery Unit is one of only three areas identified in the Federal Endangered Species Act ("FESA) recovery plan for the DSF. That plan states that preservation of occupied habitat and restoration of unoccupied habitat for the DSF in the Ontario Recovery Unit is to be accomplished through fee acquisition, conservation easements, voluntary management plans and habitat conservation plans.

Moreover, at least seven mammal species listed as species of special concern or candidate species also occupy the OR. These include numerous species of rare bats. There are also San Diego black-tailed hares, pocket mice and kangaroo rats, desert wood rats, raccoons, foxes and bobcats. Numerous amphibian and reptile species are also present. Residential, commercial and industrial development in the OR will directly, indirectly and cumulatively eliminate the habitat relied upon by the above species. Standing water needed by a large percentage of the species, particularly fowl will be largely eliminated due to the construction of infrastructure projects and the paving over of large areas in the OR area. Development will also eliminate potential habitat for the DSF and for small mammals, which are used as a food sources by raptors and other imperiled species in the area. Traffic, noise, pollution and other effects associated with development and its related infrastructure will also drive away species by eliminating perching areas, nesting sites and other components of habitat.

DEVELOPMENT FEE APPROACH

The City has exhaustively considered all potentially feasible mitigation that could be provided to offset impacts to species and open space in the OR. As a result of a CEQA lawsuit brought on the City by the Endangered Habitats League and the Sierra Club, extensive discussions with environmental groups and other stakeholders have occurred since the adoption of the GPA and EIR in 1998 and input has been received and utilized from the stakeholders. These discussions

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have focused on ensuring that concrete steps to protect species, habitat and open space are taken, while allowing for flexibility in the process to allow funding to be used where it can provide maximum benefit. Memorialized in a settlement agreement between the City and Endangered Habitats League and Sierra Club, the City and the stakeholders have determined that raising funds sufficient to offset impacts to species and ensuring that these funds be put to the best and highest use are a priority. The City and the stakeholders have also determined that a third party with special expertise in species/habitat acquisition and management issues would be the most suitable entity to spearhead the conservation effort.

These funds will allow for the acquisition of mitigation property in the Chino/El Prado Basin area to offset impacts in the OR because lands in the greater Chino Basin have been shown to be used by species now resident in the OR. Moreover, Chino Basin lands are of higher biological value and can be purchased in larger blocks than can be purchased in the OR.

The settlement agreement (1) specifically allows for the acquisition of all OR habitat/open space mitigation property "offsite" so that larger, more biologically beneficial blocks of habitat can be purchased; (2) allow for the hiring or establishment of a land trust to spearhead the habitat/open space acquisition process; (3) give the land trust maximum flexibility to determine the type and amounts of land that should be purchased; (4) provide that DIFs be collected in amounts sufficient to offset the biological impacts to species now existing in the OR and loss of open space; (5) ensure, given the conclusions in the EIR and the underlying biological studies, that raptors, waterfowl and other bird species will bear a substantial burden and be unduly displaced by development of the OR, that the bulk of collected mitigation fees be used to offset impacts to such species; (6) provide that up to $500 per acre of mitigation fees may be used by the City to benefit DSF; and (7) provide that $22.7 million is the appropriate and justifiable amount that will be raised through DIFs to offset these impacts.

Justification for the amount and need for DIFs to be established and imposed in the OR by the City of Ontario can be divided into three categories. These include (1) compliance with the adopted policies and mitigation measures of the general plan amendments and their associated CEQA documents for the protection of species and their habitat; (2) mitigation for the loss of open space and its attendant benefits; and (3) mitigation for the direct, indirect and cumulative impacts on species from development and development-related infrastructure.

1. Compliance with the General Plan, Its Amendments and CEQA

To offset negative impacts to species, their habitat and open space, the SOI GPA and EIR require that suitable replacement habitat and natural open space lands be acquired in areas in and around the Chino/El Prado Basin. Birds and other species which currently inhabit the OR, whether seasonally or full time, range throughout the Chino/El Prado Basin and into surrounding areas. Lands to the south and southwest of the OR retain substantial standing water and thus serve as potential, viable habitat for many of these, particularly birds. Thus, the collection of DIFs to fund the purchase of land and conservation easements provides the most direct and beneficial method of mitigating the impacts to open space resources and habitat land. Moreover, the purchase of properties in areas outside the boundaries of the OR, but within the

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Chino Basin, not only promotes the goals of the general plan amendments and related CEQA documents, but also provides a unique and biologically acceptable method for retaining open space for the benefit of species in a cost-effective manner.

Mitigation Fee Act (California Government Code, Section 66000 et seq.)

A set forth in Chapter 1, DIFs are imposed on development as a means to mitigate the impacts and infrastructure demands created by development activity. In accordance with the requirements of California Government Code, Section 66000 et seq., this section intends to:

1. Identify the purpose of the habitat and open space DIFs at issue;

2. Identify the uses to which these DIFs will be used;

3. Determine how there is a reasonable relationship between these DIFs and the types of development projects upon which the DIFs are imposed; and

5. Determine how there is a reasonable relationship between the need for the public facilities, in this case habitat land and open space, and the type of development projects upon which these DIFs are imposed.

In addition, this section will, in accordance with Government Code, Section 66001(b), generally discuss how there is a reasonable relationship between the amount of the proposed fees and the cost of the public facility or portion of the public facility attributable to the development on which the fee is imposed. The following analysis provides the justification required by the Mitigation Fee Act:

1. The Purpose of the Fee. The primary purpose of the fee is to acquire and restore mitigation lands to offset impacts to species now living in the OR and impacts to existing open space. The mitigation fee will be used to advance the goals, objectives and policies set forth in the SOI GPA adopted in 1998. .According to the GPA, "the City shall be reimbursed for mitigation land purchase and habitat creation costs with DIFs to be paid by each developer within the NMC" (now referred to as OR). Accordingly, one of the components of the habitat and open space mitigation fee, and indeed the largest one, is to be used to purchase the lands within the Chino/El Prado Basin required by the EIR.

The habitat mitigation and open space fee is also to provide funding to offset direct, indirect and cumulative impacts to DSF in the OR. Thus, a separate component of the habitat and open space DIF may be utilized to acquire and restore lands to partially offset direct and cumulative impacts to DSF. However, it should be noted that the fee is not intended to cover any DSF mitigation required by the Service or under CEQA on a project-by-project basis.

In sum, habitat mitigation and open space fees will be used to protect open space, sensitive habitat areas, wetlands, aesthetics and historic view sheds; and to provide habitat area for endangered and sensitive species and other wildlife. Collection of fees will allow the City to

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satisfy its CEQA obligations and to purchase larger parcels of property which are more biologically suitable for species that might not be able to be obtained if habitat impacts to raptors and waterfowl were mitigated for on a project-by-project basis. Portions of the fee will also be used to benefit DSF and to offset generalized impacts to species and the environment.

2. The Use to which the Fee is to Be Put. Habitat and open space mitigation fees collected will be used to meet the requirements of the EIR to purchase, and where necessary enhance or restore, open space and habitat conservation areas near the OR to benefit raptors, mammals, burrowing owls, DSF and other species which currently occupy the area. In order to assure that land purchased with DIFs is appropriate for species, the City will hire or establish a land trust that is familiar with the biological and other needs of the species inhabiting the OR. With oversight by and subject to conditions imposed by the City, the land trust will purchase mitigation land to maintain natural conditions and assure the continued viability and use of acquired lands for habitat conservation and open space purposes.

Acquired lands will also benefit the public by providing natural open space which will be lost as a result of development of the OR. Thus, the fees will defray the cost of specific community amenities, including protecting historic view sheds and providing passive recreational opportunities for present and future residents of the OR. In addition to purchasing habitat and open space areas in fee, conservation easements, rights of way, management agreements and other legal entitlements or mechanisms which will ensure the long-term sustenance of habitat and open space may also be acquired. The lands to be purchased will be located in or adjacent to the greater Chino/El Prado Basin area. Acquiring mitigation lands in these areas will be more cost effective than purchasing lands in the more expensive OR.

3. The relationship between the fee's use and the type of development project upon which the fee is imposed. (Benefit Relationship). As the OR is developed, all types of development (i.e., residential, industrial and commercial) will use up more and more available open space/habitat areas. No single type of development will have a greater impact than another because it is the depletion of land in its natural state that severely impacts retention of species and open space amenities in the OR. Indeed, such development activity and related public infrastructure improvements necessarily deplete, both directly and cumulatively, open space and habitat area that would otherwise remain available to support the goals of the general plan and specific plan policies (i.e., protection of sensitive species, view sheds, flood protection, aesthetics, wetlands, development of property with sensitivity toward the environment). Of particular importance are the cumulative impacts associated with the development, all of which are to be taken into account when determining the benefit relationship.

As set forth above, there is a reasonable relationship between the purchase of open space/habitat and all developments in the OR. This impact is equalized among all types of development because it is the conversion of land from its natural state that creates the impact upon species and open space opportunities.

4. The relationship between the need for the public facility (open space) and the type of development project upon which the fee is imposed. (Impact Relationship). As set forth above, it would be infeasible and impractical for each development in the OR to provide sufficient open

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space and quality habitat areas to meet the mitigation goals for waterfowl, raptors and other species set forth in the GPA and the related CEQA documents (i.e., to ensure long-term viability of sensitive species). Each development in the OR equally impacts (on an acre-by-acre basis) the supply of available land for open space and habitat areas. Thus, the imposition of fees is the most practical way of permitting development to proceed in an environmentally responsible manner.

The SOI GPA, EIR and related biological studies indicate that species currently range across all portions of the OR. All development, whether residential, commercial, industrial or otherwise, will lead to the urbanization of the area and the elimination of precious natural open space and habitat area. Moreover, all new development leads to the need for, or the size of, the construction of additional roadways and other public improvements which, in turn, have negative effects on species and the environment.

5. The relationship between the amount of the fee and the cost of the public facility (open space/habitat) attributable to the development upon which the fee is imposed. ("Rough Proportionality" Relationship). As set forth above, each development in the OR equally impacts the supply of available land for open space and habitat areas. Moreover, each individual development project and its related necessary infrastructure improvements, when examined along with the cumulative impacts of all development in the OR, will have an adverse effect on the availability of open space and species, as well as any remaining open space in the vicinity of development in the OR. Thus, imposition of DIFs to purchase replacement open space and habitat areas (and to protect them from infrastructure encroachments) is the most efficient, practical and equitable method of permitting development to proceed in an environmentally responsible manner and in a manner that complies with the adopted plans and mitigation measures for the OR.

CEQA Mitigation. The SOI GPA and their associated CEQA documents and biological studies require that 305 acres of land be acquired, restored and/or retained in its natural state to provide substantive beneficial opportunities for species protection and open space conservation. Under the terms of the Settlement Agreement between the City and Endangered Habitats League and Sierra Club, a mitigation fee of $2,000 per developable acre is to be assessed. Additionally, the cost of the off-site habitat/open space mitigation (305 acres) is to be funded at a rate of $40,000 per acre. Combined, these two factors equate to approximately $22.7 million.

The City and the stakeholders believe that providing maximum flexibility in the land acquisition and restoration process will be of the greatest benefit to species. Such flexibility will allow for the acquisition of larger parcels of land, corridors and other areas of high biological and open space value as such lands become available. At the same time, the City and the stakeholders wish to ensure that sufficient funds are raised through the DIF process to satisfy the requirements of the GPA and CEQA processes.

In determining the total amount needed to be collected to meet these needs, the City examined seven separate scenarios. These scenarios are set forth below. Under each scenario, the land trust acquires a combination of lands in fee and conservation easements in the Chino Basin for

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the benefit of waterfowl and raptors. In some cases, DSF mitigation lands are acquired, where feasible. The restoration/enhancement of some of these lands is also assumed.

Scenario 1:

Purchase Price for Lands in Chino Basin in Fee:	200 acres x $85,000/acre = $17,000,000
Purchase Price for Conservation Easements in Chino Basin:	105 acres x $45,000/acre = $4,725,000
Restoration/Enhancement:	50 acres x $20,000/acre = $1,000,000
	Total = $22,725,000

Scenario 2

Purchase Price for Lands in Chino Basin in Fee:	175 acres x $85,000/acre = $14,875,000
Purchase Price for conservation Easements in Chino Basin:	100 acres x $45,000/acre = $4,500,000
Restoration/Enhancement:	40 acres x $20,000/acre = $800,000
Purchase Price for DSF habitat in Recovery Area:	25 acres x $100,000/acre = $2,500,000
DSF and Restoration Costs:	15 acres x $3,500/acre = $52:500
	Total = $22,727,500

Scenario 3:

Purchase Price for Lands in Chino Basin in Fee:	220 acres x $85,000/acre = $18,700,000
Purchase Price for conservation Easements in Chino Basin:	10 acres x $45,000/acre = $450,000
Restoration/Enhancement:	100 acres x $20,000/acre = $2,000,000
Purchase Price for DSF habitat in Recovery Area:	15 acres x $100,000/acre = $1,500,000
DSF Land Restoration Costs:	15 acres x $3,500/acre = $52,500
	Total = $22,702,500

Scenario 4:

Purchase Price for Lands in Chino Basin in Fee:	240 acres x $85,000/acre = $20,400,000
Purchase Price for Conservation Easements in Chino Basin:	25 acres x $45,000/acre = $1,125,000
Restoration/Enhancement:	10 acres x $20,000/acre = $200,000
Purchase Price for DSF habitat in Recovery Area:	10 acres x $1 00,000/acre = $1,000,000
DSF Land Restoration Costs:	5 acres x $3,500/acre = $17,500
	Total = $22,742,500

Scenario 5:

Purchase Price for Lands in Chino Basin in Fee:	125 acres x $85,000/acre = $10,625,000
Purchase Price for Conservation Easements in Chino Basin:	200 acres x $45,000/acre = $9,000,000
Restoration/Enhancement:	50 acres x $20,000/acre = $1,000,000
Purchase Price for DSF habitat in Recovery Area:	20 acres x $1 00,000/acre = $2,000,000
DSF and Restoration Costs:	20 acres x $3,500/acre = $70,000
	Total = $22,695,000

Scenario 6

Purchase Price for Lands in Chino Basin in Fee:	100 acres x $85,000/acre = $8,500,000
Purchase Price for conservation Easements in Chino Basin:	250 acres x $45,000/acre = $11,250,000
Restoration/Enhancement:	100 acres x $20,000/acre = $2,000,000
Purchase Price for DSF habitat in Recovery Area:	10 acres x $100,000/acre = $1,000,000
DSF Land Restoration Costs:	10 acres x $3,500/acre = $35,000

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Scenario 7:

Purchase Price for Lands in Chino Basin in Fee:	150 acres x $85,000/acre = $12,750,000
Purchase Price for Conservation Easements in Chino Basin:	125 acres x $45,000/acre = $5,625,000
Restoration/Enhancement:	90 acres x $20,000/acre = $1,800,000
Purchase Price for DSF habitat in Recovery Area:	25 acres x $100,000/acre = $2,500,000
DSF and Restoration Costs:	15 acres x $3,500/acre = $52,500
	Total = $22,727,500

The habitat and open space mitigation fees adopted by the City will provide an effective way to establish a comprehensive program that can benefit multiple species due to the potential for acquiring larger expanses of open space areas and regional connection to other open space areas. In addition, the program raises public awareness of biological resource issues through the passive interface of active park areas with natural open space areas. Implementation of such a program allows appropriate economic and infrastructure projects in the OR to move forward compatibly with the protection/enhancement of biological resources.

Table 15-1, following, identifies the Mitigation DIFs on a per net developable acre and per unit. NOTE: The *per unit* figures are merely for presentation purposes only, these (non-development impact) fees will be imposed on a *per acre* ($4,320 per acre specifically) basis only.

Table 15-1
Species, Habitat Conservation and Open Space Mitigation
Impact Fee, per Acre (for adoption) and per Unit (for presentation)

DIF Category	Mitigation Impact Fee per Acre	Average Units per Acre	Open Space Cost per Unit
Detached Dwelling Units	$4,320	6.12	$706
Attached Dwelling Units	$4,320	28.19	$153
High Density Dwelling Units	$4,320	38.40	$113
Commercial Lodging Units	$4,320	44.00	$98
Retail/Service Uses (in SF)	$4,320	17,474	$0.247
Office Uses (in SF)	$4,320	33,287	$0.130
Business Park Uses (in SF)	$4,320	20,094	$0.215
Industrial Uses (in SF)	$4,320	27,608	$0.156
Institutional Use (in SF)	$4,320	21,780	$0.198

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RECAP OF RECOMMENDED SPECIES, HABITAT CONSERVATION AND OPEN SPACE LAND MITIGATION IMPACT FEE

- General City - These fees do not apply to General City development.
- Ontario Ranch - Adopt the ***Mitigation Impact Fee per Acre*** column on Table 15-1 as the Mitigation Fees to be applied to all private development within Ontario Ranch and applied on the net acres of the development.

Per Net Acre Fee. Based upon the above scenarios and calculations, it has been conservatively estimated that the City must raise a net $22,718,000 to fund the acquisition of the WRCA and the other habitat and open space acreage required by the GPA and EIR. As there are 5,259 developable acres (5,537 less land required for pocket parks, community parks, and schools not previously removed from the land use table) in the OR, the recommended DIF for the acquisition of open space and habitat land is $4,320 per net acre (rounded).

Of the $4,320 amount, the City may utilize up to $500 per acre to carry out the provisions of the GPA and EIR related to DSF. As set forth above, the GPA requires the City "to cooperate with the Service to mitigate impacts to the DSF, establish standards for buffers for protecting DSF restoration areas, and work to create DSF habitat, where possible." The DSF Recovery Plan calls for the establishment of 150 acres of DSF preserve areas in or adjacent to the OR. To the extent feasible, there will be an attempt to acquire properties which benefit both DSF and raptors/waterfowl. The City may thus use the $500 per acre retained portion of the $4,320 fee to carry out requirements set by the Service. However, it should be noted that CEQA specific plan documents, or the Service or other regulatory agencies, may require mitigation for impacts to DSF on a project by project basis, if applicable. The $500 per acre retained portion of the habitat and open space DIF is not intended to cover or be used to purchase mitigation land associated with any such individual development project.

Other Costs. In addition, to the above costs, the City of Ontario could also elect to impose DIFs to offset the more general adverse impacts to species and the environment associated with development of area. However, in light of the per acre costs associated with the GPA and EIR mitigation, it is recommended that the City absorb these more generalized costs.

Conclusion

With the commercial, residential and industrial development anticipated for the OR, many of the existing species habitat and open space attributes will be compromised or eliminated as construction proceeds. To offset these negative impacts to species, open space, and the environment more generally, the City has adopted habitat conservation and open space mitigation fees to provide for the acquisition and restoration of lands within or adjacent to the Chino/El Prado Basin area suitable for habitat and open space. These fees will implement the goals and objectives of the GPA, the EIR, and the settlement agreement; enhance the long-term viability of imperiled species; provide a mechanism to facilitate more efficient and species-sensitive development; provide a mechanism to partially offset impacts associates with City

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infrastructure improvements; and provide a substantial benefit to the City, its residents and its businesses.

RECAP OF RECOMMENDED SPECIES, HABITAT CONSERVATION AND OPEN SPACE LAND MITIGATION IMPACT FEE

- **General City** - These fees do not apply to General City development.
- **Ontario Ranch** - Adopt the ***Mitigation Impact Fee per Acre*** column on Schedule 15.2 and Table 15-1 as the Acre Mitigation Fees to be applied to all private development within Ontario Ranch and applied on the net acres of the development.

END OF CHAPTER TEXT

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Schedule 15.1

City of Ontario - Ontario Ranch
2021-22 Development Impact Cost Calculation Update
Open Space Legal Agreement (OR)
(This fee is static, and is not subject to change.)

Line #	Description	Estimated Cost	Cost Distribution for Components I & II: Percent Need	Cost Distribution for Components I & II: Apportioned Dollar Cost	Cost Distribution for Component III: Percent Need	Cost Distribution for Component III: Apportioned Dollar Cost
LS-001	Habitat and Open Space Mitigation	$20,420,640	100.00%	$20,420,640	0.00%	$0
	ESTIMATED GENERAL PLAN SETTLEMENT COSTS	$20,420,640	100.00%	$20,420,640	0.00%	$0
	Existing Fund Balance (Does not reduce mitgation)	$6,805,316	100.00%	$6,805,316	0.00%	$0
	Total Lawsuit Contribution	$27,225,956	100.00%	$27,225,956	0.00%	$0

NOTE: Since this is not a project but a contribution by developers the "Existing Fund Balace" is dedicated to the estimated settlement costs, and does not reduce it.

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Schedule 15.2

City of Ontario
2021-22 Development Impact Cost Calculation Update
Ontario Ranch Development Lawsuit Settlement Distribution (Not an Impact Fee)
Components I & II

Proposed Land Use	Undeveloped Acres	Undeveloped Units	Lawsuit Distribution Acre Factor	Total Acres Benefitting from Settlement	Percentage of Total Acres Benefitting	Allocation of Settlement Costs	Distribution of Settlement Costs per Acre	Average Units or Square Feet/Acre	Components I/II Settlement Cost per Unit or Square Foot
Detached Dwellings	1,423.0	11,662	1.0	1,423.00	30.10%	$6,147,360	$4,320	8.20	$527 per Unit
Attached Dwellings	1,316.0	29,684	1.0	1,316.00	27.84%	$5,685,120	$4,320	22.56	$192 per Unit
High Density Dwellings	439.0	13,082	1.0	439.00	9.29%	$1,896,480	$4,320	29.80	$145 per Unit
Mobile Home Dwellings	9.0	396	1.0	9.00	0.19%	$38,880	$4,320	44.00	$98 per Unit
Commercial Lodging Units	279.0	5,751,595	1.0	279.00	5.90%	$1,205,280	$4,320	20,615	$0.210 per S.F.
Retail/Service Uses	114.0	2,670,188	1.0	114.00	2.41%	$492,480	$4,320	23,423	$0.184 per S.F.
Office Uses	428.0	9,953,243	1.0	428.00	9.05%	$1,848,960	$4,320	23,255	$0.186 per S.F.
Business Park Uses	669.0	16,981,679	1.0	669.00	14.15%	$2,890,080	$4,320	25,384	$0.170 per S.F.
Industrial Uses	50.0	1,089,000	1.0	50.00	1.06%	$216,000	$4,320	21,780	$0.198 per S.F.
TOTAL	**4,727.00**			**4,727.00**	**100.00%**	**$20,420,640**	**in I & II Development Lawsuit Settlement Costs.**		

1. This is not a Development Impact Fee, it is a settlement applied to development within the Ontario Ranch. It has been included to provide an average per unit cost.

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Chapter 16
Ontario Ranch
Fiber Optic Communications System

Fiber Optic Communications Equipment and Facilities is an infrastructure that will only be imposed upon development in the Ontario Ranch. General City already has communications lines imbedded within the right-of-way and thus could not benefit from the timing of the construction of the system described herein.

The City of Ontario is proposing a fiber optic telecommunication infrastructure to meet several goals including the following:

1. The telecommunication industry, specifically service providers, is in a period of rapid change. The Telecommunications Act of 1996 reaffirmed the principles of an open marketplace. Many new service providers are entering the market for voice, video and data services. All this is happening while the technology used in the "last mile" to residences and businesses has stabilized. In order for the City to protect its rights-of-way within the Ontario Ranch the City will install a *state of the art* telecommunications infrastructure which can accommodate a large number of competitive service providers. This will eliminate the need for future disruptions within developed right of ways in the Ontario Ranch by allowing service providers the use of the City's infrastructure to provide service. This infrastructure will also provide a platform for continued expansion of new technologies community benefits, and unlimited capacities as the need for access continues to grow.

2. Incumbent service providers lack of interest and resources limits their ability to install "state of the art" telecommunication infrastructure in the OR. Incumbents typically have a limited amount of funds, with large geographical, which leads to cherry-picking in high density markets and large cities through-out the United States. While they may install some fiber optics in the main delivery system, the systems they are likely to install to the dwelling will be based on a much more restricted technology. This limited infrastructure will quickly become outdated, forcing more disruptions in the rights-of-way and existing street infrastructure within OR.

3. The installation of a fiber optic telecommunications infrastructure will provide an enhanced amenity for the OR allowing residents and businesses a high level of access to technology. Examples include everything from interactive/high definition television, dwelling to medical screening, video conferencing, and access to high-speed business networks. This will enhance the attractiveness of the community to professionals, skilled technicians and technological businesses and improve the economic development potential of the OR.

4. The fiber optic telecommunications infrastructure will assist telecommuters by providing high-speed data access and video conferencing directly from the dwelling over secure virtual private networks. Within the OR location, the head end of one of the busiest commutes into Orange and Los Angeles Counties, the anticipated level of telecommuter

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participation will be higher when compared to the national average. This fiber infrastructure will mitigate traffic congestion and significantly improve the quality of life for the residents of the OR.

5. The schools within the OR, from elementary through the College levels, will benefit from this fiber optic infrastructure inasmuch as it will allow improved curriculum based on distance learning and use of remote resources to support the educational process. Schools will be able to establish on-site broadcast capabilities in addition to downloading a variety of professionally developed curriculum from throughout the world.

6. The City will be able to use the fiber optic network to improve operations by enabling low cost, high speed connections between City facilities as well as by allowing the City to provide automated reading of meters and the use of video to assist with control of traffic flow in the OR.

7. Finally, the fiber optic telecommunications infrastructure will lower the overall costs when compared to the installation of multiple traditional telecommunications systems. The bandwidth capacity is significantly large enough to accommodate all services over this single fiber infrastructure. This will lower costs, dramatically improve telecommunications capability and spur open competition in the marketplace.

The **Purpose** of the Fee. The impact fee for telecommunication will allow the local government to control the telecommunications infrastructure in a manner designed to maximize the public benefit. This will be accomplished by lowering service cost as the result of competition between telecommunication service providers, significantly reducing right-of-way costs to the taxpayer, and improving security and quality of life issues in general. The impact fee will allow the infrastructure to be completed while self-sustaining income from the service providers will pay for the maintenance of the system. This model is similar to the construction of any other infrastructure including streets, water distribution facilities and sewer collection facilities.

The **Use** of the Fee. The fee will be used to construct the fiber optic communications system, consisting of the *head-end* equipment, the *core network*, *the last mile* and miscellaneous equipment necessary to extend voice, video and data services to the Ontario Ranch. According to the OntarioNet, A Master Plan for the Deployment of an Advanced Fiber Optic Telecommunications Network in the Ontario Ranch. The following costs were recalculated in 2021-22 with current costs and new operational requirements.

The *head-end* network (FO-001), typically housed in an environmentally controlled concrete enclosure, and is the central access point for the service providers and network support services. In simpler terms, it is the place where outside vendors (such as video broadcast) would connect to the system. This portion of the system is estimated to cost $9,628,430.

The *core network* (FO-002) is simply the largest part of the fiber optic cabling. The Master Plan consists of trenching, hand holes and fiber splices. This portion of the program is estimated to cost $17,055,967.

The implementation model (FO-003), has been completed.

The heart of the network is the Distribution Network – Major Streets Conduit System (FO-004) includes construction, installation, splicing, testing of backbone distribution infrastructure, including cabinets, pull boxes, conduit, miscellaneous equipment, uninterruptable power supply (UPS), remote equipment, and fiber and splicing connections has been re-estimated to be just over $14.8 million.

The System Distribution Network – Fiber System (FO-005) of equipment is a logical grouping of some 300 to 382 subscribers as a single node of service, depending upon the configuration of detached dwelling, detached and commercial, office or industrial business uses. This portion of the project will cost approximately $4,200,622.

The Cabling System Project (FO-006) is an additional project is to provide for 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. The projected costs of this project are $35,980,788.

The Fiber Equipment for Residential Units (FO-007) Project includes 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. The projected costs of this project are $35,893,754.

The Fiber Equipment for Non-Residential Units (FO-008) Project includes 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 projected costs of this project are $10,716,065.

Share Of Common City Yard Improvements (FO-009) is defined as improvement and the use of facilities that provide storage, assembly, and execution for the Fiber Optic System. These facilities will be needed in the future to provide adequate space to support the expansion of the Fiber Optic System throughout the City. However, the estimated costs will need to be identified by a Master Planned City Yard Improvement Program and are not included in this update. Thus there is no estimate at this time.

Most of these individual projects are distributed by the future number of connections to the system.

The Relationship Between the Need for The Fee and The Type of Development Project. The distribution of the system construction costs will be based upon an equivalent Residential Unit (or bandwidth) methodology. A detached dwelling will be the equivalent dwelling unit base at a

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minimum of 300 megabits per second (henceforth Mbps) of data capacity in order for the network to provide voice, data and video services with acceptable quality and delivery. Based upon network parameters, the cost (to be identified later in the Chapter) to construct the system in order to provide the 300 Mbps of service to one **detached dwelling residence** will be defined as a one ***R***esidential ***U***nit or ***RU*** (and which will be used as the common denominator in the following examples) and represents a minimum of 300 Mbps of service to one provider.

Each **detached dwelling** would require its own 300 Mbps of bandwidth for voice, data and video service, thus each detached unit will require its own RU for service activation.

Individual **commercial lodging (e.g. hotel/motel) units**, have close proximity and will require only the minimum 300 Mbps per ten rental units, or stated differently, each single unit will only need 10% of the single ***RU*** or 0.1 ***RU***.

Approximately 2,500 square feet of **Retail/Commercial Use** space will require 165% of an ***RU***, or 0.5 ***RU*** per 1,000 square feet.

Office Uses, again in close quarters, (defined as ten employees) operating in approximately 3,000 square feet of space) would demand the equivalent of 40% of an ***RU***.

Business Park Uses – (defined to have ten employees) operating in a 10,000 square foot industrial environment) would demand the equivalent of 40% of an ***RU***.

Industrial Uses, (defined to have ten employees, operating in a 10,000 square foot industrial environment) would demand the equivalent of 40% of an ***RU***.

Institutional Uses operating in a 21,780 square foot industrial environment) would demand the equivalent of 290% of an ***RU***.

Schedule 16.2 at the end of the Chapter contains a table identifying the number of RU's per acre based upon the various Floor Area Ratios that are summarized following in Table 16-1.

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[This space left vacant in order to place the following table on a single page].

Table 16-1
Residential Unit (RU) Equivalents

DIF Use Category	Residential Unit Equivalent
Detached Dwelling Units	1.00
Attached Dwelling Units	1.00
High Density Dwelling Units	1.00
Commercial Lodging Units	0.10
Retail/Service Uses	1.65
Office Uses	3.12
Business Park Uses	1.43
Industrial Uses	1.02
Institutional Uses	2.90

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The Relationship Between the Use of the Fee and the Type of Development Paying the Fee. The Fiber Optic DIFs that will be imposed and collected will be used to construct the system required to serve the system defined by the various mix of the types of development. If the development is an office property generating a greater amount of megabytes of bandwidth, the fee collected will be proportionally higher and will be enough to construct the required additions to the fiber optics communications system.

The Relationship Between the Amount of the Fee and the Cost of the Portion of the Facility Attributed to the Development Project. Similar to the section above, the relationship is based upon the projected amount of Mbps of bandwidth required to serve user base and the cost to provide that number of megabytes.

ONTARIO RANCH IMPACT FEE CALCULATION

Table 16-2, following and summarized from Schedule 16.2, identifies the fees necessary to be applied to the combination of proposed development of the varying land-uses in Ontario Ranch. The costs have been distributed using the same nexus identified earlier in this Chapter as Table 16-1 *Residential Unit Equivalents.* The proposed DIFs are as follows:

Table 16-2
Ontario Ranch Fiber Optic Communication
Development Impact Fee by Land Use

Development Use Category	Allocation of System Improvement Costs	Cost Impact per Unit or Square Foot
Detached Dwelling Units	$23,991,700	$2,057/Unit
Attached Dwelling Units	$61,067,539	$2,057/Unit
High Density Dwelling Units	$26,913,002	$2,057/Unit
Commercial Lodging Units	$717,319	$1,811/Unit
Retail/Service Uses	$8,249,166	$1.434/S.F.
Office Uses	$6,384,137	$2.391/S.F.
Business Park Uses	$10,992,911	$1.104/S.F.
Industrial Uses	$12,176,487	$0.717/S.F.
Institutional Uses	$2,600,281	$2.388/S.F.

RECAP OF RECOMMENDED FIBER OPTIC COMMUNICATIONS SYSTEM IMPACT FEES

- **General City** - There is no fiber optic system DIF schedule to be imposed in the General City area of the City.
- **Ontario Ranch** - Adopt Schedule 16.2 for the nine use development categories.

END OF CHAPTER TEXT

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Schedule 16.1

City of Ontario - Ontario Ranch
2021-22 Development Impact Cost Calculation Update
Allocation of Project Cost Estimates
Fiber Optics Communication System (OR)

Line #	Description	Estimated Cost	Residential Common System Construction Costs: Percent Need	Residential Common System Construction Costs: Apportioned Dollar Cost	Non- Residential Common System Construction Costs: Percent Need	Non- Residential Common System Construction Costs: Apportioned Dollar Cost
FO-001	Head End Facilities (Points Of Presence System)	$9,628,430	78.00%	$7,510,175	22.00%	$2,118,255
FO-002	Core Network - Planning/Installation - Equipment/Facilities	$17,055,967	78.00%	$13,303,654	22.00%	$3,752,313
FO-003	Project Completed or No Longer Needed	$0	78.00%	$0	22.00%	$0
FO-004	Distribution Network - Major Streets Conduit System	$14,874,465	78.00%	$11,602,083	22.00%	$3,272,382
FO-005	System Distribution Network - Fiber System	$4,200,622	78.00%	$3,276,485	22.00%	$924,137
FO-006	Cabling System - Residential/Non-Residential	$35,980,788	78.00%	$28,065,015	22.00%	$7,915,773
FO-007	Fiber Equipment Within Residential Units	$35,893,754	100.00%	$35,893,754	22.00%	$7,896,626
FO-008	Fiber Equipment Within Non-Residential Buildings	$10,716,065	0.00%	$0	100.00%	$10,716,065
FO-009	Share of Specific/Common City Yard Improvements	$0	78.00%	$0	22.00%	$0
	Sub-total Fiber Optic Information System	$128,350,091	77.64%	$99,651,166	28.51%	$36,595,551
	FINANCIAL ADJUSTMENTS:					
	Ontario Ranch - Regional Fiber Outstanding Credits	$1,767,574	77.64%	$1,372,347	28.51%	$503,976
	Ontario Ranch - Development Impact Fee Fund Balance	$14,101,895	77.64%	$10,948,728	28.51%	$4,020,773
	Sub-total - Financial Adjustments	$15,869,469	77.64%	$12,321,075	28.51%	$4,524,749
	Total	$144,219,560	77.64%	$111,972,241	28.51%	$41,120,300
			Forward to Schedule 16.2		Forward to Schedule 16.2	

NOTES:

(1). All developer-held "credits" under FINANCIAL ADJUSTMENTS will appear as a positive indicating an additional Infrastructure Fund obligation that will be redeemed (in lieu of a DIF payment) at some point in the future

(2). A negative figure under FINANCIAL ADJUSTMENTS indicates a positive Fund Balance mitigating the project total. A positive figure indicates an amount that needs to be recovered by DIFs.

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Schedule 16.2

City of Ontario - Ontario Ranch
2020-21 Development Impact Cost Calculation Update - Amended
Allocation of Project Cost Estimates
Allocation of Distribution System Cost

Proposed Residential Land Uses	Undeveloped Acres	Undeveloped Units	Equivalent Residential Unit (RU)	Equivalent Residential Units (RU's)	Percentage of ERU's	Allocation of Total System Cost	System Cost Distribution per Acre	Average Units or Square Feet/Acre	Ontario Ranch Impact Cost per Unit or Square Foot
Detached Dwellings	1,423.0	11,662	1.00	11,662	21.43%	$23,995,651	$16,863	8.20	*$2,057 per Unit*
Attached Dwellings	1,316.0	29,684	1.00	29,684	54.54%	$61,069,660	$46,406	22.56	*$2,057 per Unit*
High Density Dwellings	439.0	13,082	1.00	13,082	24.03%	$26,906,930	$61,291	29.80	*$2,057 per Unit*
TOTAL - Residential	3,178	54,428	--	54,428	100.00%	*$111,972,241*	*OR Fiber-optic System G.P. Build-out Cost*		

Proposed Non-residential Land Uses	Undeveloped Acres	Undeveloped Units	Equivalent Residential Unit (RU)	Equivalent Residential Units (RU's)	Percentage of ERU's	Allocation of Total System Cost	System Cost Distribution per Acre	Average Units or Square Feet/Acre	Ontario Ranch Impact Cost per Unit or Square Foot
Commercial Lodging Units	9.0	396	0.10	40	1.74%	$717,319	$79,702	44.00	*$1,811 per Unit*
Retail/Service Uses	279.0	5,751,595	1.65	460	20.06%	$8,249,166	$29,567	20,615	*$1.434 per S.F.*
Office Uses	114.0	2,670,188	3.12	356	15.53%	$6,384,137	$56,001	23,423	*$2.391 per S.F.*
Business Park Uses	428.0	9,953,243	1.43	613	26.73%	$10,992,911	$25,684	23,255	*$1.104 per S.F.*
Industrial Uses	669.0	16,981,679	1.02	679	29.61%	$12,176,487	$18,201	25,384	*$0.717 per S.F.*
Private Institutional Use	50.0	1,089,000	2.90	145	6.32%	$2,600,281	$52,006	21,780	*$2.388 per S.F.*
TOTAL - Non-residential	1,549	--	--	2,293	100.00%	*$41,120,300*	*OR Fiber-optic System G.P. Build-out Cost*		

	Business Acres	Business Square Feet	Square Feet per Acre	Square Feet of "Unit"	"Units" per Acre	Residential Unit Equivalent	RU's per Acre
Retail/Service Uses	**279.0**	**5,751,595**	**20,615**	**2,500**	**8.246**	**20.00%**	**1.65**
Office Uses	**114.0**	**2,670,188**	**23,423**	**3,000**	**7.808**	**40.00%**	**3.12**
Business Park Uses	**428.0**	**9,953,243**	**23,255**	**6,500**	**3.578**	**40.00%**	**1.43**
Industrial Uses	**669.0**	**16,981,679**	**25,384**	**10,000**	**2.538**	**40.00%**	**1.02**
Private Institutional Use	**50.0**	**1,089,000**	**21,780**	**3,000**	**7.260**	**40.00%**	**2.90**

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Appendix A

Summary of Recommendations

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SUMMARY OF RECOMMENDATIONS

Chapter 3 - Law Enforcement Facilities and Equipment
- GC/OR - Adopt Schedule 3.2, p.37, *Entire City – Minimal Capital Needs-based Impact Costs*

Chapter 4 - Fire Suppression Facilities, Vehicles and Equipment
- GC – Adopt Schedule 4.2, p. 51, *GC Minimal Capital Needs-based Impact Costs.*
- OR – Adopt Schedule 4.4, p. 53, *OR Minimal Capital Needs-based Impact Costs.*
- Split/create separate GC/OR Fire Suppression Impact fee Funds.

Chapter 5 – Circulation (Streets, Signals and Bridges) System
- GC - Adopt Schedule 5.2, p.72, *GC - Minimal Capital Needs-based Impact Costs, and the ALTERNATIVE COST METHODOLOGY, per single trip-end cost from Schedule 5.2 to apply to Table 5-2 and the more specific ITE Trip Calculation, 7th Edition for Business Uses.*
- *OR - Adopt Schedule 5.4, P. 74, OR - Minimal Capital Needs-based Impact Costs, and the ALTERNATIVE COST METHODOLOGY, per single trip-end cost from Schedule 5.4 to apply to Table 5-5 and the more specific ITE Trip Calculation, 7th Edition for Business Uses.*

Chapter 6 - Storm Drainage Collection Facilities
- GC - Adopt Schedule 6.4, p. 87, *General Plan Build-out Average Infrastructure Costs* with alternative use of the *Cost Distribution per Acre* column for unusual uses.
- OR - Adopt Schedule 6.5, p. 89, *OR – Minimum Capital Needs-based Impact Costs* with alternative use of the use *Distribution of Cost Distribution per Acre* column for unusual uses.

Chapter 7 - Water Source, Storage and Distribution Facilities
- GC - Adopt Schedule 7.2, p. 104, *GC - Minimal Capital Needs-based Impact Costs, Table 7-7,* p. 98, and *Equivalent Water meter Size calculation based Upon Minimum Needs-based Impact Fees.*
- OR - Adopt Schedule 7.4, p. 106, *GC - Minimal Capital Needs-based Impact Costs, Table 7-11, p. 102, and Equivalent Water meter Size calculation based Upon Minimum Needs- based Impact Fees.*

Chapter 8 - Sewer Collection Facilities
- GC - Adopt Schedule 8.2, p. 116, *GC - Minimal Capital Needs-based Impact Costs.*
- OR - Adopt Schedule 8.4, p. 118, *OR - Minimal Capital Needs-based Impact Costs.*

Chapter 9 - Refuse Collection Facilities and Equipment
- GC/OR - Adopt Schedule 9.1, parts **A** through H, p. 126-128.

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Appendix A - Summary of DIF Recommendations (continued)

Chapter 10 - General Facilities, Vehicles and Equipment

- GC/OR - Adopt Schedule 10.2, p. 135, Entire City – Minimal Needs-based Impact Costs.
- Create City Maintenance Yard Expansion DIF Fund and deposit the portion of each infrastructures DIF that is "City yard Improvement" related per page 187, Appendix C.

Chapter 11 - Library Facilities and Collection Items

- GC/OR - Adopt Schedule 11.1, p. 141.

Chapter 12 - Public Meeting (Community Centers) Facilities

- GC/OR - Adopt Schedule 12.1 p. 146.

Chapter 13 – Aquatics Facilities

- Adopt Schedule 13.1, p.150.

Chapter 14- Park Land Acquisition and Park Infrastructure Development

- Create Quimby Act Park land Acquisition and DIF Fund, Note (1).
- GC/OR - Adopt Schedule 14.1, page 159-160, for residential uses requiring the sub-division of land for Quimby Act application.
- GC/OR - Adopt Schedule 14.1, page 159-160, for residential uses not requiring the sub-division of land for AB1600 application.

NOTES:

(1). Separate Park Land Acquisition and Development Funds are necessary because the Quimby Act allows use of receipts for rehabilitation of existing facilities whereas the AB1600 requirements prevent such expenditures.

Chapter 15 - OR Species, Habitat Conservation and Open Space Land Mitigation

- OR – Extend the current adoption of the *Mitigation Fee per Acre* in Schedule-15.1, p. 172, as OR Species, Habitat Conservation and Open Space Land Mitigation Impact Fee. This "fee" does not change.

Chapter 16 - Ontario Ranch - Fiber Optic Communication System

- OR - Adopt Schedule 16.2 - Fiber Optic Communication System Impact Fee, p. 180.

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Appendix B

Expanded Land-use Database

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Total - Land-use Database General City & Ontario Ranch	Existing Development		Potential Development		Total General Plan Build-out	
	Acres	# of Units	Acres	# of Units	Acres	# of Units
Detached Dwellings	6,328	31,997	1,685	12,793	8,013	44,790
Attached Dwellings	722	13,097	1,499	32,372	2,221	45,469
High Density Dwellings	193	4,812	1,037	34,889	1,230	39,701
Mobile Home Dwellings	204	2,097	14	95	218	2,192
Commercial Lodging Units	143	5,810	12	546	155	6,356
Retail/Service Uses	487	18,522,286	1,271	13,916,010	1,758	32,438,296
Office Uses	310	9,959,192	936	23,565,934	1,246	33,525,126
Business Park Uses	777	10,271,628	769	16,922,869	1,546	27,194,497
Industrial Uses	6,890	112,134,057	1,110	47,631,804	8,000	159,765,861
Private Institutional Use	419	2,318,711	52	1,132,560	471	3,451,271
Total - City Limits	**16,473**		**8,385**		**24,858**	
Private Residences	**7,447**	**52,003**	**4,235**	**80,149**	**11,682**	**132,152**
Commercial Lodging Rooms	**143**	**5,810**	**12**	**546**	**155**	**6,356**
Business Square Feet	**8,883**	**153,205,874**	**4,138**	**103,169,177**	**13,021**	**256,375,051**

Land-use Database within City's General City Area - Net	Existing Development		Potential Development		Total General Plan Build-out	
	Acres	# of Units	Acres	# of Units	Acres	# of Units
Detached Dwellings	4,733	27,449	262	1,131	4,995	28,580
Attached Dwellings	641	12,050	183	2,688	824	14,738
High Density Dwellings	193	4,812	598	21,807	791	26,619
Mobile Home Dwellings	204	2,097	14	95	218	2,192
Commercial Lodging Units	143	5,810	3	150	146	5,960
Retail/Service Uses	477	18,418,611	992	8,164,415	1,469	26,583,026
Office Uses	310	9,959,192	822	20,895,746	1,132	30,854,938
Business Park Uses	741	9,587,138	341	6,969,626	1,082	16,556,764
Industrial Uses	6,610	106,400,598	441	30,650,125	7,051	137,050,723
Private Institutional Use	419	2,318,711	2	43,560	421	2,362,271
Sub-total - General City	**14,471**		**3,658**		**18,129**	

Land-use Database within City's Ontario Ranch Area	Existing Development		Potential Development		Total General Plan Build-out	
	Acres	# of Units	Acres	# of Units	Acres	# of Units
Detached Dwellings	1,595	4,548	1,423	11,662	3,018	16,210
Attached Dwellings	81	1,047	1,316	29,684	1,397	30,731
High Density Dwellings	-	0	439	13,082	439	13,082
Mobile Home Dwellings	-	0	-	0	-	0
Commercial Lodging Units	-	0	9	396	9	396
Retail/Service Uses	10	103,675	279	5,751,595	289	5,855,270
Office Uses	-	0	114	2,670,188	114	2,670,188
Business Park Uses	36	684,490	428	9,953,243	464	10,637,733
Industrial Uses	280	5,733,459	669	16,981,679	949	22,715,138
Private Institutional Use	-	0	50	1,089,000	50	1,089,000
Sub-total - Ontario Ranch	**2,002**		**4,727**		**6,729**	

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Land-use Database within City's General City Existing/Vacant	Existing Development		Potential Development		Total General Plan Build-out	
	Acres	# of Units	Acres	# of Units	Acres	# of Units
Detached Dwellings	4,733	27,449	191	1,066	4,924	28,515
Attached Dwellings	641	12,050	183	2,688	824	14,738
High Density Dwellings	193	4,812	586	21,472	779	26,284
Mobile Home Dwellings	204	2,097	10	80	214	2,177
Commercial Lodging Units	143	5,810	3	150	146	5,960
Retail/Service Uses	477	18,418,611	728	8,016,724	1,205	26,435,335
Office Uses	310	9,959,192	810	20,889,370	1,120	30,848,562
Business Park Uses	741	9,587,138	46	4,755,133	787	14,342,271
Industrial Uses	6,610	106,400,598	431	30,605,125	7,041	137,005,723
Private Institutional Use	419	2,318,711	2	43,560	421	2,362,271
Sub-total - General City	14,471		2,990		17,461	

Land-use Database Consisting of General City - Demolition	Existing Development		Potential Development		Total General Plan Build-out	
	Acres	# of Units	Acres	# of Units	Acres	# of Units
Detached Dwellings			70	63	70	63
Attached Dwellings			-	0	-	0
High Density Dwellings			6	139	6	139
Mobile Home Dwellings			2	15	2	15
Commercial Lodging Units			-	0	-	0
Retail/Service Uses			132	103,621	132	103,621
Office Uses			6	6,376	6	6,376
Business Park Uses			113	885,732	113	885,732
Industrial Uses			5	45,000	5	45,000
Private Institutional Use			-	0	-	0
Sub-total - GC Demolition	-		334			45,533

Land-use Database Consisting of General City - Redeveloped	Existing Development		Potential Development		Total General Plan Build-out	
	Acres	# of Units	Acres	# of Units	Acres	# of Units
Detached Dwellings			1	2	1	2
Attached Dwellings			-	0	-	0
High Density Dwellings			6	196	6	196
Mobile Home Dwellings			2	0	2	0
Commercial Lodging Units			-	0	-	0
Retail/Service Uses			132	44,070	132	44,070
Office Uses			6	0	6	0
Business Park Uses			182	1,328,761	182	1,328,761
Industrial Uses			5	0	5	0
Private Institutional Use			-	0	-	0
Sub-total - GC Redevelopment	-		334		334	

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Appendix C

City Yard Improvement
Cost Estimates and Distribution

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Appendix C Percentage of Future City Yard Costs as a Function of Total Impact Fees to Be Collected by Infrastructure	With Application to	City Yard Costs to the Infrastructure	Total Impact Fees to be Collected	City Yard as Percentage of the Total
Law Enforcement Facilities, Vehicles and Equipment	Entire City	$2,365,388	$73,115,031	3.24%
Fire Suppression Facilities, Vehicles and Equipment	General City	$577,614	$30,199,506	1.91%
Fire Suppression Facilities, Vehicles and Equipment	Ontario Ranch	$827,231	$86,496,785	0.96%
Circulation (Streets, Signals and Bridges) System	General City	$984,776	$178,140,737	0.55%
Circulation (Streets, Signals and Bridges) System	Ontario Ranch	$930,800	$377,510,870	0.25%
Storm Drainage Collection System Facilities	General City	$782,254	$79,164,432	0.99%
Storm Drainage Collection System Facilities	Ontario Ranch	$957,206	$157,718,003	0.61%
Water Source, Storage and Distribution Facilities (1)	General City	$1,622,718	$78,802,618	2.06%
Water Source, Storage and Distribution Facilities (1)	Ontario Ranch	$7,850,241	$407,068,001	1.93%
Sewer Collection Facilities	General City	$1,111,603	$22,308,084	4.98%
Sewer Collection Facilities	Ontario Ranch	$2,858,406	$81,773,471	3.50%
Refuse Collection Facilities and Vehicles	Entire City	$17,965,667	$60,948,236	29.48%
General Facilities, Vehicles and Equipment	Entire City	$1,583,822	$19,332,180	8.19%
Library Facilities and Collection Items	Entire City	$0	$85,970,601	0.00%
Public Use (Community Center) Facilities	Entire City	$0	$122,568,286	0.00%
Aquatics Facilities	Entire City	$0	$7,435,177	0.00%
Park Land Acquisition and Park Infrastructure Development	Entire City	$4,047,273	$1,003,530,226	0.40%
Open Space Legal Agreement (OR)	Ontario Ranch	$0	$20,433,860	0.00%
Fiber Optics Communication System (OR)	Ontario Ranch	$0	$153,072,535	0.00%
Totals		$44,464,999	$3,045,588,639	

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Appendix D

New and General City Development Impact Fee Policies

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DEVELOPMENT IMPACT FEE REIMBURSEMENT POLICY CALCULATIONS

Exhibits "B" and "C" of the City of Ontario Development Impact Fee policies indicates that, within certain infrastructures, the project costs have been separated into two types of costs, they are: 1) Infrastructure projects that serve a local area referred to as *Local Adjacent Projects*; and 2) infrastructure projects that serve a larger regional area referred to as *Regional Projects*.

The two Exhibits within the Development Impact fee Policy's document further explain the conditions and limitations under which developers are to be reimbursed for the construction of public infrastructure identified in the *Development Impact Fee Calculation and Nexus Report* and the *Master Facilities Plan*. The reader should refer to that policy document for an in-depth explanation of the reimbursement policies.

The Local Adjacent/Regional schedules are now included in this document.

There are two schedules for each of the nine areas/schedules that require the distinction (i.e. the GC area Storm Drainage Collection System). The first establishes the percentage of the projects that are *Regional* project costs with its reciprocal establishing the *Local Adjacent* percentage of the project costs.

The second schedule within the area/infrastructure applies the two percentages (that add up to 100%) to the proposed development impact fee for that area (OR or GC) and infrastructure (i.e. circulation).

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2021-22	General City Regional Projects Circulation System	GC		
DIF No.	DIF Program Project Description	Regional Project Costs		
ST-071	Holt Boulevard Bridge over West Cucamonga Creek	$109,972		
ST-072	Mission Boulevard Bridge over West Cucamonga Creek	$307,921		
ST-074	Francis Street Bridge over West Cucamonga Creek	$98,974		
ST-075	Eighth Street Bridge over West Cucamonga Creek	$846,784		
ST-076	Sixth Street Bridge over Cucamonga Creek	$676,004		
ST-077	Fourth Street Bridge over Cucamonga Creek	$790,240		
ST-079	Holt Boulevard Bridge over Cucamonga Creek	$1,229,098		
ST-081	Mission Boulevard Bridge over Cucamonga Creek	$901,770		
ST-082	Francis Street Bridge over Cucamonga Creek	$824,790		
ST-083	Philadelphia Street Bridge over Cucamonga Creek	$98,104		
ST-084	Riverside Drive Bridge over Cucamonga Creek	$481,199		
ST-085	Archibald Avenue Bridge over Upper Deer Creek	$533,094		
ST-086	Archibald Avenue Bridge over Upper Deer Creek Spillway	$774,332		
ST-087	Project Completed - No Longer Needed	$0		
ST-091	Grove Avenue Grade Separation under UPRR/Alhambra	$4,855,012		
ST-092	Milliken (N) Grade Separation under UPRR/Alhambra	$193,675		
ST-093	Project Completed - No Longer Needed	$0		
ST-094	Project Completed - No Longer Needed	$0		
ST-095	Archibald (S) Grade Separation over UPRR/LA	$14,999,108		
ST-096	San Antonio (S) Grade Separation Under UPRR/Alhambra	$10,958,112		
ST-097	Campus (S) Grade Separation under UPRR/Alhambra	$10,958,112		
ST-099	Project Completed - No Longer Needed	$0		
ST-100	Sultana (S) Grade Separation under UPRR/LA line	$4,358,340		
ST-103	Circulation System Maintenance Vehicles	$1,848,443		
ST-111	I-10 Freeway at Grove and Fourth	$19,897,431		
ST-112	Traffic Signal System Control and Operations Center	$1,140,906		
ST-113	General City Backbone Signal Interconnect	$539,604		
ST-114	I-10 at Euclid Avenue Eastbound On Ramp	$647,035		
ST-116	I-10 at Vineyard Interchange Reconstruction/Expansion	$1,095,390		
ST-118	Hellman Avenue Bridge over Cucamonga Creek	$2,183,267		
ST-126	Share of City Yard Improvements	$984,776		
ST-129	Fourth Street Under the I-10 Freeway	$9,614,094	Use	
	Regional Total	**$91,945,587**	**53%**	**55%**
	Total All GC Streets	**$173,321,022**		
	Local Adjacent Streets	**$81,375,435**	**47%**	**45%**

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Appendix D

City of Ontario
2021-22 Development Impact Cost Calculation Update
GC - Regional/Local Adjacent Distribution
Circulation (Streets, Signals and Bridges) System

Proposed Land-use	*Proposed Development Impact Fee*	*Regional DIF* Rounded to *55%*	*Local/Adjacent DIF* Rounded to *45%*
Detached Dwellings	$2,224	$1,223	$1,001
Attached Dwellings	$1,485	$817	$668
High Density Dwellings	$919	$505	$414
Mobile Home Dwellings	$1,159	$637	$522
Commercial Lodging Units	$1,173	$645	$528
Retail/Service Uses	$4.494	$2.472	$2.022
Office Uses	$2.568	$1.412	$1.156
Business Park Uses	$2.672	$1.470	$1.202
Industrial Uses	$1.377	$0.757	$0.620
Private Institutional Use	$2.934	$1.614	$1.320

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2021-22	General City Regional Projects Storm Drain	GC Regional Project Costs		
DIF No.	DIF Program Project Description			
SD-069	Storm Drain Maintenance Vehicles	$260,175		
SD-074	San Savaine Channel	$1,875,549		
SD-075	Storm Drain Master Plan Update	$217,660		
SD-103	Share of Common City Yard Improvements	$782,254		Use
	Regional Storm Drain Total	**$3,135,638**	**5%**	**5%**
	Total All GC Storm Drain	**$68,710,652**		
	Local Adjacent Storm Drain	**$65,575,014**	**95%**	**95%**

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Appendix D

City of Ontario
2021-22 Development Impact Cost Calculation Update
GC - Regional/Local Adjacent Distribution
Storm Drainage Collection System Facilities

Proposed Land-use	*Proposed Development Impact Fee*	*Regional DIF* Rounded to *5%*	*Local/Adjacent DIF* Rounded to *95%*
Detached Dwellings	$2,563	$384	$2,179
Attached Dwellings	$826	$124	$702
High Density Dwellings	$692	$104	$588
Mobile Home Dwellings	$1,492	$224	$1,268
Commercial Lodging Units	$425	$64	$361
Retail/Service Uses	$0.447	$0.067	$0.380
Office Uses	$0.537	$0.081	$0.456
Business Park Uses	$1.297	$0.195	$1.102
Industrial Uses	$1.132	$0.170	$0.962
Private Institutional Use	$3.292	$0.494	$2.798

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2021-22	General City Regional Projects Water Distribution System			
DIF No.	DIF Program Project Description	GC Regional Project Costs		
WT-001	Phillips Street 1010' Zone Well	$764,470		
WT-002	Eighth Street - 1212' Zone Wells	$8,477,068		
WT-004	Eighth Street - 1212' Zone Transmission lines	$38,399,727		
WT-005	Eighth Street - 1212' Zone Reservoir Site Purchase	$3,600,000		
WT-006	Eighth Street- 1212' Zone Reservoir Construction	$25,679,453		
WT-009	Phillips Zone 1010' Zone Extension Mains Extension	$703,931		
WT-018	Reservoir 1010' Zone (2B) Landscaping	$248,268		
WT-027	Water Master Plan Updates	$267,938		
WT-031	Ontario-JCSD Reservoir (Phillips Street 1010' Zone)	$43,180		
WT-034	Water Source Supply	$3,934,352		
WT-037	Share of Common City Yard Improvements	$1,622,718		Use
	Regional Total	**$83,741,105**	**85%**	**85%**
	Total All GC Water	**$98,736,620**		
	Local Adjacent Water	**$14,995,515**	**15%**	**15%**

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Appendix D

City of Ontario
2021-22 Development Impact Cost Calculation Update
GC - Regional/Local Adjacent Distribution
Water Source, Storage and Distribution Facilities

Proposed Land-use	*Proposed Development Impact Fee*	*Regional DIF* Rounded to *85%*	*Local/Adjacent DIF* Rounded to *15%*
Detached Dwellings	$3,113	$2,646	$467
Attached Dwellings	$2,130	$1,811	$320
High Density Dwellings	$1,437	$1,221	$216
Mobile Home Dwellings	$2,129	$1,810	$319
Commercial Lodging Units	$859	$730	$129
Retail/Service Uses	$1.531	$1.301	$0.230
Office Uses	$0.766	$0.651	$0.115
Business Park Uses	$0.617	$0.524	$0.093
Industrial Uses	$0.165	$0.140	$0.025
Private Institutional Use	$0.579	$0.492	$0.087

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2021-22	General City Regional Projects Sewer Collection System		
DIF No.	DIF Program Project Description	GC Regional Project Costs	
SW-001	Eastern Trunk Sewer	$246,846	
SW-026	Sewer Utility Maintenance Vehicles	$265,188	
SW-027	Sewer Utility Master Plan update	$218,172	
SW-038	Easement N/O Holt Blvd, E/O Allyn Avenue	$39,791	
SW-046	Holt Sewer Phase A	$163,276	
SW-047	Holt Sewer Phase B	$374	
SW-048	Share of Common City Yard Improvements	$1,111,603	Use
	Regional Sewer Total	**$2,045,250**	**8% 10%**
	Total All GC Sewer	**$26,364,539**	
	Local Adjacent Sewer	**$24,319,289**	**92% 90%**

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Appendix D

City of Ontario
2021-22 Development Impact Cost Calculation Update
GC - Regional/Local Adjacent Distribution
Sewer Collection Facilities

Proposed Land-use	*Proposed Development Impact Fee*	*Regional DIF* Rounded to *10%*	*Local/Adjacent DIF* Rounded to *90%*
Detached Dwellings	$577	$58	$519
Attached Dwellings	$505	$51	$455
High Density Dwellings	$433	$43	$390
Mobile Home Dwellings	$505	$51	$455
Commercial Lodging Units	$336	$34	$302
Retail/Service Uses	$0.263	$0.026	$0.237
Office Uses	$0.284	$0.028	$0.256
Business Park Uses	$0.141	$0.014	$0.127
Industrial Uses	$0.055	$0.006	$0.050
Private Institutional Use	$0.164	$0.016	$0.148

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2021-22	Ontario Ranch Regional Projects Circulation System		
DIF No.	DIF Program Project Description	OR Regional Project Costs	
ST-025	Non-Developer ROW Frontage Improvements and SCE Pole Relocations	$540,035	
ST-026	Additional SCE Pole Relocations	$664,000	
ST-029	OR Offsite Galena Street Widening I-15 to Milliken/Hamner	$2,343,127	
ST-030	OR Offsite Euclid Avenue Improvements Merrill to US-71	$6,487,700	
ST-031	OR Offsite Archibald Bridge over Santa Ana River	$265,561	
ST-032	OR Offsite - Hamner Bridge over the Santa Ana River	$614,318	
ST-089	Archibald Avenue Bridge over Lower Deer Creek Channel	$371,964	
ST-094	Project Completed - No Longer Needed	$0	
ST-103	Circulation System Maintenance Vehicles	$1,747,131	
ST-104	Great Park Bridge Over Archibald Avenue	$5,177,843	
ST-105	SR-60 at Vineyard interchange Reconstruction/Expansion	$29,684,477	
ST-106	SR-60 at Archibald interchange Reconstruction/Expansion	$4,668,303	
ST-107	SR-60 at Euclid interchange Reconstruction/Expansion	$1,502,583	
ST-108	SR-60 at Grove interchange Reconstruction/Expansion	$25,011,847	
ST-109	SR-60 at Mountain Avenue Interchange Reconstruction/Expansion	$3,626,762	
ST-112	Traffic Signal System Control and Operations Center	$1,140,906	
ST-117	Ontario Ranch/Trails Separations	$2,328,050	
ST-119	Project Completed - No Longer Needed	$0	
ST-120	Project Completed - No Longer Needed	$0	
ST-121	Schaefer Avenue Bridge over Cucamonga Creek	$6,946,758	
ST-122	Schaefer Avenue Bridge 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 Common City Yard Improvements	$930,800	
ST-128	Ontario Ranch Street Design Studies	$1,074,109	
ST-131	Ontario Ranch Traffic Study	$94,815	Use
	Regional Total	**$147,566,293**	**43% 45%**
	Total All OR Streets	**$346,386,801**	
	Local Adjacent Streets	**$198,820,508**	**57% 55%**

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Appendix D

City of Ontario
2021-22 Development Impact Cost Calculation Update
OR - Regional/Local Adjacent Distribution
Circulation (Streets, Signals and Bridges) System

Proposed Land-use	*Proposed Development Impact Fee*	*Regional DIF* Rounded to *45%*	*Local/Adjacent DIF* Rounded to *55%*
Detached Dwellings	$4,986	$2,244	$2,742
Attached Dwellings	$3,329	$1,498	$1,831
High Density Dwellings	$2,060	$927	$1,133
Commercial Lodging Units	$2,629	$1,183	$1,446
Retail/Service Uses	$10.075	$4.534	$5.541
Office Uses	$5.758	$2.591	$3.167
Business Park Uses	$5.991	$2.696	$3.295
Industrial Uses	$3.088	$1.390	$1.698
Private Institutional Use	$6.579	$2.961	$3.618

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2021-22	Ontario Ranch Regional Projects Storm Drainage Collection System	OR Regional Project Costs		
DIF No.	DIF Program Project Description			
SD-004	Project Completed - No Longer Needed	$0		
SD-050	Offsite Euclid Avenue Storm Drain	$21,110,125		
SD-051	Project Completed - No Longer Needed	$0		
SD-052	Project Completed - No Longer Needed	$0		
SD-069	Storm Drain Maintenance Vehicles	$318,364		
SD-075	Storm Drain Master Plan	$266,340		
SD-103	Share of Common City Yard improvements	$957,206		
SD-104	Project Completed - No Longer Needed	$0		
SD-105	Ontario Ranch Storm Drain Study	$1,053,500		Use
	Regional Storm Drain Total	**$23,705,535**	**17%**	**15%**
	Total All OR Storm Drain	**$138,667,242**		
	Local Adjacent Storm Drain	**$114,961,707**	**83%**	**85%**

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Appendix D

City of Ontario
2021-22 Development Impact Cost Calculation Update
OR - Regional/Local Adjacent Distribution
Storm Drainage Collection System Facilities

Proposed Land-use	*Proposed Development Impact Fee*	*Regional DIF* Rounded to *15%*	*Local/Adjacent DIF* Rounded to *85%*
Detached Dwellings	$3,744	$562	$3,182
Attached Dwellings	$1,422	$213	$1,209
High Density Dwellings	$1,196	$179	$1,017
Commercial Lodging	$810	$122	$689
Retail/Service Uses	$1.728	$0.259	$1.469
Office Uses	$1.521	$0.228	$1.293
Business Park Uses	$1.490	$0.224	$1.267
Industrial Uses	$1.482	$0.222	$1.260
Institutional Use	$1.727	$0.259	$1.468

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2021-22	Ontario Ranch Regional Projects Water		
DIF No.	DIF Program Project Description	OR Regional Project Costs	
WT-002	Eighth Street - 1212' Zone Wells	$6,161,281	
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	$1,169,812	
WT-010	Francis Street 925' Zone Transmission Lines	$26,110,371	
WT-012	Francis Zone 925' Well Collection System	$11,944,714	
WT-013	Pressure Reducing Stations, Potable Water System (1010' - 925')	$1,830,000	
WT-014	Francis Zone 925' Zone Reservoirs	$49,151,462	
WT-015	Phillips Zone 1010' Zone Reservoirs	$3,747,521	
WT-017	Backup Power Supply	$956,392	
WT-027	Water Master Plan Updates	$1,296,205	
WT-031	Ontario-JCSD Reservoir (Phillips Street 1010' Zone)	$215,899	
WT-032	Water Treatment	$27,420,981	
WT-033	Project Completed - No Longer Needed	$0	
WT-034	Water Supply	$58,614,971	
WT-037	Share of Common City Yard Improvements	$7,850,241	
WT-038	Project Completed - No Longer Needed	$0	Use
	Reimbursement for Water System	$4,375,000	
	Regional Total	**$261,349,407**	**73% 75%**
	Total All OR Water	**$359,056,789**	
	Local Adjacent Water	**$97,707,382**	**27% 25%**

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Appendix D

City of Ontario
2021-22 Development Impact Cost Calculation Update
OR - Regional/Local Adjacent Distribution
Water Source, Storage and Distribution Facilities

Proposed Land-use	*Proposed Development Impact Fee*	*Regional DIF* Rounded to *75%*	*Local/Adjacent DIF* Rounded to *25%*
Detached Dwellings	$9,711	$7,283	$2,428
Attached Dwellings	$5,332	$3,999	$1,333
High Density Dwellings	$2,829	$2,122	$707
Commercial Lodging	$4,080	$3,060	$1,020
Retail/Service Uses	$3.188	$2.391	$0.797
Office Uses	$2.882	$2.162	$0.721
Business Park Uses	$2.483	$1.862	$0.621
Industrial Uses	$2.569	$1.927	$0.642
Institutional Use	$2.339	$1.754	$0.585

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2021-22	Ontario Ranch Regional Projects Sewer Collection System	OR Regional Project Costs		
DIF No.	DIF Program Project Description			
SW-001	Eastern Trunk Sewer	$2,804,686		
SW-002	Western Trunk Sewer	$36,174,154		
SW-026	Sewer Utility Maintenance Vehicles	$681,912		
SW-027	Sewer Utility Master Plan Update	$561,012		
SW-048	Share of Common City Yard Improvements	$2,858,406		
SW-049	Project Completed - No Longer Needed	$0		Use
	Regional Sewer Total	**$43,080,170**	**56%**	**55%**
	Total All OR Sewer	**$77,500,028**		
	Local Adjacent Sewer	**$34,419,858**	**44%**	**45%**

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Appendix D

City of Ontario
2021-22 Development Impact Cost Calculation Update
OR - Regional/Local Adjacent Distribution
Sewer Collection Facilities

Proposed Land-use	*Proposed Development Impact Fee*	*Regional DIF* Rounded to *55%*	*Local/Adjacent DIF* Rounded to *45%*
Detached Dwellings	$1,642	$164	$1,478
Attached Dwellings	$1,246	$125	$1,121
High Density Dwellings	$753	$75	$678
Commercial Lodging	$958	$96	$862
Retail/Service Uses	$0.299	$0.030	$0.269
Office Uses	$0.877	$0.088	$0.789
Business Park Uses	$0.353	$0.035	$0.318
Industrial Uses	$0.431	$0.043	$0.388
Institutional Use	$0.472	$0.047	$0.425

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2021-22 DIF No.	Ontario Ranch Regional Projects Fiber Communications DIF Program Project Description	OR Regional Project Costs		
FO-001	Head End Facilities (Points of Presence System)	$9,628,430		
FO-002	Core Network - Planning/Installation - Equipment Facilities	$17,055,967		
FO-005	System Distribution Network - Fiber System	$4,200,622		
				Use
	Regional Fiber Communications Total	**$30,885,019**	**21%**	**20%**
	Total All OR Fiber Communications	**$144,219,560**		
	Local Adjacent Fiber Communications	**$113,334,541**	**79%**	**80%**

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City of Ontario - Ontario Ranch
2020-21 Development Impact Cost Calculation Update - Amended
OR - Regional/Local Adjacent Distribution
Fiber Optics Communication System (OR)

Proposed Land-use	*Proposed Development Impact Fee*	*Regional DIF* Rounded to *20%*	*Local/Adjacent DIF* Rounded to *80%*
Detached Dwellings	$2,057	$411	$1,646
Attached Dwellings	$2,057	$411	$1,646
High Density Dwellings	$2,057	$411	$1,646

Proposed Land-use	*Proposed Development Impact Fee*	*Regional DIF* Rounded to *20%*	*Local/Adjacent DIF* Rounded to *70%*
Commercial Lodging Units	$1,811	$362	$1,449
Retail/Service Uses	$1.434	$0.287	$1.147
Office Uses	$2.391	$0.478	$1.913
Business Park Uses	$1.104	$0.221	$0.883
Industrial Uses	$0.717	$0.143	$0.574
Private Institutional Use	$2.388	$0.478	$1.910

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Appendix E

Major Four – Hard Infrastructure Costing Adjustments

Circulation System Cost Estimate Tracking 210
Storm Drainage System Cost Estimate Tracking 215
Water System Cost Estimate Tracking 219
Sewer Collection System Cost Estimate Tracking 221

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Appendix E, Schedule 5.0

City of Ontario

2021-22 Development Impact Cost Calculation Update

Circulation (Streets, Signals and Bridges) System Worksheet

Remaining Cost/Obligation Calculation Worksheet

Project Number	Project Title	New Project Estimate	Less Completed Portion	Less in 2021-2022 Budget	Borrowed From Any Other Fund	Remaining DIF Fund Obligation
ST-001	Archibald Avenue From Riverside to Edison (P)	$4,962,365	-$4,685,389	$0	$0	$276,976
ST-002	Archibald Avenue From Edison To South City Limit (P)	$10,154,297	-$9,832,448	$0	$0	$321,849
ST-003	Bellegrave Avenue From Archibald To Milliken (P)	$2,618,660	-$908,983	$0	$0	$1,709,677
ST-004	Campus Avenue From Riverside To Merrill	$5,125,449	$0	$0	$0	$5,125,449
ST-005	Chino Avenue From Euclid To Milliken	$8,103,659	-$148,086	$0	$0	$7,955,573
ST-006	Mill Creek Avenue From Riverside To Bellegrave (P)	$3,174,500	-$249,854	$0	$0	$2,924,646
ST-007	Edison Avenue From Euclid To Walker	$11,315,002	$0	$0	$0	$11,315,002
ST-008	Edison Avenue From Walker To Vineyard	$3,336,357	$0	$0	$0	$3,336,357
ST-009	Edison Avenue From Vineyard To Mill Creek	$17,913,400	-$10,420,935	$0	$0	$7,492,465
ST-010	Edison Avenue From Mill Creek to Milliken (P)	$3,444,547	-$2,634,778	$0	$0	$809,769
ST-011	Eucalyptus Avenue From Euclid To Milliken	$9,161,856	-$397,139	$0	$0	$8,764,717
ST-012	Euclid Avenue From Riverside To Merrill	$11,910,586	$0	$0	$0	$11,910,586
ST-013	Grove Avenue From Riverside To Merrill	$8,293,822	$0	$0	$0	$8,293,822
ST-014	Haven Avenue From Riverside To Bellegrave (P)	$6,206,387	-$904,698	$0	$0	$5,301,689
ST-015	Merrill Avenue From Euclid To Archibald	$6,162,460	-$409,234	$0	$0	$5,753,226
ST-016	Milliken Avenue From Riverside To Edison	$4,703,562	$0	$0	$0	$4,703,562
ST-017	Milliken Avenue From Edison To Bellegrave	$2,406,049	$0	$0	$0	$2,406,049
ST-018	Hellman Avenue From Riverside To Merrill	$3,930,435	-$14,377	$0	$0	$3,916,058
ST-019	Riverside Drive From Euclid To Milliken (P)	$4,959,138	-$391,161	$0	$0	$4,567,977
ST-020	Schaefer Avenue From Euclid To Haven	$7,621,139	-$1,150,821	$0	$0	$6,470,318
ST-021	Turner Avenue From Riverside To Schaefer	$314,257	$0	$0	$0	$314,257
ST-022	Vineyard Avenue From Riverside To Merrill	$11,505,904	$0	$0	$0	$11,505,904
ST-023	Walker Avenue From Riverside To Merrill	$3,915,292	$0	$0	$0	$3,915,292
ST-024	Ontario Ranch Traffic Control System (P)	$28,962,001	-$3,149,904	$0	$0	$25,812,097
ST-025	Non-Dev. ROW, Frontage Imps. & SCE Pole Relocations	$56,486,685	-$5,118,283	$0	$0	$51,368,402
ST-026	Additional SCE Pole Relocations	$3,079,000	-$2,415,000	$0	$0	$664,000
ST-027	Project Completed or No Longer Needed	$0	$0	$0	$0	$0
ST-028	Project Completed or No Longer Needed	$0	$0	$0	$0	$0

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Appendix E, Schedule 5.0

City of Ontario

2021-22 Development Impact Cost Calculation Update

Circulation (Streets, Signals and Bridges) System Worksheet

Remaining Cost/Obligation Calculation Worksheet

Project Number	Project Title	New Project Estimate	Less Completed Portion	Less in 2021-2022 Budget	Borrowed From Any Other Fund	Remaining DIF Fund Obligation
ST-029	OR Offsite Cantu Galleano Widening I-15 To Milliken	$2,343,127	$0	$0	$0	$2,343,127
ST-030	OR Offsite Euclid Avenue Improvements, Merrill To US-71	$6,487,700	$0	$0	$0	$6,487,700
ST-031	OR Offsite Archibald Avenue Bridge Over Santa Ana River	$265,561	$0	$0	$0	$265,561
ST-032	OR Offsite Hamner Avenue Bridge Over The Santa Ana River	$614,318	$0	$0	$0	$614,318
ST-033	General City Street Lights (P)	$3,725,315	-$276,000	$0	$0	$3,449,315
ST-034	General City Traffic Signals	$17,069,144	-$481,488	$0	$0	$16,587,656
ST-035	Benson Avenue From Mission To Philadelphia	$898,664	$0	$0	$0	$898,664
ST-036	Mountain Avenue From Sixth To Holt (P)	$9,392,185	-$6,762,026	$0	$0	$2,630,159
ST-037	Project Completed or No Longer Needed	$1,812,254	-$396,275	-$1,415,979	$0	$0
ST-038	Bon View Avenue From Holt to Mission	$1,172,758	$0	$0	$0	$1,172,758
ST-039	Bon View Avenue From Mission To Belmont	$659,505	$0	$0	$0	$659,505
ST-040	Project Completed or No Longer Needed	$0	$0	$0	$0	$0
ST-041	Project Completed or No Longer Needed	$0	$0	$0	$0	$0
ST-042	Grove Avenue From Fourth Street to Airport Drive	$39,848,874	$0	-$1,955,258	$0	$37,893,616
ST-043	Turner Avenue, From Inland Empire Boulevard To Fourth	$740,915	$0	$0	$0	$740,915
ST-044	Archibald Avenue from Fourth To Guasti Park Entrance	$1,993,436	$0	$0	$0	$1,993,436
ST-045	Milliken Avenue From SR-60 To Riverside	$395,257	$0	$0	$0	$395,257
ST-046	Project Completed or No Longer Needed	$0	$0	$0	$0	$0
ST-047	Etiwanda Avenue At Airport Drive	$10,242,258	-$266,097	-$1,243,306	$0	$8,732,855
ST-048	Eight Street From West Cucamonga Creek To Grove	$161,637	$0	$0	$0	$161,637
ST-049	Project Completed or No Longer Needed	$0	$0	$0	$0	$0
ST-050	Fourth Street From Palmetto To San Antonio	$1,224,737	$0	$0	$0	$1,224,737
ST-051	Fourth Street From Campus To Cucamonga	$1,015,343	$0	$0	$0	$1,015,343
ST-052	Fourth Street From Vineyard To Archibald	$1,236,722	-$581,747	$0	$0	$654,975
ST-053	Holt Boulevard From Benson To Vineyard	$52,038,963	-$1,141,274	$0	$0	$50,897,689
ST-054	Guasti Road From Holt To Archibald	$966,772	$0	$0	$0	$966,772
ST-055	State Street From Benson To Grove	$4,795,686	$0	$0	$0	$4,795,686
ST-056	Airport Drive Under The I-15 Freeway	$3,004,539	$0	$0	$0	$3,004,539

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Appendix E, Schedule 5.0

City of Ontario

2021-22 Development Impact Cost Calculation Update

Circulation (Streets, Signals and Bridges) System Worksheet

Remaining Cost/Obligation Calculation Worksheet

Project Number	Project Title	New Project Estimate	Less Completed Portion	Less in 2021-2022 Budget	Borrowed From Any Other Fund	Remaining DIF Fund Obligation
ST-057	Project Completed or No Longer Needed	$0	$0	$0	$0	$0
ST-058	Mission Boulevard From Cypress To Grove	$5,492,817	$0	$0	$0	$5,492,817
ST-059	Mission Boulevard From Grove To Milliken (P)	$12,462,588	-$1,634,366	$0	$0	$10,828,222
ST-060	Phillips Street From Benson To Mountain	$1,768,210	-$1,211,812	$0	$0	$556,398
ST-061	Project Completed or No Longer Needed	$0	$0	$0	$0	$0
ST-062	Acacia Street From Baker To Vineyard	$72,662	$0	$0	$0	$72,662
ST-063	Francis Street From Benson To Campus	$4,496,927	$0	$0	$0	$4,496,927
ST-064	Jurupa Street From Archibald To East Of Turner	$762,141	$0	$0	$0	$762,141
ST-065	Philadelphia Street From Campus To Grove	$847,658	$0	$0	$0	$847,658
ST-066	Philadelphia From E/O Vineyard to Cucamonga Creek	$523,338	$0	$0	$0	$523,338
ST-067	Project Completed or No Longer Needed	$0	$0	$0	$0	$0
ST-068	Project Completed or No Longer Needed	$0	$0	$0	$0	$0
ST-069	Grove Avenue Bridge Over West Cucamonga Creek	$940,937	$0	$0	$0	$940,937
ST-070	Project Completed or No Longer Needed	$0	$0	$0	$0	$0
ST-071	Holt Boulevard Bridge Over West Cucamonga Creek	$249,936	$0	$0	$0	$249,936
ST-072	Mission Boulevard Bridge Over West Cucamonga Creek	$699,821	$0	$0	$0	$699,821
ST-073	Project Completed or No Longer Needed	$0	$0	$0	$0	$0
ST-074	Francis Street Bridge Over West Cucamonga Creek	$224,942	$0	$0	$0	$224,942
ST-075	Eighth Street Bridge Over Cucamonga Creek	$1,924,510	$0	$0	$0	$1,924,510
ST-076	Sixth Street Bridge Over Cucamonga Creek	$1,536,373	$0	$0	$0	$1,536,373
ST-077	Fourth Street Bridge Over Cucamonga Creek	$790,240	$0	$0	$0	$790,240
ST-078	Project Completed or No Longer Needed	$0	$0	$0	$0	$0
ST-079	Holt Boulevard Bridge Over Cucamonga Creek	$2,793,405	$0	$0	$0	$2,793,405
ST-080	Project Completed or No Longer Needed	$0	$0	$0	$0	$0
ST-081	Mission Boulevard Bridge Over Cucamonga Creek	$2,049,478	$0	$0	$0	$2,049,478
ST-082	Francis Street Bridge Over Cucamonga Creek	$1,874,522	$0	$0	$0	$1,874,522
ST-083	Philadelphia Street Bridge Over Cucamonga Creek	$222,963	$0	$0	$0	$222,963
ST-084	Riverside Drive Bridge Over Cucamonga Creek	$1,093,633	$0	$0	$0	$1,093,633

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Appendix E, Schedule 5.0

City of Ontario

2021-22 Development Impact Cost Calculation Update

Circulation (Streets, Signals and Bridges) System Worksheet

Remaining Cost/Obligation Calculation Worksheet

Project Number	Project Title	New Project Estimate	Less Completed Portion	Less in 2021-2022 Budget	Borrowed From Any Other Fund	Remaining DIF Fund Obligation
ST-085	Archibald Avenue Bridge Over Upper Deer Creek	$1,257,032	$0	$0	$0	$1,257,032
ST-086	Archibald Avenue Bridge Over Upper Deer Creek Spillway	$1,759,846	$0	$0	$0	$1,759,846
ST-087	Project Completed or No Longer Needed	$1,428,134	-$1,428,134	$0	$0	$0
ST-088	Project Completed or No Longer Needed	$0	$0	$0	$0	$0
ST-089	Archibald Avenue Bridge Over Lower Deer Creek	$371,964	$0	$0	$0	$371,964
ST-090	Project Completed or No Longer Needed	$0	$0	$0	$0	$0
ST-091	Grove Avenue Grade Separation Under UPRR/Alhambra	$11,034,119	$0	$0	$0	$11,034,119
ST-092	Milliken (N) Grade Separation Under UPRR/Alhambra	$32,382,452	-$5,646,650	$0	$0	$26,735,802
ST-093	Project Completed or No Longer Needed	$47,503,759	-$45,270,154	-$2,233,605	$0	$0
ST-094	Project Completed or No Longer Needed	$72,962,932	-$69,791,306	-$3,171,626	$0	$0
ST-095	Archibald (S) Grade Separation Over UPRR/LA	$60,062,000	-$532,806	$0	$0	$59,529,194
ST-096	San Antonio (S) Grade Separation Under UPRR/Alhambra	$24,904,800	$0	$0	$0	$24,904,800
ST-097	Campus (S) Grade Separation Under UPRR/Alhambra	$24,904,800	$0	$0	$0	$24,904,800
ST-098	Project Completed or No Longer Needed	$0	$0	$0	$0	$0
ST-099	Vine (S) Grade Separation Under UPRR/LA Line	$21,791,700	$0	$0	$0	$21,791,700
ST-100	Sultana (S) Grade Separation Under UPRR/LA Line	$21,791,700	$0	$0	$0	$21,791,700
ST-101	Bon View (S) Grade Separation Under UPRR/LA Line	$21,791,700	$0	$0	$0	$21,791,700
ST-102	Pavement Management System Rehabilitation Program	$27,863,941	$0	$0	$0	$27,863,941
ST-103	Circulation System Maintenance Vehicles	$3,595,574	$0	$0	$0	$3,595,574
ST-104	Great Park Bridge Over Archibald Avenue	$5,177,843	$0	$0	$0	$5,177,843
ST-105	SR-60 At Vineyard Interchange Reconstruction/Expansion	$52,725,537	$0	$0	$0	$52,725,537
ST-106	SR-60 At Archibald Interchange Reconstruction/Expansion	$26,621,116	-$13,630,658	$0	$0	$12,990,458
ST-107	SR-60 At Euclid Interchange Reconstruction/Expansion (P)	$6,214,919	-$299,236	$0	$0	$5,915,683
ST-108	SR-60 At Grove Interchange Reconstruction/Expansion	$52,725,537	$0	-$289,800	$0	$52,435,737
ST-109	SR-60 At Mountain Interchange Reconstruction/Expansion	$15,565,500	$0	$0	$0	$15,565,500
ST-110	Project Completed or No Longer Needed	$0	$0	$0	$0	$0
ST-111	I-10 Freeway at Grove/Fourth	$182,545,236	$0	$0	$0	$182,545,236
ST-112	Traffic Signal System Control and Operations Center (P)	$2,281,811	$0	$0	$0	$2,281,811

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Appendix E, Schedule 5.0

City of Ontario
2021-22 Development Impact Cost Calculation Update
Circulation (Streets, Signals and Bridges) System Worksheet
Remaining Cost/Obligation Calculation Worksheet

Project Number	Project Title	New Project Estimate	Less Completed Portion	Less in 2021-2022 Budget	Borrowed From Any Other Fund	Remaining DIF Fund Obligation
ST-113	General City Backbone Signal Interconnect	$2,698,020	$0	$0	$0	$2,698,020
ST-114	I-10 At Euclid Avenue Eastbound On Ramp (P)	$9,350,940	$0	-$107,586	$0	$9,243,354
ST-115	Project Completed or No Longer Needed	$0	$0	$0	$0	$0
ST-116	I-10 At Vineyard Interchange Reconstruction/Expansion (P)	$3,057,078	$0	-$318,604	$0	$2,738,474
ST-117	Ontario Ranch Road/Trail Separation	$2,328,050	$0	$0	$0	$2,328,050
ST-118	Hellman Avenue Bridge Over Cucamonga Creek	$2,183,267	$0	$0	$0	$2,183,267
ST-119	Project Completed or No Longer Needed	$1,051,974	-$1,051,974	$0	$0	$0
ST-120	Project Completed or No Longer Needed	$3,187,800	-$3,187,800	$0	$0	$0
ST-121	Schaefer Avenue Bridge Over Cucamonga Creek	$6,946,758	$0	$0	$0	$6,946,758
ST-122	Schaefer Avenue Over Cucamonga Creek Spillway	$12,349,792	$0	$0	$0	$12,349,792
ST-123	Edison Avenue Bridge Over Cucamonga Creek	$17,995,412	$0	$0	$0	$17,995,412
ST-124	Eucalyptus Avenue Bridge Over Cucamonga Creek	$11,000,000	$0	$0	$0	$11,000,000
ST-125	Merrill Avenue Bridge Over Cucamonga Creek	$11,000,000	$0	$0	$0	$11,000,000
ST-126	Share of Common City Yard Improvements	$1,915,576	$0	$0	$0	$1,915,576
ST-127	Ontario Ranch Bus Stop Shelters	$3,088,824	$0	$0	$0	$3,088,824
ST-128	Ontario Ranch Street Design Studies	$1,074,109	$0	$0	$0	$1,074,109
ST-129	Fourth Street Under The I-10 Freeway	$23,408,753	$0	-$2,651,094	$0	$20,757,659
ST-130	Guasti Road Extension From 1,530' E/O Of Haven Easterly 310'	$607,375	$0	$0	$0	$607,375
ST-131	Ontario Ranch Traffic Study	$94,815	$0	$0	$0	$94,815
	Sub-Total General Plan Total- New Circulation Projects	$1,275,302,075	($196,420,893)	($13,386,858)	$0	$1,065,494,324

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Appendix E - Schedule 6.0

City of Ontario
2021-22 Development Impact Cost Calculation Update
Storm Drainage Collection System Facilities
Remaining Cost/Obligation Calculation Worksheet

Project Number	Project Title	New Project Estimate	Less Completed Portion	Less in 2021-2022 Budget	Borrowed From Any Other Fund	Remaining DIF Fund Requirements
SD-001	Euclid Avenue, Riverside To Merrill	$9,631,342	$0	$0	$0	$9,631,342
SD-002	Grove Avenue, Grove Basin To Merrill	$12,233,373	$0	$0	$0	$12,233,373
SD-003	Project Completed or No Longer Needed	$0	$0	$0	$0	$0
SD-004	Project Completed or No Longer Needed	$2,500,119	-$2,500,119	$0	$0	$0
SD-005	Merrill Avenue, Euclid To Bon View	$7,046,489	$0	$0	$0	$7,046,489
SD-006	Campus Avenue, 920' N/O Eucalyptus To Merrill	$1,607,718	$0	$0	$0	$1,607,718
SD-007	Bon View, 1,320' N/O Chino To Merrill	$8,511,617	$0	$0	$0	$8,511,617
SD-008	Euclid Avenue Laterals	$6,659,804	$0	$0	$0	$6,659,804
SD-009	Project Completed or No Longer Needed	$0	$0	$0	$0	$0
SD-010	Project Completed or No Longer Needed	$0	$0	$0	$0	$0
SD-011	Project Completed or No Longer Needed	$0	$0	$0	$0	$0
SD-012	Project Completed or No Longer Needed	$0	$0	$0	$0	$0
SD-013	Walker Avenue, Merrill To Chino	$7,125,547	$0	$0	$0	$7,125,547
SD-014	Merrill Avenue, Vineyard to 1420' W/O Walker	$7,114,980	$0	$0	$0	$7,114,980
SD-015	Ontario Ranch Road, Walker to 880' E/O Walker	$1,180,896	$0	$0	$0	$1,180,896
SD-016	Schaefer Avenue, Walker To 1,950' E/O Walker	$1,193,236	$0	$0	$0	$1,193,236
SD-017	Project Completed or No Longer Needed	$0	$0	$0	$0	$0
SD-018	Project Completed or No Longer Needed	$0	$0	$0	$0	$0
SD-019	Project Completed or No Longer Needed	$0	$0	$0	$0	$0
SD-020	Hellman Avenue, Chino Avenue To 1,500' N/O Chino	$577,059	$0	$0	$0	$577,059
SD-021	Project Completed or No Longer Needed	$6,871,050	-$6,871,050	$0	$0	$0
SD-022	Eucalyptus Avenue, Archibald To 1,300' E/O Archibald (P)	$1,139,227	-$128,600	$0	$0	$1,010,627
SD-023	Project Completed or No Longer Needed	$1,136,097	-$1,136,097	$0	$0	$0
SD-024	Project Completed or No Longer Needed	$0	$0	$0	$0	$0
SD-025	Turner Avenue, Riverside To County Line Channel (P)	$7,505,479	-$5,869,604	$0	$0	$1,635,875
SD-026	Turner Avenue Laterals	$2,554,651	-$1,291,166	$0	$0	$1,263,485
SD-027	Haven Avenue, Riverside To County Line Channel (P)	$8,367,468	-$5,578,511	$0	$0	$2,788,957

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Appendix E - Schedule 6.0

City of Ontario

2021-22 Development Impact Cost Calculation Update

Storm Drainage Collection System Facilities

Remaining Cost/Obligation Calculation Worksheet

Project Number	*Project Title*	New Project Estimate	Less Completed Portion	Less in 2021-2022 Budget	Borrowed From Any Other Fund	Remaining DIF Fund Requirements
SD-028	Ontario Ranch Road, Between Haven And Mill Creek (P)	$422,682	-$90,614	$0	$0	$332,068
SD-029	Haven Avenue Laterals E/O Haven And N/O Schaefer	$2,180,511	$0	$0	$0	$2,180,511
SD-030	Haven Avenue Laterals	$339,199	$0	$0	$0	$339,199
SD-031	Project Completed or No Longer Needed	$0	$0	$0	$0	$0
SD-032	Mill Creek, Chino To County Line Channel (P)	$10,741,570	-$1,185,093	$0	$0	$9,556,477
SD-033	Eucalyptus Avenue Between Mill Creek And Milliken	$388,556	$0	$0	$0	$388,556
SD-034	Eucalyptus Avenue Between Haven And Mill Creek	$693,363	$0	$0	$0	$693,363
SD-035	Project Completed or No Longer Needed	$1,247,525	-$1,247,525	$0	$0	$0
SD-036	Schaefer Avenue Between Mill Creek And Milliken	$1,818,996	$0	$0	$0	$1,818,996
SD-037	Hellman Avenue, Schaefer To Ontario Ranch Road And Late	$4,986,124	$0	$0	$0	$4,986,124
SD-038	Project Completed or No Longer Needed	$0	$0	$0	$0	$0
SD-039	Ontario Ranch-Hellman/Vineyard, Hellman-OR/Merrill To C. C	$4,889,904	$0	$0	$0	$4,889,904
SD-040	Eucalyptus Avenue, Hellman To Cucamonga Channel	$2,537,214	-$1,304,595	$0	$0	$1,232,619
SD-041	Merrill Avenue, Cucamonga Channel To Walker	$22,588,165	-$8,034,507	$0	$0	$14,553,658
SD-042	Project Completed or No Longer Needed	$0	$0	$0	$0	$0
SD-043	Project Completed or No Longer Needed	$0	$0	$0	$0	$0
SD-044	Project Completed or No Longer Needed	$0	$0	$0	$0	$0
SD-045	Eucalyptus Avenue, Cucamonga Channel To W/O Archibald	$724,868	$0	$0	$0	$724,868
SD-046	Ontario Ranch Road Laterals E/O Cucamonga Channel	$1,144,929	$0	$0	$0	$1,144,929
SD-047	Project Completed or No Longer Needed	$0	$0	$0	$0	$0
SD-048	Chino Avenue, Cucamonga Channel To N/O Chino	$1,249,320	-$653,756	$0	$0	$595,564
SD-049	Milliken Avenue, Riverside To County Line Channel (P)	$3,734,147	-$1,216,892	$0	$0	$2,517,255
SD-050	Offsite Euclid Avenue Storm Drain	$21,110,125	$0	$0	$0	$21,110,125
SD-051	Project Completed or No Longer Needed	$20,615,221	-$20,615,221	$0	$0	$0
SD-052	Project Completed or No Longer Needed	$12,956,885	-$9,890,544	-$3,066,341	$0	$0
SD-053	Project Completed or No Longer Needed	$9,883,731	-$9,883,731	$0	$0	$0
SD-054	Project Completed or No Longer Needed	$1,851,739	-$1,851,739	$0	$0	$0

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Appendix E - Schedule 6.0

City of Ontario
2021-22 Development Impact Cost Calculation Update
Storm Drainage Collection System Facilities
Remaining Cost/Obligation Calculation Worksheet

Project Number	Project Title	New Project Estimate	Less Completed Portion	Less in 2021-2022 Budget	Borrowed From Any Other Fund	Remaining DIF Fund Requirements
SD-055	Project Completed or No Longer Needed	$2,870,475	-$2,870,475	$0	$0	$0
SD-056	Sixth Street, Glenn To Cucamonga Channel	$7,780,102	$0	$0	$0	$7,780,102
SD-057	G Street, Berlyn to West Cucamonga Channel & Various Stre	$6,732,172	$0	$0	$0	$6,732,172
SD-058	Grove Avenue, 60 Freeway To Riverside Drive	$2,205,860	$0	$0	$0	$2,205,860
SD-059	Campus Avenue, Cedar To Riverside	$3,681,523	$0	$0	$0	$3,681,523
SD-060	D and I Streets, Grove To West Cucamonga Channel	$1,432,227	$0	$0	$0	$1,432,227
SD-061	Inland Empire Blvd., Vineyard To Cucamonga Channel	$4,244,060	-$3,539,349	$0	$0	$704,711
SD-062	Sultana Avenue, Phillips To Philadelphia	$4,342,519	$0	$0	$0	$4,342,519
SD-063	Fourth Street, El Dorado To Cucamonga Creek	$6,843,553	-$3,956,274	-$397,528	$0	$2,489,751
SD-064	Baker, Vineyard, Carlos, Hellman - Acacia to Philadelphia	$2,730,804	$0	$0	$0	$2,730,804
SD-065	Bon View Avenue, 60 Freeway To Riverside (P)	$2,851,072	$0	-$279,016	$0	$2,572,056
SD-066	Cucamonga Avenue, 60 Freeway To Riverside	$2,482,871	$0	$0	$0	$2,482,871
SD-067	Bon View Avenue, Mission To Francis	$3,678,744	$0	$0	$0	$3,678,744
SD-068	Cucamonga Avenue, Phillips To Francis	$2,273,929	$0	$0	$0	$2,273,929
SD-069	Storm Drainage Maintenance Vehicles	$578,539	$0	$0	$0	$578,539
SD-070	Boulder Avenue, I Street To State	$12,939,211	$0	$0	$0	$12,939,211
SD-071	Benson Avenue, State To I Street	$4,090,142	$0	$0	$0	$4,090,142
SD-072	Mountain Avenue, Philadelphia To Phillips	$7,791,496	$0	$0	$0	$7,791,496
SD-073	San Antonio Avenue, Francis To Cypress Channel	$13,490,213	$0	-$3,000,000	$0	$10,490,213
SD-074	San Sevaine Channel	$1,875,549	$0	$0	$0	$1,875,549
SD-075	Storm Drain Master Plan (P)	$655,297	-$171,297	$0	$0	$484,000
SD-076	Project Completed or No Longer Needed	$0	$0	$0	$0	$0
SD-077	Campus Avenue, State to Francis (Phase 2 Of SD-053)	$4,291,433	$0	$0	$0	$4,291,433
SD-078	Parco Avenue, Philadelphia to 60 Freeway (Phase 2 Of SD-0	$921,951	$0	$0	$0	$921,951
SD-079	Grove Avenue, Francis to 60 Freeway (Phase 2 Of SD-058)	$1,423,685	$0	$0	$0	$1,423,685
SD-080	Sultana Avenue, State to Phillips (Phase 2 Of SD-062)	$3,436,111	$0	$0	$0	$3,436,111
SD-081	Bon View Avenue, 60 Freeway To Francis (Phase 2 Of SD-06	$1,613,962	$0	$0	$0	$1,613,962

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Appendix E - Schedule 6.0

City of Ontario
2021-22 Development Impact Cost Calculation Update
Storm Drainage Collection System Facilities
Remaining Cost/Obligation Calculation Worksheet

Project Number	*Project Title*	New Project Estimate	Less Completed Portion	Less in 2021-2022 Budget	Borrowed From Any Other Fund	Remaining DIF Fund Requirements
SD-082	Cucamonga Avenue, Francis to 60 FWY (Phase 2 Of SD-066	$1,278,352	$0	$0	$0	$1,278,352
SD-083	Mountain & Boulder, I-10 to I Street (Phase 2 Of SD-070)	$5,899,391	$0	$0	$0	$5,899,391
SD-084	Benson Avenue Laterals (Phase 2 Of SD-071)	$4,406,951	$0	$0	$0	$4,406,951
SD-085	Mountain Avenue, State to Phillips (Phase 2 Of SD-072)	$2,230,596	$0	$0	$0	$2,230,596
SD-086	San Antonio & Phillips, Euclid to Francis (Phase 2, SD-073)	$5,762,052	$0	$0	$0	$5,762,052
SD-087	Oakland Avenue, State to Phillips (Phase 2 Of SD-074)	$7,214,086	$0	$0	$0	$7,214,086
SD-088	Walker Avenue, 60 Freeway To Riverside And Lateral	$1,933,241	$0	$0	$0	$1,933,241
SD-089	Baker Avenue And Riverside Drive, S/O 60 Freeway	$2,731,268	$0	$0	$0	$2,731,268
SD-090	G Street, Corona To Del Norte	$2,854,437	$0	$0	$0	$2,854,437
SD-091	Del Norte and Imperial Avenues From I Street To G Street	$1,259,756	$0	$0	$0	$1,259,756
SD-092	Vine Avenue, G Street To State	$3,760,467	$0	$0	$0	$3,760,467
SD-093	Vine Avenue, Sixth To G Street	$3,951,911	$0	$0	$0	$3,951,911
SD-094	Sultana Avenue, Fifth To Holt	$6,755,724	$0	$0	$0	$6,755,724
SD-095	Benson Avenue And Laterals	$2,268,234	$0	$0	$0	$2,268,234
SD-096	Benson Avenue, Francis To Philadelphia	$3,010,954	$0	$0	$0	$3,010,954
SD-097	Mission, Benson, Phillips & Oaks, W/O Magnolia	$4,834,304	$0	$0	$0	$4,834,304
SD-098	Holt Boulevard, Convention Center To Cucamonga Channel	$1,120,942	$0	$0	$0	$1,120,942
SD-099	Mission Boulevard, Proforma To Turner	$1,039,219	$0	$0	$0	$1,039,219
SD-100	6th Street, West Cucamonga Creek To Grove	$546,474	$0	$0	$0	$546,474
SD-101	Archibald Avenue, Inland Empire To Airport Drive	$2,250,187	$0	$0	$0	$2,250,187
SD-102	Fifth Street, Balboa To Cucamonga Channel	$1,424,679	$0	$0	$0	$1,424,679
SD-103	Share Of Common City Yard Improvements	$1,739,460	$0	$0	$0	$1,739,460
SD-104	Project Completed or No Longer Needed	$813,062	-$813,062	$0	$0	$0
SD-105	Ontario Ranch Storm Drain Study	$1,053,500	$0	$0	$0	$1,053,500
	Sub-Total General Plan Total New Projects	$396,457,673	-$90,699,821	-$6,742,885	$0	$299,014,967

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Appendix E - Schedule 7.0

City of Ontario
2021-22 Development Impact Cost Calculation Update
Water Collection Facilities Remaining Cost Worksheet
Remaining Cost/Obligation Calculation Worksheet

Line #	Project Title	New Project Estimate	Less Completed Portion	Less in 2021-2022 Budget	Borrowed From Any Other Fund	Remianing DIF Fund Obligations
WT-001	Phillips Street 1010' Zone Well	$764,470	$0	$0	$0	$764,470
WT-002	Eighth Street 1212' Zone Wells	$16,259,543	-$1,603,844	-$3,600,551	$3,583,201	$14,638,349
WT-003	Project Completed or No Longer Needed	$0	$0	$0	$0	$0
WT-004	Eighth Street 1212' Zone Transmission Lines	$45,942,741	$0	-$1,500,000	$6,756,895	$51,199,636
WT-005	Eighth Street 1212' Zone Reservoir Site Purchase	$6,400,000	-$6,400,000	$0	$4,800,000	$4,800,000
WT-006	Eighth Street 1212' Zone Reservoir Construction	$33,839,883	$0	$0	$399,388	$34,239,271
WT-007	Francis Street 925' Zone Wells	$57,750,608	-$2,782,859	$0	$0	$54,967,749
WT-008	Phillips Street 1010' Zone Wells	$8,262,695	-$2,725,887	$0	$0	$5,536,808
WT-009	Phillips Street 1010' Zone Extension Mains Extension	$21,859,129	-$2,962,230	-$8,529,723	$0	$10,367,176
WT-010	Francis Street 925' Zone Transmission Lines	$35,910,796	-$9,800,425	$0	$0	$26,110,371
WT-011	Francis Street 925' Zone Distribution Mains	$40,926,752	-$6,530,216	$0	$847,372	$35,243,908
WT-012	Francis Street 925' Zone Well Collection System	$11,944,714	$0	$0	$0	$11,944,714
WT-013	Pressure Reducing Station, Potable Water System (1010' - 925')	$2,748,237	-$918,237	$0	$0	$1,830,000
WT-014	Francis Street 925' Zone Reservoirs	$63,679,032	-$14,659,911	$0	$132,341	$49,151,462
WT-015	Phillips Street 1010' Zone Reservoirs	$9,327,338	-$9,327,338	$0	$3,747,521	$3,747,521
WT-016	Recycled Water System	$76,979,181	-$18,435,485	-$1,746,319	$10,617,042	$67,414,419
WT-017	Back-Up Power Supply	$3,622,275	-$147,013	$0	$0	$3,475,262
WT-018	Reservoir 1010' (2B) Landscaping	$242,730	$0	$0	$5,538	$248,268
WT-019	Project Completed or No Longer Needed	$0	$0	$0	$0	$0
WT-020	Project Completed or No Longer Needed	$0	$0	$0	$0	$0
WT-021	Distribution System Pressure, Size And Age Improvements	$146,132,182	$0	$0	$0	$146,132,182
WT-022	Miscellaneous Up-Sized Facilities	$6,035,733	-$592,748	-$135,721	$0	$5,307,264
WT-023	Abandon Existing General City Wells	$525,052	$0	$0	$0	$525,052
WT-024	Project Completed or No Longer Needed	$0	$0	$0	$0	$0
WT-025	Decommission Galvin Treatment Plant/Abandon 1212-3 Reservoir	$2,474,310	$0	$0	$0	$2,474,310
WT-026	Seismic Upgrades And Replacements	$13,653,639	-$15,710	$0	$210,807	$13,848,736
WT-027	Water Master Plan Updates	$1,596,376	-$1,304,856	$0	$1,272,623	$1,564,143
WT-028	Water System Maintenance Vehicle/Equipment Fleet	$1,367,350	$0	$0	$0	$1,367,350

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Appendix E - Schedule 7.0

City of Ontario
2021-22 Development Impact Cost Calculation Update
Water Collection Facilities Remaining Cost Worksheet
Remaining Cost/Obligation Calculation Worksheet

Line #	Project Title	New Project Estimate	Less Completed Portion	Less in 2021-2022 Budget	Borrowed From Any Other Fund	Remianing DIF Fund Obligations
WT-029	Project Completed or No Longer Needed	$0	$0	$0	$0	$0
WT-030	Project Completed or No Longer Needed	$2,797,348	-$2,797,348	$0	$0	$0
WT-031	JCSD/Ontario Reservoir (Phillips Street 1010" Zone)	$1,078,186	-$1,078,186	$0	$431,798	$431,798
WT-032	Water Treatment	$55,181,991	-$910,594	-$2,988,387	$907,666	$52,190,676
WT-033	Phillips Street 1010' Zone Well Connection System	$5,039,874	-$5,039,874	$0	$0	$0
WT-034	Water Source Supply	$62,549,323	-$62,549,323	$0	$62,549,323	$62,549,323
WT-035	General System Reliability Improvements	$1,863,936	$0	$0	$0	$1,863,936
WT-036	Fourth Street 1074' Zone Transmission Improvements	$3,010,563	$0	$0	$0	$3,010,563
WT-037	Share Of Common City Yard Improvements	$9,472,959	-$2,102,272	$0	$2,102,272	$9,472,959
WT-038	Ontario Ranch Water/Recycled Water Design Studies	$24,302	-$24,302	$0	$0	$0
	Total	$749,263,248	-$152,708,658	-$18,500,701	$98,363,787	$676,417,676

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Appendix E - Schedule 8.0

City of Ontario
2021-22 Development Impact Cost Calculation Update
Sewer Collection Facilities Remaining Cost Worksheet
Remaining Cost/Obligation Calculation Worksheet

Project Number	Project Title Title	New Project Estimate	Less Completed Portion	Less in 2021-2022 Budget	Borrowed From Any Other Fund	Remaining DIF Fund Obligations
SW-001	Eastern Trunk Sewer	$23,049,453	-$1,594,587	-$175,006	$0	$21,279,860
SW-002	Western Trunk Sewer	$36,174,154	$0	$0	$0	$36,174,154
SW-003	Eucalyptus East Trunk Sewer	$697,535	$0	$0	$0	$697,535
SW-004	Edison Trunk Sewer	$2,487,402	-$2,487,402	$0	$0	$0
SW-005	Haven Trunk Sewer	$6,031,460	-$4,533,680	$0	$0	$1,497,780
SW-006	Mill Creek Trunk Sewer	$12,850,031	-$1,785,718	$0	$0	$11,064,313
SW-007	Project Completed or No Longer Needed	$0	$0	$0	$0	$0
SW-008	Walker Trunk Sewer	$986,909	$0	$0	$0	$986,909
SW-009	Grove Trunk Sewer	$4,903,394	$0	$0	$0	$4,903,394
SW-010	Bon View Trunk Sewer	$4,903,394	$0	$0	$0	$4,903,394
SW-011	Euclid Trunk Sewer	$4,903,394	$0	$0	$0	$4,903,394
SW-012	Project Completed or No Longer Needed	$0	$0	$0	$0	$0
SW-013	Project Completed or No Longer Needed	$0	$0	$0	$0	$0
SW-014	Project Completed or No Longer Needed	$0	$0	$0	$0	$0
SW-015	Plaza Serena Street, Granda Court To Vineyard Avenue	$100,324	-$73,330	$0	$3,103	$30,097
SW-016	Philadelphia Between Parco And Vineyard	$6,146,285	$0	$0	$0	$6,146,285
SW-017	Holt Boulevard, West Of Imperial Avenue	$407,568	$0	$0	$0	$407,568
SW-018	Campus Avenue, North Of Holt Boulevard	$46,461	-$46,461	$0	$0	$0
SW-019	Project Completed or No Longer Needed	$0	$0	$0	$0	$0
SW-020	Cherry Avenue, North Of G Street	$64,824	-$47,382	$0	$0	$17,442
SW-021	Project Completed or No Longer Needed	$0	$0	$0	$0	$0
SW-022	Vineyard Avenue, South Of Cedar Et. Al.	$18,606,994	-$1,264,797	-$3,394,324	$0	$13,947,873
SW-023	Easement East Of Haven Street	$1,659,109	-$1,212,694	$0	$764,735	$1,211,150
SW-024	Project Completed or No Longer Needed	$0	$0	$0	$0	$0
SW-025	Project Completed or No Longer Needed	$0	$0	$0	$0	$0
SW-026	Sewer Utility Maintenance Vehicles	$947,100	$0	$0	$0	$947,100
SW-027	Sewer Utility Master Plan	$779,184	-$779,184	$0	$779,184	$779,184
SW-028	Project Completed or No Longer Needed	$0	$0	$0	$0	$0
SW-029	Carpenter Trunk Sewer	$7,060,402	-$1,597,263	$0	$0	$5,463,139
SW-030	Project Completed or No Longer Needed	$0	$0	$0	$0	$0
SW-031	Easement N/O & S/O Hollowell, E/O Boulder Avenue	$380,221	-$277,915	$0	$0	$102,306
SW-032	D Street Between Corona And Vineyard	$269,693	-$197,127	$0	$0	$72,566
SW-033	Easement W/O Euclid From N/O J St To Easement S/O G	$696,901	-$509,386	$0	$0	$187,515
SW-034	Benson Avenue Between I Street and G Street	$496,054	-$362,581	$0	$0	$133,473

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Appendix E - Schedule 8.0

City of Ontario
2021-22 Development Impact Cost Calculation Update
Sewer Collection Facilities Remaining Cost Worksheet
Remaining Cost/Obligation Calculation Worksheet

Project Number	Project Title Title	New Project Estimate	Less Completed Portion	Less in 2021-2022 Budget	Borrowed From Any Other Fund	Remaining DIF Fund Obligations
SW-035	Virginia Avenue Between D Street and Nocta Street	$216,458	-$158,216	$0	$0	$58,242
SW-036	Deer Creek Loop And Laurel Tree Drive	$809,492	$0	$0	$0	$809,492
SW-037	Hollowell, Boulder and Holt Avenue	$833,748	-$609,412	$0	$25,788	$250,124
SW-038	Easement N/O Holt Blvd, E/O Allyn Avenue	$360,692	-$263,641	$0	$0	$97,051
SW-039	Riverside Drive Between Sultana And Campus Avenues	$657,740	-$480,762	$0	$0	$176,978
SW-040	Vineyard S/O Airport And Easement	$6,769,613	-$245,312	$0	$0	$6,524,301
SW-041	Mills Circle N/O Mall Drive	$132,250	$0	$0	$0	$132,250
SW-042	Holt Boulevard E/O Vineyard Avenue	$420,132	$0	$0	$0	$420,132
SW-043	Bon View Avenue N/O Francis	$318,923	-$233,111	$0	$111,920	$197,732
SW-044	Acacia, Easement, Locust And Parco	$1,736,460	$0	$0	$0	$1,736,460
SW-045	Turner Avenue, N/O Cedar Street	$132,250	$0	$0	$0	$132,250
SW-046	Holt Sewer Phase A	$5,649,689	-$5,649,689	$0	$960,447	$960,447
SW-047	Holt Sewer Phase B	$3,744,159	-$3,744,159	$0	$37,442	$37,442
SW-048	Share Of Common City Yard Improvements	$3,970,009	-$977,855	$0	$977,855	$3,970,009
SW-049	Project Completed or No Longer Needed	$24,302	-$24,302	$0	$0	$0
SW-050	Airport Drive Main, E/O Grove	$1,459,979	-$869,002	$0	$0	$590,977
SW-051	Project Completed or No Longer Needed	$2,140,007	-$2,140,007	$0	$0	$0
SW-052	Piedmonte Specific Densification Mitigation in Various Stre	$5,198,088	$0	$0	$0	$5,198,088
	Total	$169,222,237	-$32,164,975	-$3,569,330	$3,660,474	$137,148,406

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Appendix F

Findings in Support of Continuation of City Policy to Impose Residential Development Impact Fees on a per Unit Basis

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Findings in Support of Continuation of City Policy to Impose Residential Development Impact Fees on a per Unit Basis.

AB-602 (Gov't C. sections 66016.5(a)(5)(A) and (B)) states that if the City adopts a calculation and nexus study after July 1, 2022, it must *either* "calculate a fee imposed on a housing development project proportionately to the square footage of proposed units of the development" *or* make the following findings:

> (i) An explanation as to why square footage is not an appropriate metric to calculate fees imposed on housing development projects.
>
> (ii) An explanation that an alternative basis of calculating the fee bears a reasonable relationship between the fee charged and the burden posed by the development.
>
> (iii) That other policies in the fee structure support smaller developments, or otherwise ensure that smaller developments are not charged disproportionate fees.

There is no requirement for the City to have a financial element in the City's General Plan document. Thus, a properly calculated *Development Impact Fee Calculation and Nexus Report* functions as the de-facto financial plan in support of the City's General Zoning Plan. It identifies the anticipated service demands by infrastructure based upon averages and lays out a fair and reasonable method with which to finance the required capital projects and acquisitions necessary to accommodate those anticipated new service demands.

The City of Ontario has expressed that it will continue to impose residential development impact fees based upon the same manner that additional development service demands are calculated – that is, by type of average unit. The City will not impose development impact fees based on residential development projects proportionate to the square footage of proposed units for completing the City's General Plan. The current set of fees fosters greater accuracy in planning and provides the City with the required level of certainty in impact fee collection.

The California Mitigation Fee Act (Government Code §66000, et.seq.), which was first established in 1987, specifies that every public agency that adopts development impact fees must provide the essential calculation and nexus report with fees calculated upon data that is as empirical as possible. AB-602's *Proportionate to Square Footage,* is based upon a *presumption*[1] that a smaller detached dwelling creates less local government service demands than a larger detached dwelling. AB-602 does not offer any peer reviewed, third party empirical data that substantiates that a small square footage detached dwelling unit creates less municipal service impacts than a larger square foot detached dwelling. As such, the City has determined that the best practices for both managing development and obtaining the adequate impact fee financing for the development-generated infrastructure is as identified in this Report.

The City's zoning code allows for identification of the use of privately held land and in some cases, primarily business uses, provides for a maximum Floor Area Ratio (FAR) that limits the amount of square feet that can be constructed on an acre of business space. No such limitation is placed upon the construction of a detached dwelling unit (AKA "single family residence"). The detached dwellings can be a size that the developer determines to be a marketable product.

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[1] (noun: **presumption**; plural noun: **presumptions** – an idea that is taken to be true, and often used as the basis for other ideas, although it is not known for certain.

This Report indicates that the City (using recent GIS data) has 1,685 acres zoned for detached dwellings. At approximately 7.6 detached dwelling units per acre, this equates to an additional 12,793 detached dwellings to be constructed by General Plan build-out of the City. The City does not, however, have any information as to how many square feet any of these 12,793 detached dwelling units will be, that is, within applicable zoning, determined by the developers of the various parcels.

This Report employs the most defensible empirical sources, appropriate to the demands of that particular infrastructure to determine the *average* demands of an *average* detached dwelling. These sources determine demand by an average detached dwelling but does produce this demand data for various sized detached dwellings. Such data is simply not available.

The amount of and complexity of any City's infrastructure defines (in all or part) the Level of Service (LOS) of that infrastructure, not just currently but in perpetuity. This makes the one-time DIF financing of any City's infrastructure that much more important. It takes balance to accommodate development with the police responses within the desired standard. It will take a combination of additional law enforcement station space, response and support vehicles and specialty equipment to support the required officers (non-impact supported). The importance of having a properly calculated and documented DIF schedule in order to accommodate development-related demands cannot be over-stated. The same concept holds true for the two labor-intensive public safety services and the infrastructure intensive services such as circulation, storm drainage collection, potable and recycled water distribution and sewer collection.

The collection of an impact fee to raise capital revenue for development-based demands is one- time but represents the municipal service needs of that dwelling unit as long as that structure exists. Thus the argument that any new detached dwelling will generate less municipal service demand based on its smaller square footage is divorced from the reality that any particular residential dwelling may have different occupants over 50 years (e.g. a home for a family of four to a single resident).

Police and Fire Calls-for-Service (CFS) - For the calculation of Police and Fire demand data, RCS used Ontario- sourced GIS-based calls-for-service matched up with the City's Land-Use GIS database. As an example, in 2020 there were 12,454 calls-for-service logged into the dispatch data to the 12,793 existing detached dwellings for an average of 0.973 calls-for-service to a single detached dwelling. Again, the City does not know what size these detached dwellings are so could not possibly determine the total square feet of 12,793 detached dwellings or the individual square footage of each of those 12,793 dwellings. GIS data does not include the size of each residential dwelling in the City.

Circulation Needs - According to the volume of empirical data collected by the highly respected *Institute of Traffic Engineering* (ITE), an average detached dwelling generates approximately 9.5 trip-ends per day, but the ITE does not offer any distinction between small and large homes, because such data does not exist in their database.

Storm Drainage - The storm runoff from a 1,800 square foot single-floor residence is the same as the storm runoff from a 3,600 square foot two-story building. Both have a 1,800 square foot pad, so a 50% fee for the 1,800 square foot home compared to the 3,600 square foot home would be inequitable and unsupported by data. This Report utilizes rainfall runoff data from the *San Bernardino Hydrology Manual* (1986). Williamson and Schmidt, Irvine, CA, Figure C-4. The document indicates that the coefficient of drainage for a development of homes close to seven units per acre is 0.775. No such data is available for large versus small homes.

Public Utilities - Water and Sewer Master Plans are the documents that engineering consultants and City staff use to ensure that the proposed spine water distribution and sewer collection systems are adequate and sufficient to meet all needs within the City's limits. These Master Plan total demand calculations are typically based upon averages for each of the City's utilities. Master Plans are based on the proposed number of dwelling units or business square feet in order to identify the demand for new infrastructure. Financing them should be on the same basis.

Quality of Life Infrastructure (parks, aquatic facilities, libraries and community centers) - Quality of Life standards are based upon current population numbers. As an example there are

145,570 square feet of public use facilities (i.e. community centers). Given an existing population of 182,004 residents, that creates an existing standard of 0.800 square feet of public use facilities per resident. A fee for a new square foot of public use facility is determined and then multiplied by the empirically-based average number of persons per type of residential dwelling. These impact fees are generally based upon census data that identifies average number of persons per type of dwelling unit. In Ontario, those figures are 3.806 persons per detached dwelling, 3.373 per attached dwelling unit and 3.175 per mobile home (see Table 2-4). The Census data does not determine these figures by size of dwelling unit and thus they represent the most empirically driven data. Anecdotally there are likely 1,300 square foot dwellings with anywhere from one, two or six residents just as there can be in a 2,600 square foot home. Therefore an average based on type of dwelling is far more empirical than dividing the average cost by some unsubstantiated average dwelling size. By doing so, larger residential dwellings could be treated unfairly if they end up being assessed a greater amount in order to balance or subsidize the smaller detached dwelling units based upon the presumption (non-empirical data) that these smaller detached dwelling units somehow create lesser dwelling densities than would a larger unit. Such a subsidy flies in the face of The Mitigation Fee Act.

Importance of a Static or Average Development Impact Fee Schedule. The City must be able to depend on the collection of sufficient impact fee revenues with which to finance development-generated projects necessary to accommodate new development with adequate and sufficient service levels without decreasing the existing levels of service. This assurance will be diminished should the City choose a per residential square foot impact fee schedule. As an example, the City has identified that a 6,200 square foot basic 2X2 fire station is required to service an area with about 3,000 average detached dwellings. However, if a greater proportion of the 3,000 homes are far smaller than the City had anticipated, the City will not have adequate DIF revenue to construct that station. With flat fee representing an average demand per unit, the City can have greater confidence in receiving the DIF revenue necessary to construct that station and thus respond to those 3,000 detached dwellings, regardless of the size of the detached dwellings.

The City's development practices neither favor nor penalize any one land-use over another. Nor are the City's policies unfair within any one land-use. For residential units based upon empirically-based averages, all are assessed the same fee; no developer is charged disproportionately. The type of dwelling unit drives the fee, not the square footage. For residential units, all are assessed the same fee; none are charged disproportionately.

Since the City does not impose per square foot-based impact fees, it also does not apply such fees on any room addition to a residential dwelling.

DIFs for non-residential uses (i.e. the variety of businesses) have always been calculated and imposed on a per square foot basis as empirical data is available for those uses. Additionally each of those business uses (see Table 2-1) has differing maximum allowable floor area ratio (FAR).

The City is mindful that the state is encouraging construction of smaller detached dwellings and is assuming that these types of residential dwellings create lesser demand merely because they are smaller. However, given the lack of any empirical data supporting such an assumption, the City feels obligated to adopt residential impact fees that are fair to all developers of residential dwellings, regardless of size. In the end, the City has determined to err on the side of fair treatment of all residential development.

In conclusion, given the empirically-based and significant effort spent on identifying the number and capacity of increasing infrastructure projects needed to accommodate the planned-for and anticipated new development and the fair means demonstrated in the calculation and Report, the City has determined that the empirically-driven per Unit residential fee is the most appropriate metric with which to calculate and fairly impose the City's schedule of impact fees.

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End of Report

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August 8, 2022

Mr. Scott Ochoa
City Manager
City of Ontario
303 E. B Street
Ontario, CA 91764

RE: City of Ontario Master Plan and Development Impact Fee Program 2022 Update

Dear Mr. Ochoa:

On behalf of the Building Industry Association of Southern California Baldy View Chapter I would like to express our appreciation to you, Scott Murphy and your staff regarding the collaborative approach taken on the proposed Development Impact Fee increase. As you now, a DIF increase of this scope and magnitude will often result in numerous questions related to the assumptions taken in the methodology.

We appreciate the open and transparent approach taken by city staff throughout our numerous meetings. A special thanks to Derrick Womble for his significant contributions in working with our members and industry partners to help answer our variety of questions related to the cost assumptions associated with the DIF calculations. The burden of these additional costs will ultimately be shifted to those aspiring to own a home or rent in Ontario so we appreciate the mutual interest to ensure the accuracy of the proposed DIF increase.

To this point, as noted by a recent report by the Public Policy Institute of California Click here

> *The housing crisis in California affects residents of all races and ethnicities, but the lack of affordable housing is particularly acute for African Americans and Latinos. Skyrocketing rents in many California metro areas impose growing financial burdens, limiting opportunities for savings. Combined with rising home prices and interest rates, owning a home has become harder to afford over the past year, even as many saw growth in wages. Given the disproportionate impact of the COVID-19 pandemic on households of color, disparities in homeownership are expected to widen. To address these gaps, policy actions that target the causes of these longstanding inequities are necessary.*

RCCD, Inc.

July 27, 2022

Mr. Scott Ochoa
City Manager
City of Ontario
303 E. B Street
Ontario, CA 91764

Regarding: City of Ontario Master Plan and Development Impact Fee Program 2022 Update

Dear Mr. Ochoa:

The purpose of this letter is to express our support for the City's updated Development Impact Fee (DIF) programs as proposed by City Staff.

We have spent a significant amount of time evaluating the updated fees and have worked in cooperation with the City staff to gain an understanding of the components and justifications for the increased fees. We do appreciate the City's transparence and collaboration we experienced throughout this process.

While any increase in fees negatively impacts our property values, we understand that a certain level of fees is necessary to support the improvements and related program costs that the City of Ontario is planning and that our future residents will enjoy. After evaluation, we have concluded that the fee increases effective as of January 1, 2023 are reasonable and we support the updated DIF fee schedule as proposed.

Please feel free to contact me at (714) 637-4405 x107 with any questions or concerns you may have.

Sincerely,

Richard Cisakowski
President
RCCD, Inc.
A California Corporation

8101 E Kaiser, Suite 140, Anaheim Hills, CA 92808
Phone (714) 637-4405 • Fax (714) 637-4406

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LEWIS MANAGEMENT CORP.

1156 North Mountain Avenue / P.O. Box 670 / Upland, California 91785-0670
Telephone/Fax: (909) 579-1240

July 26, 2022

Derek Womble, Departmental Administrator
City of Ontario
Finance Department
303 East B Street
Ontario, CA 91764

RE: Non-Objection to 2022 Developer Impact Fee Update

Dear Mr. Womble:

Lewis Management Corp. is in receipt of the Notice and Proposed DIF Comparison tables dated July 15, 2022. We commend the City of Ontario for the thorough and transparent process by which City of Ontario staff have completed this DIF Update. We believe the update is properly reasoned and well supported. Accordingly, Lewis does not object to the Proposed Development Impact Fees that are proposed to take effect on January 1, 2023.

Respectfully,

LEWIS MANAGEMENT CORP.,
a Delaware corporation

By: DocuSigned by: 191AF8492F7F404...
Name: Leon Swails
Its: Authorized Agent
Date: July 27, 2022 | 12:04 PM PDT

CITY OF ONTARIO *Agenda Report* **August 16, 2022**	**SECTION:** **ADMINISTRATIVE REPORTS/DISCUSSION/ACTION**
Department: Investments & Revenue Resources Prepared By: Nicole Phillips Staff Member Presenting: Armen Harkalyan, Executive Director of Finance Reviewed By: Cecilia House, Armen Harkalyan Approved By:	Submitted To: Council/OHA Approved: _____ Continued To: _____ Denied: _____ Item No: 30

SUBJECT: **A RESOLUTION AUTHORIZING THE ISSUANCE OF CITY OF ONTARIO COMMUNITY FACILITIES DISTRICT NO. 57 (NEUHOUSE) SPECIAL TAX BONDS, SERIES 2022, IN AN AGGREGATE PRINCIPAL AMOUNT NOT TO EXCEED $13 MILLION AND RELATED MATTERS**

RECOMMENDATION: That the City Council consider and adopt a Resolution authorizing the issuance of City of Ontario Community Facilities District No. 57 (Neuhouse) Special Tax Bonds, Series 2022.

A. Authorize the issuance of special tax bonds for public improvements required to facilitate the development of the Neuhouse project and the Ontario Ranch development;
B. Approve the forms of the Indenture, the Bond Purchase Agreement, the Continuing Disclosure Agreement, and the Preliminary Official Statement;
C. Authorize a negotiated sale of the special tax bonds to Stifel, Nicolaus & Company, Incorporated in accordance with the terms of the Bond Purchase Agreement; and
D. Authorize the execution of the Indenture, the Bond Purchase Agreement, the Continuing Disclosure Agreement, a deemed final certification in connection with the Preliminary Official Statement, a final Official Statement and other documents in connection with the issuance of the bonds by the City Manager or the other specified authorized officers.

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 for public facilities in the residential development of the Neuhouse project in the Ontario Ranch development is estimated to generate approximately $437,138 per year, at build-out, to fund City services; and approximately $11.8 million in bond proceeds to help fund a portion of the public infrastructure improvements that will serve the project. The Resolution authorizing the issuance of City of Ontario Community Facilities District No.

57 (Neuhouse) Special Tax Bonds, Series 2022, and related matters, limits the principal amount of the bonds to $13 million. The City currently expects the bonds to be sold no later than September 2022; however, such schedule could change based on market volatility and market conditions. Since Mello-Roos bonds are not a direct obligation of the City and are paid from special taxes levied on each taxable parcels in the applicable community facilities district, there is no impact to the General Fund from the issuance of Mello-Roos bonds. Annual approval by the City Council will be required to process the special tax levies necessary to fund the ongoing debt service obligations of Ontario Community Facilities District No. 57 (Neuhouse).

BACKGROUND & ANALYSIS: The Mello-Roos Community Facilities Act of 1982 provides local government, with the requisite consent and approval from the property owners, the authority to establish community facilities districts for the purpose of levying special taxes to fund governmental services and to finance various kinds of public infrastructure facilities. Under the Mello-Roos Act, the initial steps in the formation of a community facilities district to finance public improvements are adopting a Resolution declaring the City's intention to establish a community facilities district and levy special taxes, and a Resolution to issue bonds. On October 6, 2020 the City Council, in accordance with the Mello-Roos Act, took the initial steps in the formation of the District with the adoption of Resolution No. 2020-167, declaring the City's intention to establish the District and to authorize the levy of special taxes, and Resolution No. 2020-168 deeming it necessary for the District to incur bonded indebtedness. On November 17, 2020, the City Council adopted Resolution No. 2020-196 forming the District. Based on a successful property owner election held on November 17, 2020, the City Council adopted Ordinance No. 3174 on December 1, 2020, authorizing the levy of special taxes within the District to finance public improvements related to the Neuhouse project.

On August 17, 2021, the City Council accepted a written petition requesting commencement of change proceedings from LS-ONTARIO II LLC, to consider a change to the Rate and Method of Apportionment (RMA) of the existing special tax of Community Facilities District No. 57 (Neuhouse) under the Mello-Roos Community Facilities Act of 1982, and adopted Resolution No. 2021-142, a Resolution of Consideration to change the RMA of the existing special tax of Community Facilities District No. 57 (Neuhouse). At a public hearing conducted by the City Council on September 21, 2021, the City Council adopted Resolution No. 2021-150, declaring results of the special election, determining that changes to the RMA of the Existing Special Tax of Community Facilities District No. 57 (Neuhouse) are lawfully authorized, and introduced and waived further reading of an amended and restated Ordinance No. 3174 levying special taxes within the District. On October 5, 2021, the City Council Adopted Ordinance No. 3191, amending and restating Ordinance No. 3174, and concluding the change proceeding process for Community Facilities District No. 57 (Neuhouse).
The public improvements to be financed by the District are as follows:

- Water and Recycled Water System Facilities;
- Storm Drain Facilities;
- Sewer System Facilities;
- Streets and Traffic Circulation System Facilities; and
- Fiber Optic System Facilities.

The Neuhouse project addresses the residential development of approximately 30 gross acres

located generally west of Mill Creek Avenue, east of Haven Avenue, south of Chino Avenue and north of Schaefer Avenue. At build out, the projects are projected to include 334 residential units; 100-detached and 234 attached units.

The proposed Resolution references several bond documents and other matters related to the proposed issuance of bonds by City of Ontario Community Facilities District No. 57 (Neuhouse). The documents are listed below and are on file with the Records Management Department:

- Indenture;
- Bond Purchase Agreement;
- Continuing Disclosure Agreement; and
- Preliminary Official Statement.

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ONTARIO, CALIFORNIA, AUTHORIZING THE ISSUANCE OF CITY OF ONTARIO COMMUNITY FACILITIES DISTRICT NO. 57 (NEUHOUSE) SPECIAL TAX BONDS, SERIES 2022, IN AN AGGREGATE PRINCIPAL AMOUNT OF NOT TO EXCEED $13,000,000, AUTHORIZING THE EXECUTION AND DELIVERY OF AN INDENTURE, A BOND PURCHASE AGREEMENT AND A CONTINUING DISCLOSURE AGREEMENT, AUTHORIZING THE DISTRIBUTION OF AN OFFICIAL STATEMENT IN CONNECTION THEREWITH AND AUTHORIZING THE EXECUTION OF NECESSARY DOCUMENTS AND CERTIFICATES AND RELATED ACTIONS.

WHEREAS, the City Council (the "City Council") of the City of Ontario (the "City") has formed City of Ontario Community Facilities District No. 57 (Neuhouse) (the "Community Facilities District") under the provisions of the Mello-Roos Community Facilities Act of 1982 (the "Act");

WHEREAS, the Community Facilities District is authorized under the Act to levy a special tax (the "Special Tax") to pay for the costs of certain public facilities (the "Facilities") and to issue bonds payable from the Special Tax;

WHEREAS, in order to provide funds to finance certain of the Facilities, the Community Facilities District proposes to issue its City of Ontario Community Facilities District No. 57 (Neuhouse) Special Tax Bonds, Series 2022 (the "Series 2022 Bonds"), in the aggregate principal amount of not to exceed $13,000,000;

WHEREAS, in order to provide for the authentication and delivery of the Series 2022 Bonds, to establish and declare the terms and conditions upon which the Series 2022 Bonds are to be issued and secured and to secure the payment of the principal thereof, premium, if any, and interest thereon, the Community Facilities District proposes to enter into an Indenture with Zions Bancorporation, National Association, as trustee (the "Trustee") (such Indenture, in the form presented to this meeting, with such changes, insertions and omissions as are made pursuant to this Resolution, being referred to herein as the "Indenture");

WHEREAS, Stifel, Nicolaus & Company, Incorporated (the "Underwriter"), has presented the Community Facilities District with a proposal, in the form of a Bond Purchase Agreement, to purchase the Series 2022 Bonds from the Community Facilities District (such Bond Purchase Agreement, in the form presented to this meeting, with such changes, insertions and omissions as are made pursuant to this Resolution, being referred to herein as the "Purchase Agreement");

WHEREAS, Rule 15c2-12 promulgated under the Securities Exchange Act of 1934 ("Rule 15c2-12") requires that, in order to be able to purchase or sell the Series 2022 Bonds, the underwriter thereof must have reasonably determined that the Community Facilities District has, or one or more appropriate obligated persons have, undertaken in

a written agreement or contract for the benefit of the holders of the Series 2022 Bonds to provide disclosure of certain financial information and certain listed events on an ongoing basis;

WHEREAS, in order to cause such requirement to be satisfied, the Community Facilities District desires to enter into a Continuing Disclosure Agreement with the Trustee (such Continuing Disclosure Agreement, in the form presented to this meeting, with such changes, insertions and omissions as are made pursuant to this Resolution, being referred to herein as the "Continuing Disclosure Agreement");

WHEREAS, a form of the Preliminary Official Statement to be distributed in connection with the public offering of the Series 2022 Bonds has been prepared (such Preliminary Official Statement, in the form presented to this meeting, with such changes, insertions and omissions as are made pursuant to this Resolution, being referred to herein as the "Preliminary Official Statement");

WHEREAS, there have been prepared and submitted to this meeting forms of:

(a) the Indenture;

(b) the Purchase Agreement;

(c) the Continuing Disclosure Agreement; and

(d) the Preliminary Official Statement;

WHEREAS, Kitty Siino & Associates, Inc. has prepared and provided to the Community Facilities District an appraisal report, dated July 11, 2022 (the "Appraisal"), providing an opinion of value of the property in the Community Facilities District, which has been submitted to this meeting;

WHEREAS, Section 5852.1 of the California Government Code requires that the City Council obtain from an underwriter, financial advisor or private lender and disclose, in a meeting open to the public, prior to authorization of the issuance of the Series 2022 Bonds, good faith estimates of (a) the true interest cost of the Series 2022 Bonds, (b) the sum of all fees and charges paid to third parties with respect to the Series 2022 Bonds, (c) the amount of proceeds of the Series 2022 Bonds expected to be received net of the fees and charges paid to third parties and any reserves or capitalized interest paid or funded with proceeds of the Series 2022 Bonds, and (d) the sum total of all debt service payments on the Series 2022 Bonds calculated to the final maturity of the Series 2022 Bonds plus the fees and charges paid to third parties not paid with the proceeds of the Series 2022 Bonds;

WHEREAS, in compliance with Section 5852.1 of the California Government Code, the City Council has obtained from CSG Advisors Incorporated, as the Community Facilities District's Municipal Advisor, the required good faith estimates, which the Municipal Advisor has prepared in consultation with the Underwriter, and such estimates are disclosed and set forth in Exhibit A attached hereto;

WHEREAS, the Community Facilities District desires to proceed to issue and sell the Series 2022 Bonds and to authorize the execution of such documents and the performance of such acts as may be necessary or desirable to effect the offering, sale and issuance of the Series 2022 Bonds; and

WHEREAS, the City Council is the legislative body of the Community Facilities District;

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.

SECTION 2. Subject to the provisions of Section 3 hereof, the issuance of the Series 2022 Bonds, in an aggregate principal amount of not to exceed $13,000,000, on the terms and conditions set forth in, and subject to the limitations specified in, the Indenture, be and the same is hereby authorized and approved. The Series 2022 Bonds shall be dated, shall bear interest at the rates, shall mature on the dates, shall be subject to call and redemption, shall be issued in the form and shall be as otherwise provided in the Indenture, as the same shall be completed as provided in this Resolution.

SECTION 3. The Indenture, in substantially the form submitted to this meeting and made a part hereof as though set forth herein, be and the same is hereby approved. Each of the Mayor of the City, and such other member of the City Council as the Mayor may designate, the City Manager of the City, the Assistant City Manager of the City, the Executive Director of Finance of the City, the Deputy City Treasurer of the City, and such other officer or employee of the City as the City Manager may designate (the "Authorized Officers") is hereby authorized, and any one of the Authorized Officers is hereby directed, for and in the name of the Community Facilities District, to execute and deliver the Indenture in the form submitted to this meeting, with such changes, insertions and omissions as the Authorized Officer executing the same may require or approve, such requirement or approval to be conclusively evidenced by the execution of the Indenture by such Authorized Officer; provided, however, that such changes, insertions and omissions shall not authorize an aggregate principal amount of Series 2022 Bonds in excess of $13,000,000, shall not result in a final maturity date of the Series 2022 Bonds later than September 1, 2053, and shall not result in a true interest cost for the Series 2022 Bonds in excess of 7.00%.

SECTION 4. The Purchase Agreement, in substantially the form submitted to this meeting and made a part hereof as though set forth in full herein, be and the same is hereby approved. Each of the Authorized Officers is hereby authorized, and any one of the Authorized Officers is hereby directed, for and in the name of the Community Facilities District, to execute and deliver the Purchase Agreement in the form presented to this meeting, with such changes, insertions and omissions as the Authorized Officer executing the same may require or approve, such requirement or approval to be conclusively evidenced by the execution of the Purchase Agreement by such Authorized Officer; provided, however, that such changes, insertions and omissions shall not result in an aggregate underwriter's discount (not including any original issue discount) from the

principal amount of the Series 2022 Bonds in excess of 1.50% of the aggregate principal amount of the Series 2022 Bonds. The City Council hereby finds and determines that the sale of the Series 2022 Bonds at negotiated sale as contemplated by the Purchase Agreement will result in a lower overall cost.

SECTION 5. The Continuing Disclosure Agreement, in substantially the form submitted to this meeting and made a part hereof as though set forth in full herein, be and the same is hereby approved. Each of the Authorized Officers is hereby authorized, and any one of the Authorized Officers is hereby directed, for and in the name of the Community Facilities District, to execute and deliver the Continuing Disclosure Agreement in the form presented to this meeting, with such changes, insertions and omissions as the Authorized Officer executing the same may require or approve, such requirement or approval to be conclusively evidenced by the execution of the Continuing Disclosure Agreement by such Authorized Officer.

SECTION 6. The Preliminary Official Statement, in substantially the form presented to this meeting and made a part hereof as though set forth in full herein, with such changes, insertions and omissions therein as may be approved by an Authorized Officer, be and the same is hereby approved, and the use of the Preliminary Official Statement in connection with the offering and sale of the Series 2022 Bonds is hereby authorized and approved. Each of the Authorized Officers is hereby authorized, and any one of the Authorized Officers is hereby directed, to certify on behalf of the Community Facilities District that the Preliminary Official Statement is deemed final as of its date, within the meaning of Rule 15c2-12 (except for the omission of certain final pricing, rating and related information as permitted by Rule 15c2-12).

SECTION 7. The preparation and delivery of a final Official Statement (the "Official Statement"), and its use in connection with the offering and sale of the Series 2022 Bonds, be and the same is hereby authorized and approved. The Official Statement shall be in substantially the form of the Preliminary Official Statement, with such changes, insertions and omissions as may be approved by an Authorized Officer, such approval to be conclusively evidenced by the execution and delivery thereof. Each of the Authorized Officers is hereby authorized, and any one of the Authorized Officers is hereby directed, for and in the name of the Community Facilities District, to execute the final Official Statement and any amendment or supplement thereto.

SECTION 8. Based upon the property values within the Community Facilities District reported in the Appraisal and the value-to-lien information set forth in the Preliminary Official Statement, the City Council, for purposes of Section 53345.8 of the Act, hereby finds and determines that the value of the real property that would be subject to the Special Tax to pay debt service on the Series 2022 Bonds will be at least three times the principal amount of the Series 2022 Bonds to be sold and the principal amount of all other bonds outstanding that are secured by a special tax levied pursuant to the Act on property within the Community Facilities District or a special assessment levied on property within the Community Facilities District.

SECTION 9. If and to the extent that any feature or aspect of the Series 2022 Bond structure, the rate and method of apportionment of the Special Tax, the method of

financing the Facilities, the appraisal, the absorption study or other components of the Series 2022 Bond issue approved and authorized hereby is inconsistent or in conflict with any requirement, standard, measure or procedure set forth in the City's Mello-Roos Community Facilities Act of 1982 Local Goals and Policies, such requirement, standard, measure or procedure is, to the extent necessary to eliminate such inconsistency or conflict, hereby waived, and the City Council hereby finds and determines that benefit inures to the ultimate property owners, the Community Facilities District and the City as a result of such waiver.

SECTION 10. The City Council hereby approves the execution and delivery of all agreements, documents, certificates and instruments referred to herein with electronic signatures as may be permitted under the California Uniform Electronic Transactions Act and digital signatures as may be permitted under Section 16.5 of the California Government Code using DocuSign.

SECTION 11. All actions heretofore taken by the officers, employees, and agents of the City with respect to the issuance and sale of the Series 2022 Bonds, or in connection with or related to any of the agreements or documents 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 which 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 August 2022.

_____
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 the foregoing Resolution No. 2022- was duly passed and adopted by the City Council of the City of Ontario at their regular meeting held August 16, 2022 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. 2022- duly passed and adopted by the Ontario City Council at their regular meeting held August 16, 2022.

_____
SHEILA MAUTZ, CITY CLERK

(SEAL)

EXHIBIT A

GOOD FAITH ESTIMATES

The good faith estimates set forth herein are provided with respect to the Series 2022 Bonds in accordance with Section 5852.1 of the California Government Code. Such good faith estimates have been provided to the Community Facilities District by CSG Advisors Incorporated, the Community Facilities District's municipal advisor (the "Municipal Advisor"), which the Municipal Advisor has prepared in consultation with Stifel, Nicolaus & Company, Incorporated, the Underwriter.

Principal Amount. The Municipal Advisor has informed the Community Facilities District that, based on the Community Facilities District's financing plan and current market conditions, its good faith estimate of the aggregate principal amount of the Series 2022 Bonds to be issued and sold is $12,185,000 (the "Estimated Principal Amount"), which does not include approximately $216,000 of net premium estimated to be generated based on current market conditions. Net premium is generated when, on a net aggregate basis for a single issuance of bonds, the price paid for such bonds is higher than the face value of such bonds. Such Estimated Principal Amount and such estimated net premium amount would produce approximately $12,401,000 of gross proceeds.

True Interest Cost of the Series 2022 Bonds. The Municipal Advisor has informed the Community Facilities District that, assuming that the Estimated Principal Amount of the Series 2022 Bonds is issued and sold, and based on market interest rates prevailing at the time of preparation of such estimate, its good faith estimate of the true interest cost of the Series 2022 Bonds, which means the rate necessary to discount the amounts payable on the respective principal and interest payment dates to the purchase price received for the Series 2022 Bonds, is 5.15%.

Finance Charge of the Series 2022 Bonds. The Municipal Advisor has informed the Community Facilities District that, assuming that the Estimated Principal Amount of the Series 2022 Bonds is issued and sold, and based on market interest rates prevailing at the time of preparation of such estimate, its good faith estimate of the finance charge for the Series 2022 Bonds, which means the sum of all fees and charges paid to third parties (or costs associated with the Series 2022 Bonds), is $406,000.

Amount of Proceeds to be Received. The Municipal Advisor has informed the Community Facilities District that, assuming that the Estimated Principal Amount of the Series 2022 Bonds is issued and sold, and based on market interest rates prevailing at the time of preparation of such estimate, its good faith estimate of the amount of proceeds expected to be received by the Community Facilities District for sale of the Series 2022 Bonds, less the finance charge of the Series 2022 Bonds, as estimated above, and any reserves or capitalized interest paid or funded with proceeds of the Series 2022 Bonds, is $11,177,000.

Total Payment Amount. The Municipal Advisor has informed the Community Facilities District that, assuming that the Estimated Principal Amount of the Series 2022

Bonds is sold, and based on market interest rates prevailing at the time of preparation of such estimate, its good faith estimate of the total payment amount, which means the sum total of all payments the Community Facilities District will make to pay debt service on the Series 2022 Bonds, plus the finance charge for the Series 2022 Bonds, as described above, not paid with the proceeds of the Series 2022 Bonds, calculated to the final maturity of the Series 2022 Bonds, is $24,359,000, which excludes any reserves or capitalized interest funded or paid with proceeds of the Series 2022 Bonds (which may offset such total payment amount).

The foregoing estimates constitute good faith estimates only and are based on market conditions prevailing at the time of preparation of such estimates. The actual principal amount of the Series 2022 Bonds issued and sold, the true interest cost thereof, the finance charges thereof, the amount of proceeds received therefrom and total payment amount with respect thereto may differ from such good faith estimates due to (a) the actual date of the sale of the Series 2022 Bonds being different than the date assumed for purposes of such estimates, (b) the actual principal amount of Series 2022 Bonds issued and sold being different from the Estimated Principal Amount, (c) the actual amortization of the Series 2022 Bonds being different than the amortization assumed for purposes of such estimates, (d) the actual market interest rates at the time of sale of the Series 2022 Bonds being different than those estimated for purposes of such estimates, (e) other market conditions, or (f) alterations in the Community Facilities District's financing plan, or a combination of such factors. The actual date of sale of the Series 2022 Bonds and the actual principal amount of Series 2022 Bonds issued and sold will be determined by the Community Facilities District based on the timing of the need for proceeds of the Series 2022 Bonds and other factors. The actual interest rates borne by the Series 2022 Bonds will depend on market interest rates at the time of sale thereof. The actual amortization of the Series 2022 Bonds will also depend, in part, on market interest rates at the time of sale thereof. Market interest rates are affected by economic and other factors beyond the control of the Community Facilities District.